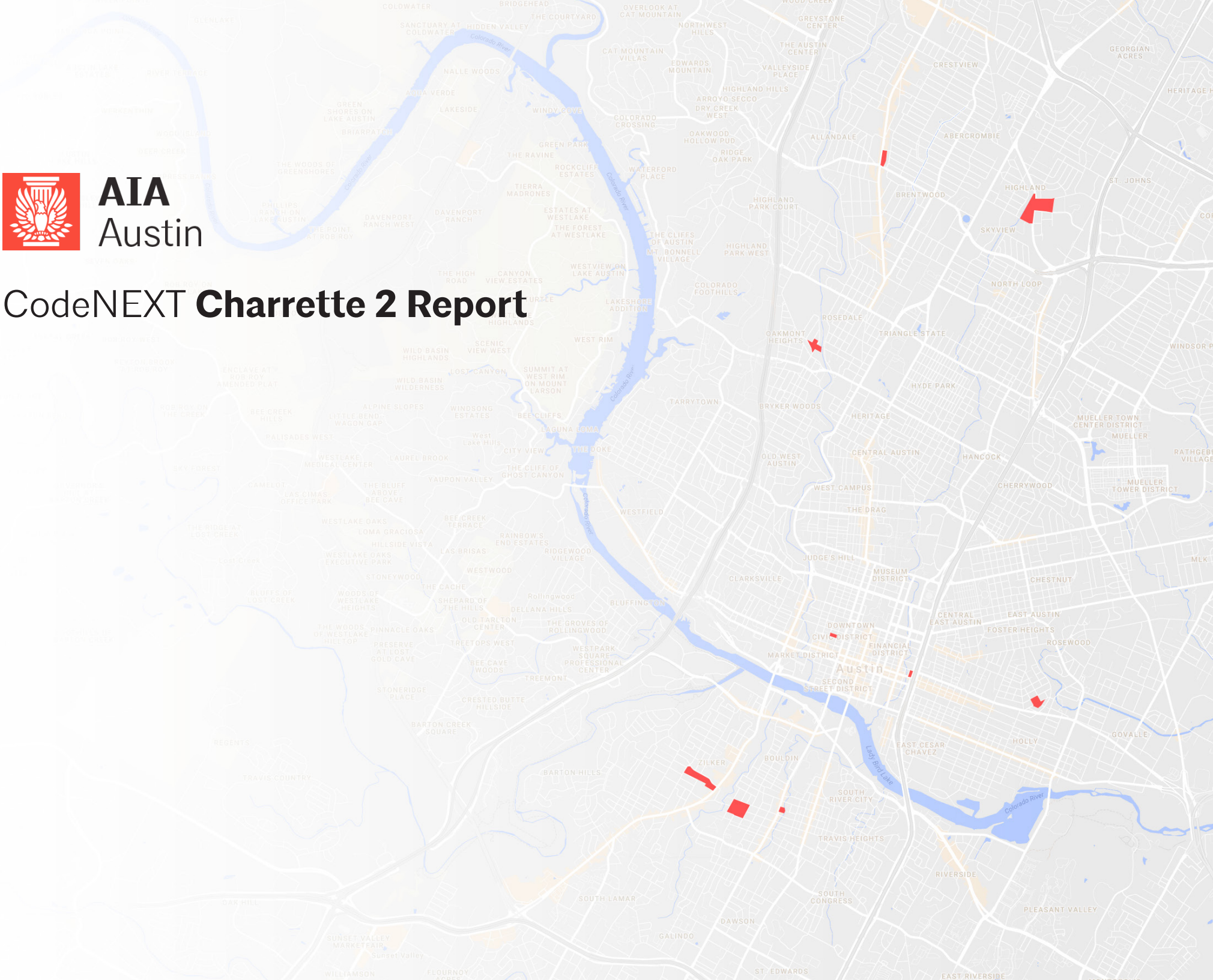




AIA
Austin

CodeNEXT Charrette 2 Report



Acknowledgments

Thank you again to all the design professionals who joined us a second time for this important exercise. Your time is valuable so please know that your work is greatly appreciated and will help make a better future for our city.

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Executive Summary

When the Imagine Austin Comprehensive Plan was adopted by Council in 2012, AIA Austin supported its vision of collective priorities to shape the growth in our rapidly growing city. Imagine Austin mandated that these priorities be codified in a new land development code, and the resulting CodeNEXT is the toolkit to make this happen. In 2013, AIA Austin assembled an advocacy group to focus on contributing to the CodeNEXT process as it is the most important single regulation that will affect our membership, and our community, over the next few decades. As a continued effort in this process AIA Austin conducted a second Design Charrette to compare Draft 2 of CodeNEXT against the priorities of Imagine Austin. The most common concerns pertain to: Missing Middle Housing, Parking Requirements, Height Restrictions, Façade Articulations, and Compatibility.

Missing Middle housing is a key piece to the affordability puzzle and as such AIA Austin has supported its inclusion in the CodeNEXT process. While Missing Middle building types have been included in Draft 2, they have found to play a limited role. Our charrette identified several obstacles that Missing Middle faces in the second draft. While multiple units are allowed on certain lots, the added regulations often burden the development to the extent that the allowable number of units could not be achieved. The overly restrictive regulations on duplexes and cottage building types mean they could be underutilized under the new code. A high-level of thoughtful planning regarding the correct application of the Missing Middle zones, especially related to transition zones between core transit corridors and existing neighborhoods, is needed moving forward.

While we support most of the Parking Regulation revisions, we still believe there are barriers to achieving the Imagine Austin goal of compact and connected. To the extent Main Street zones are mapped to align with Imagine Austin Activity Corridors, the minimum parking requirements should be differentiated from other lower-intensity zones to be responsive to, and supportive of, the multimodal transportation options available. Traditional corridor development districts have thrived with little to no on-site parking, as they are supported by alternative transportation. For example, Draft 1 contained a parking exemption for restaurants under 2,500 square feet. It is unclear why this exemption has been deleted. Many small restaurants could be located on urban corridors and main streets where onsite parking is not as heavily depended upon and constructing parking lots can be a burden to small, locally-owned businesses. We recommend providing scalable context sensitive parking regulations for these areas, with options for shared regional parking.

Height Restrictions are overly prescriptive and complicated in Draft 2. Prescriptive eave heights and overall building heights will almost certainly result in making gable roofs ubiquitous in Austin. This after many years of the McMansion Ordinance incentivizing shed roofs. The intent is unclear, and we do not support a regulation that incentivizes one architectural style over another. One overall maximum building height would be a sufficient regulation; eave and parapet heights should be removed. Additionally, in R zones, the new height regulations prevent the ability to have any two-story structure beyond 80 feet of the front property line. This is more restrictive than current code and could likely result in a reduction of density; conflicting with the goals of Imagine Austin. Lastly, the new Building Height Stepbacks are too restrictive and are not properly calibrated. For example, in MS zones Stepbacks are triggered if the site is across a ROW less than 60 feet in width, but the actual Stepback zones only extend to 50 feet. These need to be re-evaluated entirely against their intended purpose.

The Façade Articulation requirements for R zones are extremely prescriptive, especially those on the side and back facades, which do not face the street or the public eye. These restrictions will adversely affect the ability to develop good spaces on small, and standard size, lots due to front yard setbacks and new parking requirements. Furthermore, the prescriptiveness will undoubtedly come in conflict with existing natural site features. There are numerous other architectural solutions which would satisfy the desire for articulation while also providing the flexibility to develop site-specific building forms and create interest and variation of housing options. The second draft has also applied this tool to commercial buildings in Main Street zones as well. The prescriptive dimensional requirements are extraordinarily excessive and will not only result in monotonous architecture, but will facilitate the loss of much needed real estate. By dictating that 576 square foot chunks be taken out of the front façade at 150 foot intervals as well as the rear façade at 60-foot intervals the draft code will be creating a series of cavernous dead zones in our buildings that are eating up real estate that could otherwise be used for affordable housing. Again, the intent of this regulation appears to be an attempt to dictate architectural form.

Compatibility regulations have been brought back in the second draft. These regulations written in the code to amend and adjust base zone standards when adjacent to triggering residential zones are complex, confusing, and onerous. The code would be much clearer without these additional standards. The no build setback zone has been increased from the current 25 feet to 30 feet. In addition, the zone must contain a prescribed landscape buffer. Since the compatibility setbacks start at the property being developed they do not consider any existing buffers, like alleys. At the very least compatibility should start at line of the triggering property and not that of the property being developed. However, we also strongly believe that the compatibility of scales and uses could be satisfied by thoughtful, context sensitive mapping in lieu of code.

While AIA Austin supports many of the regulations we examined, our work indicates the second draft still falls short of achieving several of the priorities set forth in Imagine Austin. The full report outlines areas where the second draft could be improved to satisfy these goals.

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Introduction

During the month of October 2017, the AIA Austin CodeNEXT Charrette Teams reconvened to test the second draft of CodeNEXT. The purpose of this exercise was to see what had changed between the first and second drafts and to determine if the second draft did a better job of meeting the priorities adopted in the Imagine Austin Comprehensive Plan. This report is intended to supplement the first charrette report and as such does not describe the charrette process, or the sites tested. This information can be found in the first charrette report issued in July, 2017. Due to the short period of time between the second draft and the proposed third draft this charrette was decentralized with each team meeting on their own to test. The testing schedule was as follows:

- Team 1: Central Neighborhood Low-Density Residential – October 5th
- Team 2: Central Neighborhood Residential – October 13th & 17th
- Team 3: Central Neighborhood Mixed-Use – October 18th
- Team 4: Corridor Transition Zone – October 10th & 11th
- Team 5: Activity Corridor – October 27th
- Team 6: Regional Center – October 10th
- Team 7: Downtown – October 20th

On November 1, 2017 a public reception was held at the 7Co event space where each team's work was displayed. This event allowed members and citizens the opportunity to view and discuss the findings with the charrette participants. The following report comprises the work and recommendations from the seven teams. Each team has included a list of their findings, drawings depicting possible development under the second draft, and a list of recommendations to better align the draft code with the priorities of Imagine Austin.



Team 1: **Neighborhood Low-Density Residential**

Team 1 tested the same sites in the Rosedale area, near 38th, as they did in the first charrette. The T3 and LMDR zoned properties from Draft 1 are now zoned R3C.

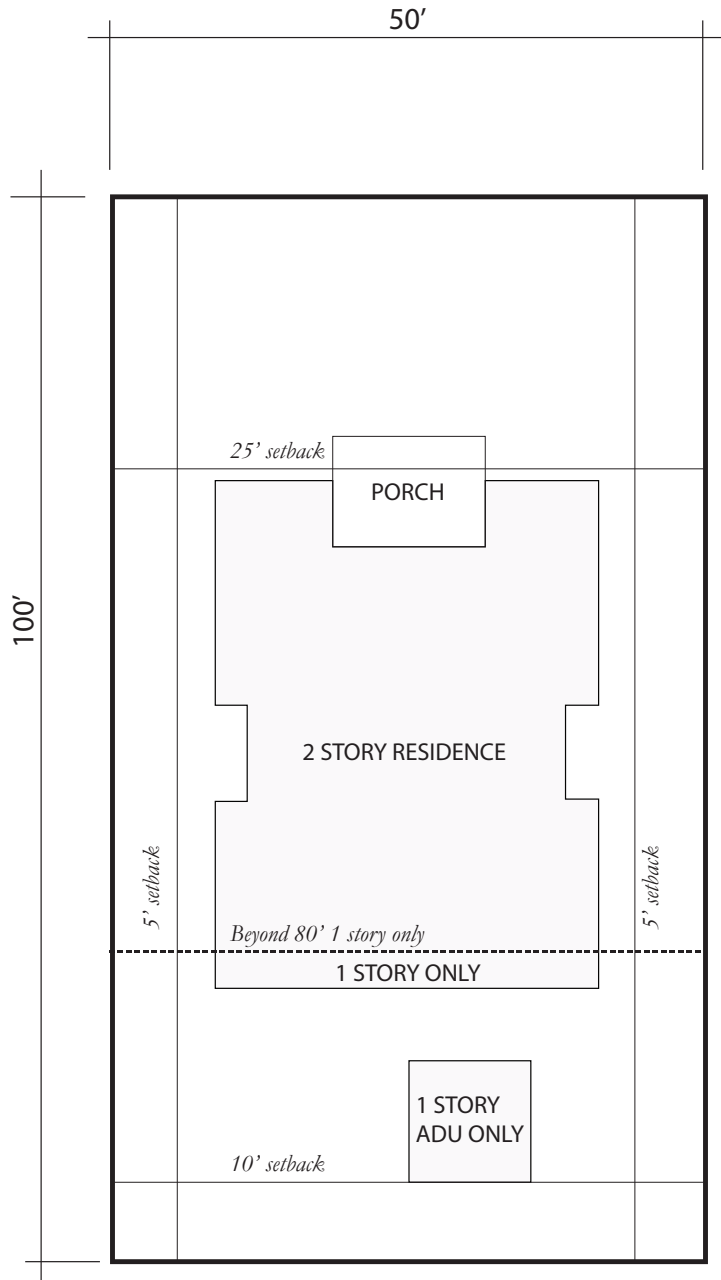
FINDINGS

- The prescriptive form-based standards from the first draft have been removed, but new height restrictions for base zones hinder design options much like our current code does.
- The front-yard building setbacks have been pushed back to match current 25-foot setbacks, which does little to activate the streetscape. It also doesn't achieve the vision of Imagine Austin for a better-connected neighborhood.
- Maximum building height measurements are shown to be taken from the finish grade, instead of natural grade, but there is no direction of how to interpret this for sloped grades. It is unclear how this will affect the building form.
- The parking requirement of one space per unit along with the 25-foot setback from the street and the maximum 1/3 rule for cars on the front facade of the building means that parking in the backyard will be necessary for many single-family R3C zoned lots.
- In R3A, R3B, & R3C zonings, the maximum building heights within the urban core are different. There is no reasoning provided why it is allowable to build higher in one single-family zone and not the others.
- The duplex and cottage building types are overly regulated and confusing. Due to these unfriendly regulations it is unlikely they will be utilized to create middle missing housing needed; meaning we could be left with less housing density than we have today.
- R3 zoning allows three units per lot, but the supplemental regulations in this zone simultaneously restrict the development of the lot; making these units potentially undesirable for the market.
- The building height regulations prevent the ability to have any two-story structure beyond 80 feet from the property line. This includes a primary structure or an ADU. This is more restrictive than current code and does not help achieve the goals of Imagine Austin.
- Many of the RC3 zoning regulations appears to match current SF3 zoning code and therefore does not move the needle closer to the goals of Imagine Austin.
- The Preservation Incentive does not go far enough to protect against the removal of existing bungalow housing types. We need more of an incentive to keep small existing structures like by allowing larger primary units in the rear of lot.



Figure 1.1: Neighborhood development under Draft 2.0

R3C ZONING



	DRAFT CODE 2.0	EXISTING ZONING	NET RESULT
LOT SIZE	5,000 SF (smaller)	5750 SF minimum	^
SETBACK	25 : 10 : 5	25 : 10 : 5	—
IMPERVIOUS COVER	45%	45%	—
F.A.R.	0.4 or 2,300 SF -(not including parking)	0.4 -(w/exemptions)	✓
FOOT PRINT	50' lot - 33' max >50' lot - article 10.36.	-	N/A
HEIGHT	22' eave 12' accessory 32' max height >80' 1 story line	-	✓
UNITS	3	2	^
PARKING	1	2	^
STORIES	2	2.5	✓

Figure 1.2: A Prototypical small lot: comparison to new and existing code analyzed.

RECOMMENDATIONS

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-4D-2170 Residential 3C (R3C) Zone	A. GENERAL INTENT	<ul style="list-style-type: none"> Zone names should be simplified. We recommend dropping suffixes A, B, C, and D for R3 zoning and create one distilled zoning category that addresses the intent of size and intensity of all R3 zones. This would create a better understanding of the purpose and function with less confusion in the mapping. Currently R3C is more complex than R3A, and the byproduct may promote more building outside of the urban core; creating more suburban sprawl.
	C. LOT SIZE AND INTENSITY	<ul style="list-style-type: none"> Revised regulations on Duplexes. 23-4E-6160 Duplex regulation Section (B) and Section (C) need complete deletion or reconsideration. Duplex section (B) contains vestige terminology and restrictions of the current duplex code that make using these types of housing forms extremely problematic to use, and does not help promote duplexes in the city, which is one of the missing middle housing types. Duplex section (C), sets more limits on FAR for R3B and R3C, which is conflicts with the FAR regulations is 23-4D-2170, this is confusing and should be removed and addressed in the base zones.
	D. BUILDING PLACEMENT AND FORM	<ul style="list-style-type: none"> Remove Cottages House term. This building type is impractical to use because the size of the house will be determined by the base zone that it is within. If however this can be revised to encourage more building types with multiple units, which will include units with share walls or stacked units to incentivize density, then keeping this building type makes sense. Otherwise, remove it from the zoning code lexicon, as it seems like a leftover from the first draft. Reduce minimum front yard setback. The minimum setback for the frontyard should be 20' and allow front yard adjacent averaging setbacks to preserve older neighborhood characteristics. We feel that the city can be connected with it's community more with a closer setback and porches in the setback which allows the ability to connect to the street. Also, it will create more flexibility in building design to work around natural elements and use more of the lot to help adhere to new parking regulations on site.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> • Restratgeize Building Articulation requirements. The dimensional requirements for building articulation are extremely prescriptive, especially those on the side and back facades, which do not face the street and the public eye. These restrictions will adversely affect the ability to develop good spaces on small, and standard size, lots due to front yard setbacks and new parking requirements. Furthermore, the prescriptiveness will undoubtedly come in conflict with natural site features. There are numerous other architectural solutions which would satisfy the desire for articulation while also providing the flexibility to develop site-specific building forms and create interest and variation of housing options. Restratgeize the requirements for Building Articulation to provide flexibility of design solutions and variety of housing stock with more effective form control.
	E. HEIGHT	<ul style="list-style-type: none"> • Simplify Building Height standards. One Overall (max.) height limit is sufficient for development standards and would consolidate the various height limit formats found throughout Draft 2, reducing confusion. Simplify Height standards to read as one Overall (max.) limit. • Increase Overall (max.) Building Height limit. The Height limit in R3C zones should not be less than lower-intensity R zones. Increase Overall (max.) Height limit to 35 feet. • Simplify Building Height Standard. We like height based off of finish grade, however the diagram is confusing. Please clarify where the height will be based off of for each facade. • Increase Number of Stories. We recommend allowing more that 2 stories in R3 zoning. This will promote less need to use land for density, and can create more verticality that will not overwhelm residential areas. • Remove Eave and Parapet Height Requirements. Eave and parapet measurements create unnecessary constraints on the building for all lots, and is another hold over from the McMansion Ordinance. We suggest using only maximum height in all zones. • Remove Maximum Height Limitations. Remove additional restrictions on height for ADUs and Detached Structures. These should not be regulated in addition to base zoning height restrictions.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Remove Additional Height Limitations. The reduction of height limits from existing SF-3 standards for site area beyond 80 feet of the Front Property Line does not support the General Intent of R3C zones to “provide detached housing and duplexes with accessory dwelling units” especially with reference to the Accessory Building Form Overview found in Table 23-4E-8030: “An additional structure located at the rear of a lot - sometimes positioned above a garage...” Do not penalize development in the rear of lots.
		<ul style="list-style-type: none"> Restrategize Preservation Incentive. An exception to an excessive additional limitation to Height is an ineffective strategy to incentivize the preservation of existing structures. Reasons include: there is an FAR limitation to Accessory Dwelling Units (23-4D-2170 C. Lot Size and Intensity); supplemental requirements limit the Floor Area on a second floor of an ADU to 550 sf (Table 23-4E-6030(A) Standards for Accessory Dwelling Units). Existing structures in this zone are often one-story mid-century homes which use a lot of their allowable Impervious Cover on not a lot of their allowable FAR. Therefore, a more effective incentive to preserve an existing structure might be to allow additional FAR for the Accessory Dwelling Unit or additional Impervious Cover.
	F. Encroachments	<ul style="list-style-type: none"> Remove Height Encroachments. The Gable End and Dormer Height Encroachments seem to be a hangover of the current Subchapter F: Residential Design and Compatibility Standards that no longer apply to Draft 2’s format for height standards. With the Overall (Max.) Height found in Subsection E, additional standards for roof shape encroachments are not needed. Remove Height Encroachments and simplify to only the regulations found in the referenced supplemental section 23-4E-7050 (C).
	G. FRONTAGES	<ul style="list-style-type: none"> Simplify Stoops and Porches. We would like further simplification of front articulation of porches and stoops to achieve a greater clarity. For example, it is not clear if porches count against FAR and they should not if they are a requirement. Also, Allow Private Frontage Types on both the Front and Side Streets.
	H. PARKING	<ul style="list-style-type: none"> Revise Driveways and Setbacks. Front yard driveway requirements will increase impervious cover based on options available for cars on site. This needs revising to allow for a single car not to have to park behind the house or in the side set back only.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Clarify Garage Orientations. Regulations on where garage entry can be in the front in 1/3 of facade are unclear. Does this allow for the side entry front garage? 1/3 facade forces garages in the back yards of homes, on smaller urban lots. There should be an exemption for carports which are already prevalent in and around most neighborhoods. Reduce the Minimum Front Setback. Consistent with the recommendation to reduce the Minimum Front Setback for buildings, reduce the Minimum Front Setback for Parking to 25 feet.
		<ul style="list-style-type: none"> Reduce the Minimum Side Setback. On a corner lot only 40 feet wide and side-street parking access, there would not be enough lot width remaining for a garage given the 20 feet Side Street Setback. Reduce the Side Street Setback to 15 feet. Parking Requirements. Are parking reductions for ADUs within 1/4 mile of a corridor still applicable?
	J. Required Open Space	<ul style="list-style-type: none"> Remove the personal space requirements. This requirement does not need to apply to the average size 50x100 lot in a neighborhood, where a minimum of 55% of the lot is outdoor space. This criteria is requiring single family homes to have 50 square feet of personal space on a second floor, forcing further unnecessary articulation.



Team 2: **Central Neighborhood Residential**

Team 2 tested a central residential neighborhood that is primarily “urban” in form. A strong street grid acts as a framework to support a walkable community with mixed uses, where most daily errands can be accomplished without a car. The Imagine Austin Comprehensive Plan envisions infill development to occur which is compatible in scale with the existing single-family neighborhood fabric.

FINDINGS

- The only difference between a 50-foot-wide R3C zoned lot and 50-foot-wide R4A zoned lot is a slightly less-restrictive Building Articulation requirement and more allowable Front yard and Side Street Encroachment for Private Frontages.
- The Required Parking Spaces for uses like Office, Service, Retail, and Restaurant in low-intensity, low-scale MU1A and MS1B zones are the same as those required in much higher intensity zones. These requirements are prohibitive for low-intensity zones that are mapped on smaller lots.
- If an MS1B zoned property is across a 14-foot alley from a Residential House-Scale or Residential Multi-Unit zone it is subject to the same compatibility regulations as an MS1B property immediately adjacent to a Residential House-Scale zone. There should be credit for the 14-foot alley buffer.
- A minimum 14-foot floor-to-ceiling height on the first floor will not allow for three stories within the 35-foot maximum overall height. This limits buildings to two floors only.
- Under the Parking Lot Landscaping standards, the requirement of a tree island every 8 parking spaces may result in the loss of valuable area for small lots requiring 9 or 10 parking spaces.
- The Duplex Development Standards like reduced height, common wall requirements, and separation restrictions, in addition to basic zone regulations, disincentivize the development of duplexes.
- Cottage Court Open Space minimum clear Depth of 75 feet multiplied by the 20-foot minimum clear Width is one-and-a-half times as much area as the 1,000-square foot minimum. Looking a lot that is 150 feet deep (typical in Austin), by the time you subtract depth for setbacks, parking (even if you have alley access), and a walkway, and a building because "parking areas shall be screened from the common court by buildings" you would only have about 66 feet remaining, falling well short of the 75-foot requirement.
- While Draft 2 will allow one to theoretically develop three units on an R3C zoned lot, the economic feasibility may not support the development. While the current market could support the sale projected by this proforma of the R3C zone testing, under stabilized market conditions (more supply, less demand) developers would likely not take on this type development. Thereby resulting in no real increase in density.
- The economic feasibility of developing three units on an R3C zoned property is especially unlikely for a private homeowner because: 1) it would take a lot of time and expertise; 2) it would be impossible/inconvenient to live on the lot while developing it; and 3) the potential financial gain of going through this redevelopment process, versus selling the property, would not be significant enough to initiate redevelopment. Resulting in either no increase in density/attainability or a loss of long-term residents.

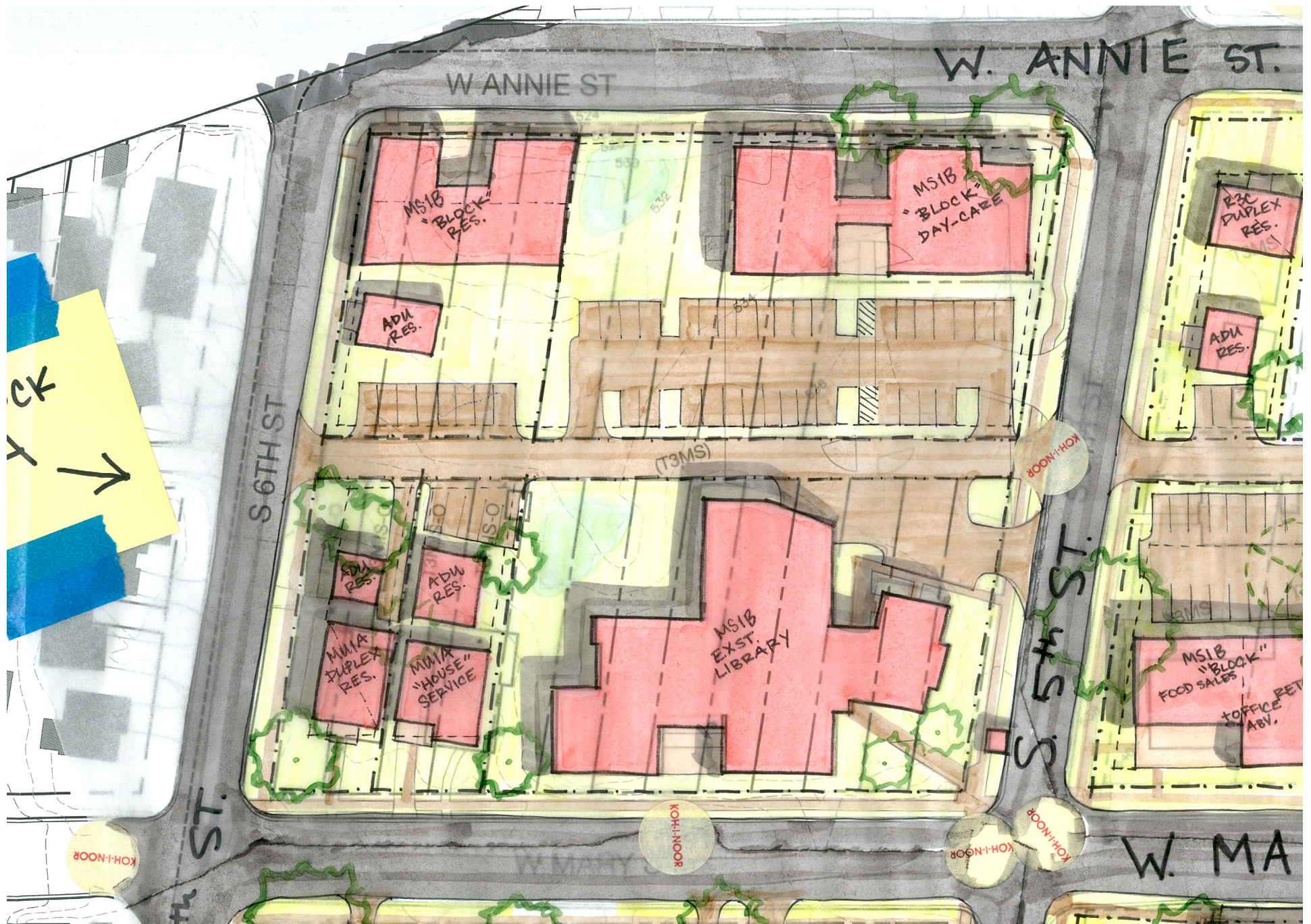


Figure 2.1: MSIB and MU1A development

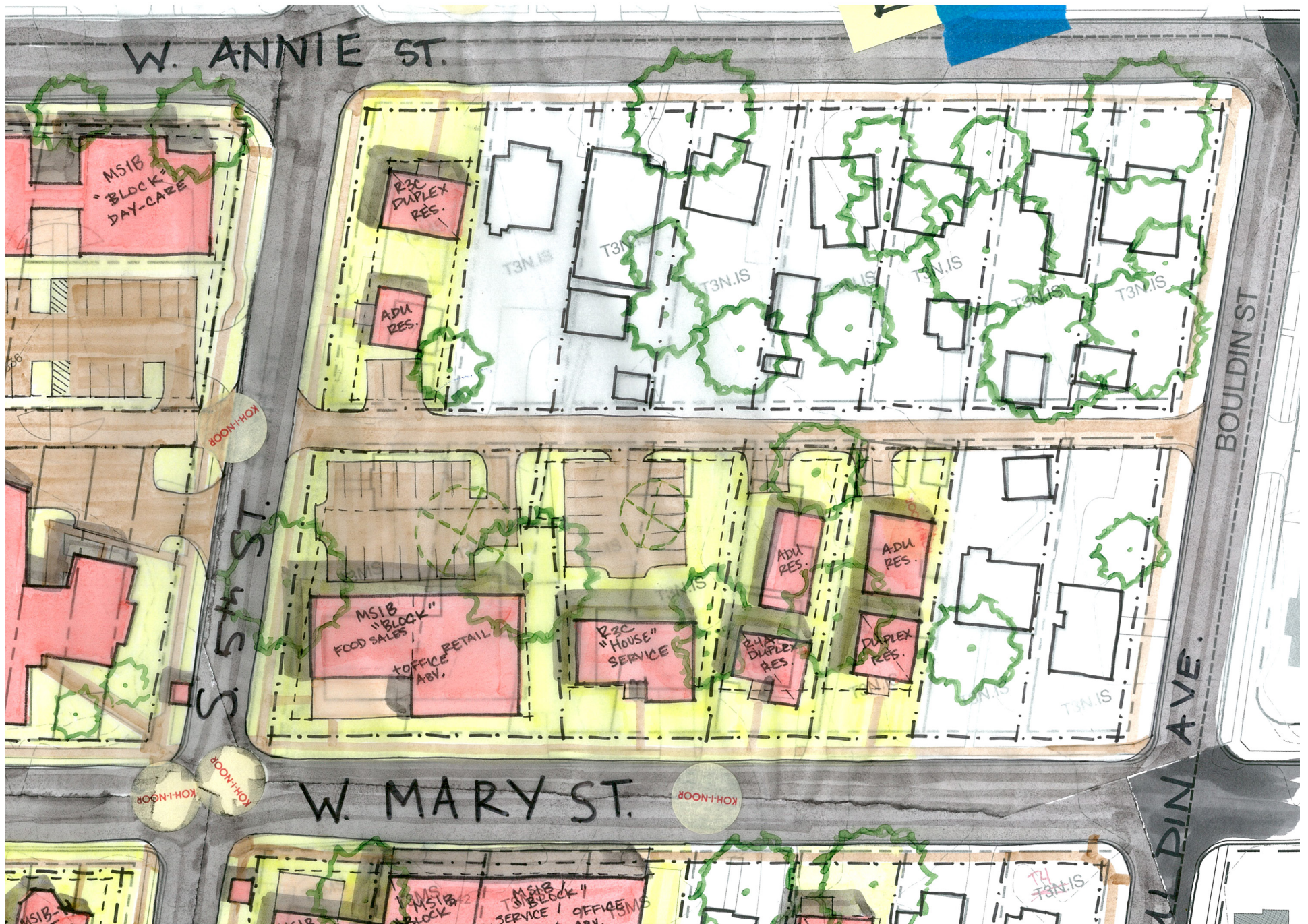
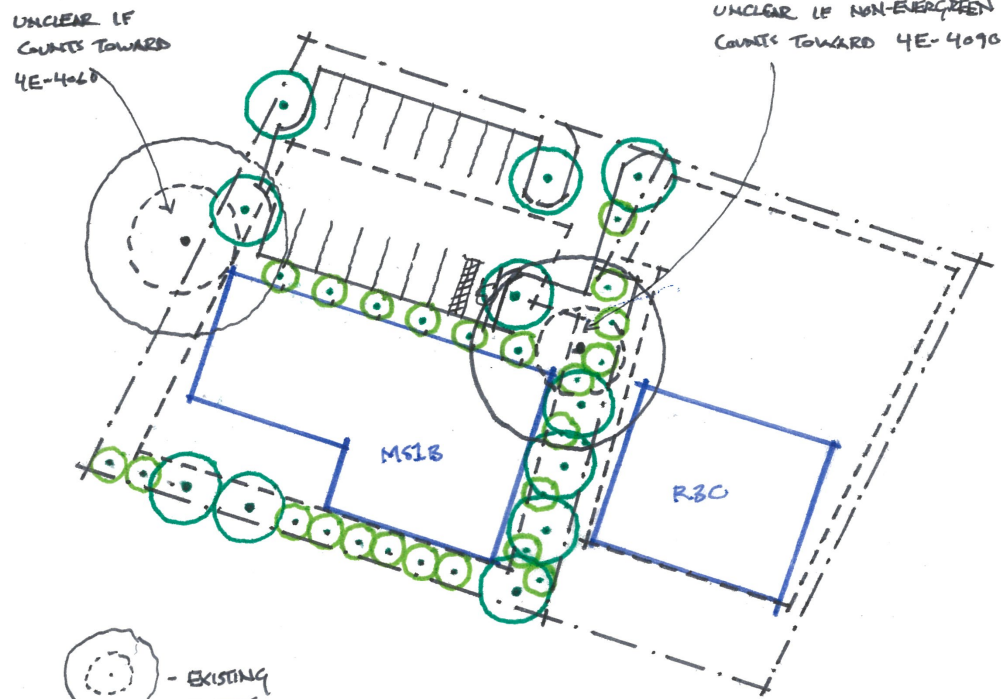


Figure 2.2: MS1B and R3C development

MOON-HOX

LANDSCAPE PLAN

MOON-HOX



● - SHADE TREES (4") - x 11

○ - ORNAMENTAL TREES (2") - x 23

SUBBS/GRASSES NOT SHOWN

LANDSCAPE REQS.

23-4E-4040 FRONT YARD PLANTING

MS1B - (3) SHADE TREES, (8) ORNAMENTAL TREES

R3C - NONE

23-4E-4060 FOUNDATION BUFFER

MS1B - (6) ORNAMENTAL ~~SHADE~~ TREES (SIDEWALK DOESN'T FIT)

R3C - NONE

23-4E-4060 SURFACE PARKING TREE ISLANDS

MS1B - (4) SHADE TREES (2 PARKING SPACES REMOVED)

R3C - NONE

↑ PARKING BAY REQS, NOT LANDSCAPE

23-4E-4090 INTERMITTENT VISUAL OBSTRUCTION BUFFER

MS1B - (4) SHADE TREES, (9) ORNAMENTAL TREES

R3C - NONE

ASSUMPTIONS

- ALL CALCS ROUNDED UP TO NEAREST WHOLE
- UNCLEAR IF EXISTING NON-EVERGREEN SPECIES COUNT TOWARD BUFFERING TOTALS
- 4E-4090 NUMBERS ASSUME 4" CAL. SHADE TREES AND 2" CAL. ORNAMENTAL TREES

CONCLUSIONS

- LOSS OF 2 PARKING SPOTS
- REDUCTION OF BLDG SF IN THIS CONFIG. (SIDEWALK + FOUND. BUFFER)

MS1B [

MOON

MOON-HOX



Figure 2.4: R3C development without an alley

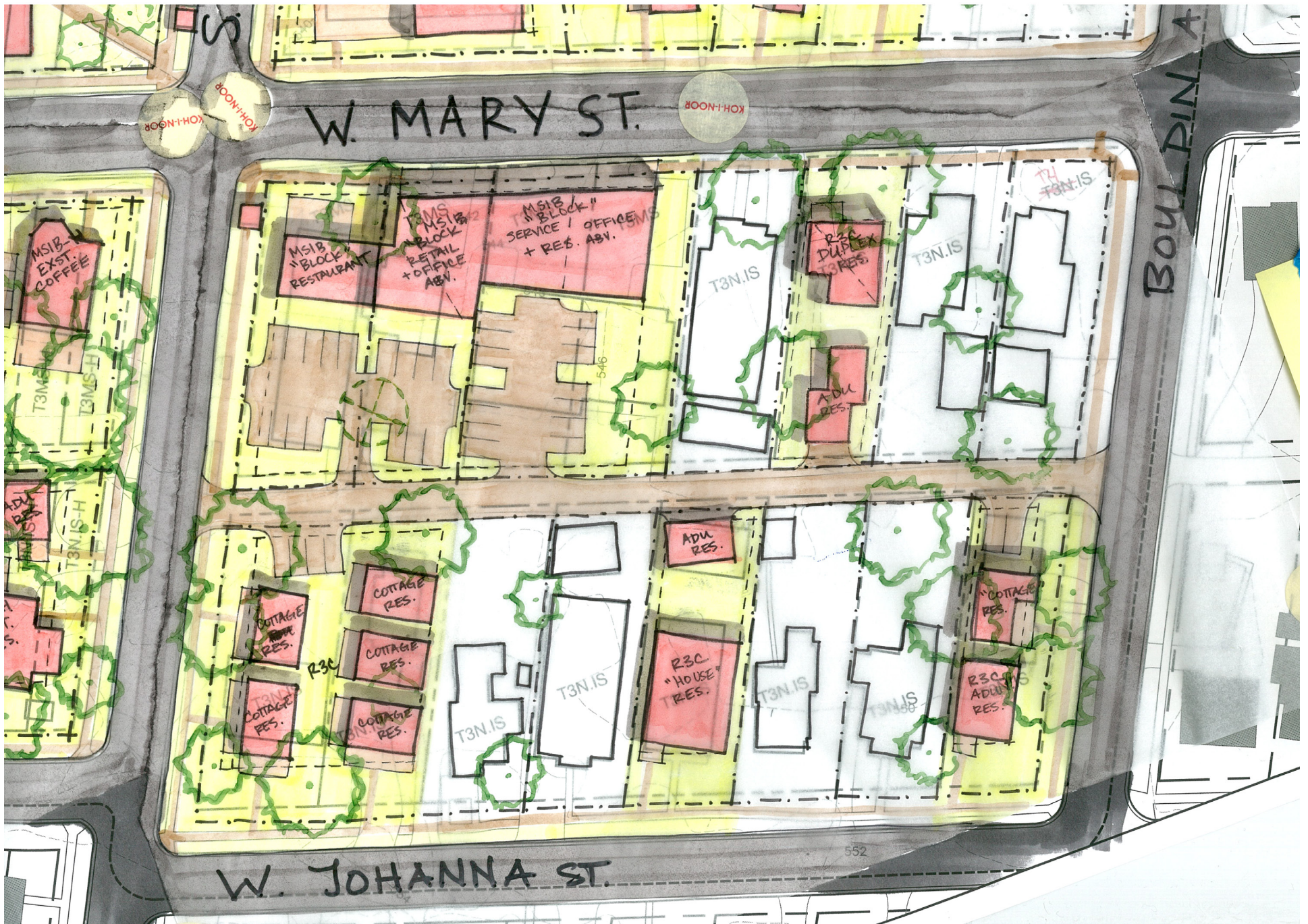


Figure 2.5: MS1B and R3C development with an alley

RECOMMENDATIONS

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-4E-8030(A) Austin Building Types Over-view	Cottage Form	<ul style="list-style-type: none"> Remove Cottage Building Type or simplify language. The only difference between a Cottage building type and a House building type is the size of the lot on which they are permitted. The variation in massing between the two building types will be inherently determined by applying other development standards (i.e. FAR, Building Cover, and Impervious Cover) to the lot. The language delineation is therefore ineffective and confusing, especially when Cottage Corner and Cottage Court are effective uses of language to explain a different building type. Remove “Cottage” type or rename with more meaningful language such as “small house.”
	Duplex	<ul style="list-style-type: none"> Remove the language that both units must face the fronting street. This requirement is in conflict with 23-4E-6160 Duplex which states “At least one of the two units must have a front porch that faces the front thoroughfare...”
	Accessory Dwelling Unit	<ul style="list-style-type: none"> Remove the language that the structure is to be located to the rear of a lot. This is in conflict with 23-4E-6030 Accessory Dwelling Unit - Residential that states an ADU may be placed “...to the front, rear, or side of the primary structure.”
		<ul style="list-style-type: none"> Clarify the definition of Accessory Dwelling Unit. Clarify whether Accessory Dwelling Unit is considered a building type or a use.
23-4D-2170 Residential 3C (R3C) Zone	C. Lot Size and Intensity	<ul style="list-style-type: none"> Clarify Allowed Building Types. Clarify whether or not multiple “Primary Building” types are allowed on the same lot.
		<ul style="list-style-type: none"> Clarify Building Size standards for Accessory Dwelling Units. Clarify whether or not the 0.15 FAR allowance for Accessory Dwelling Units is in additional to or subtracted from the 0.4 FAR allowance for the Primary Building forms. Does FAR apply by Lot of by Building Type?

Code Section	Sub-section	Recommendations
	D. Building Placement and Form	<ul style="list-style-type: none"> • Reduce Minimum Front Yard Setback. Increasing the front yard setback from the previous draft to match the existing SF-3 minimum 25 foot setback does not support the General Intent of R3C zones to “provide detached housing and duplexes with accessory dwelling units.” We recommend reducing the Minimum Front Setback to 20 feet. • Restratgeize Building Articulation requirements. The dimensional requirements for building articulation are extremely prescriptive and will result in repetitive development of the same building shape. Furthermore, this prescriptiveness will undoubtedly come in conflict with existing natural site features. There are numerous other architectural solutions which would satisfy the desire for articulation while also providing the flexibility to develop site-specific building forms and create interest and variation of housing options. Recommend re-vising the requirements for Building Articulation to provide flexibility of design solutions and more effective form control.
	E. Height	<ul style="list-style-type: none"> • Simplify Height standards. Recommend creating one overall (max.) height limit for development standards that would consolidate the various height limit formats found throughout the draft. • Increase Overall (max.) Height limit. The Height limit in R3C zones should not be less than lower-intensity R zones. Increase Overall (max.) Height limit to 35 feet. • Remove additional Height limitations. The reduction of height limits from the existing SF-3 zoning standards for site area beyond 80 feet of the Front Property Line does not support the General Intent of the R3C zones to “provide detached housing and duplexes with accessory dwelling units” especially with reference to the Accessory Building Form Overview found in Table 23-4E-8030: “An additional structure located at the rear of a lot - sometimes positioned above a garage...”

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> • Restratgeize Preservation Incentive. An exception to an excessive additional limitation to Height is an ineffective strategy to incentivize the preservation of existing structures. Reasons include: there is an FAR limitation to Accessory Dwelling Units (23-4D-2170 C. Lot Size and Intensity); supplemental requirements limit the Floor Area on a second floor of an ADU to 550 sf (Table 23-4E-6030(A) Standards for Accessory Dwelling Units). Existing structures in this zone are often one-story mid-century homes which use a lot of their allowable Impervious Cover on not a lot of their allowable FAR. Therefore, a more effective incentive to preserve an existing structure might be to allow additional FAR for the Accessory Dwelling Unit or additional Impervious Cover.
		<ul style="list-style-type: none"> • Remove additional Height limitation of Accessory Structures. The limitation on FAR is effective enough to control the massing of the development without the added Height limitation, which is likely to produce frequent development of flat and/or shed roof structures, stunting variation and neighborhood character. Remove the additional Height limitations on Accessory Structures.
	F. Encroachments	<ul style="list-style-type: none"> • Remove Height Encroachments. The Gable End and Dormer Height Encroachments seem to be a hangover of the current Subchapter F: Residential Design and Compatibility Standards that no longer apply to Draft 2's format for height standards. With the Overall (Max.) Height found in Subsection E, additional standards for roof shape encroachments are not needed. Remove Height Encroachments and simplify to only the regulations found in the referenced supplemental section 23-4E-7050 (C).
	G. Frontages	<ul style="list-style-type: none"> • Allow Stoop Frontage on the Front. It is excessive and confusing that a Stoop type Private Frontage be allowed on a Side Street but not on the Front. We recommend allowing Private Frontage Types on both the Front and Side Streets.
	H. Parking	<ul style="list-style-type: none"> • Reduce the Minimum Front Setback. Consistent with the recommendation to reduce the Minimum Front Setback for buildings, we recommend reducing the Minimum Front Setback for Parking to 25 feet.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Reduce the Minimum Side Setback. On a corner lot only 40-foot wide with side-street parking access, there would not be enough lot width remaining for a garage given the 20-foot Side Street Setback. We recommend reducing the Side Street Setback to 15 feet. Remove the Footnote requiring parking space(s) shall not be located in front of the front façade of the building. This will undoubtedly come in conflict with natural site features. For example, a tree in the front yard may require that a structure be sited beyond the Minimum Front Setback, but area to the side of the tree may be enough space for parking placement that helps to minimize Impervious Cover. This will not compromise the protections on neighborhood character because there is still the one-third width restriction to garages along the front facade.
23-2M-1030 General Terms and Phrases	Duplex (Building Type)	<ul style="list-style-type: none"> Remove definition and reference Building Types. Consistent with the other Building Types listed in General Terms and Phrases, remove the definition and reference Section 23-4E-8030 (Building Types)
23-3D-3010 Applicability of Impervious Cover Standards	Applicability of Impervious Cover Standards (A)	<ul style="list-style-type: none"> Amend applicability to not restrict any lower-intensity residential zones. The exception to only single-family and two-family lots does not support the goal of Imagine Austin to provide more attainable housing. For example, an R3C zoned lot with a Duplex and an Accessory Dwelling Unit should not be subject to these standards if the same lot with the same standards (i.e. FAR, Building Cover, and Impervious Cover) is developed with only two units. Amend applicability to not restrict any residential development in R zones.
23-4D-2040 Parking Requirements	Table 23-4D-2040(A) Parking Standards for Residential Zones	<ul style="list-style-type: none"> Strategize scalable Parking Standards. For example, in an R3C zone all Service uses are required to provide a parking space for every 350 square feet as is required for some Service uses in Main Street zones. However, the only Service allowed in an R3C zone is a Small Day Care (Table 23-4D-2030(C) Allowed Uses in Residential House-Scale Zones R3A-R4C). In effect, a typical house that was re-used as a Small Neighborhood Daycare might have to build something like four additional parking spaces for 7 children and a few staff members. This is prohibitive for a low-intensity Service to exist in R3C zones.

Code Section	Sub-section	Recommendations
23-4D-2090 Residential 4A (R4A) Zone	C. Lot Size and Intensity	<ul style="list-style-type: none"> Reduce the minimum Width for the Multiplex Building Type. Otherwise, the only difference between a 50-foot R3C zoned lot and 50-foot R4A zoned lot is slightly less-restrictive Building Articulation requirements and more allowable Front and Side Street Encroachment for Private Frontages. This minimal difference does not support the General Intent of R4A to "...provide a transition between lower-intensity and high-intensity residential zones..." for 50' wide lots (which is the majority of Austin residential properties). Reduce Width (min.) for Multiplex Building Type to 50 feet. The market will determine the feasible number and size of units in a Multiplex as this is the only opportunity to develop triplexes on typically-sized residential lots.
23-4D-4040 Parking Requirements	Table 23-4D-4040(A) Parking Standards for Mixed-Use Zones	<ul style="list-style-type: none"> Strategize scalable Parking Standards. The Required Parking Spaces for uses like Office, Service, Retail, and Restaurant are the same as those required in much higher intensity zones. These requirements are prohibitive for low-intensity Mixed-Use zones like MU1A that are mapped on smaller properties and thus not supportive of the General Intent of MU1A to "...provide office or service employment within walking distance of low-intensity residential neighborhoods..."
23-4D-5040 Parking Requirements	Table 23-4D-5040(A) Parking Standards for Main Street Zones	<ul style="list-style-type: none"> Strategize scalable Parking Standards. The Required Parking Spaces for uses like Office, Service, Retail, and Restaurant are the same as those required in much higher intensity zones. These requirements are prohibitive for low-intensity Main Street zones like MS1B that are mapped on smaller properties and thus not supportive of the General Intent of MS1B to provide "...convenient access to services and amenities..."
23-4D-5050 General to Main Street Zones	(3) Alternative Active Private Frontage	<ul style="list-style-type: none"> Clarify dimensional standards. The dimensional standards displayed in the graphic are not explained in a word format and so the application of these standards is confusing. Clarify Alternative Active Private Frontage standards. Remove dimensional standards. Dimensional standards for an Active Private Frontage are not flexible enough to take advantage of particular site applications. We recommend revising the standards of Alternative Active Private Frontage to restrict the size, but not the shape of the active area.

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
		<ul style="list-style-type: none"> Clarify how parking is calculated. It is unclear how parking is calculated for an Alternative Active Frontage.
23-4D-5070 Main Street 1B (MS1B) Zone	D. Building Placement and Form	<ul style="list-style-type: none"> Revise the compatibility setback. If a property is across an alley from a Residential House-Scale or Residential Multi-Unit Zone, it shouldn't matter how wide the alley is; the setback should be the same from that triggering property. Revise the setback to read as a distance taken from the property line of the triggering property.
	E. Height	<ul style="list-style-type: none"> Reduce the Primary Building, Ground Floor Floor-to-Ceiling Height. A minimum 14 foot floor-to-ceiling height is an onerous standard, especially for a low-scale low-intensity Main Street zone. With floor-plate thicknesses, parapets, and potentially +18" finished floor elevation, the 14 foot minimum would not allow for 2 stories of comfortable ceiling heights above the ground floor within the 35 foot Overall (max.) Height restriction. A Block Form building with ground-floor neighborhood services and two stories of residences above would not be incompatible with the R3C zones. Three stories should be easily achievable.
23-4E-1060 Porch Engaged	C. Miscellaneous	<ul style="list-style-type: none"> Allow Engaged Porches open only on one side. The restriction that an Engaged Porch must be open on two sides prohibits an architectural strategy to recess the porch entirely in the front façade, with interior spaces projecting on either side (similar to the Stoop frontage). This architectural strategy is not incompatible with other frontages in residential zones and maintains a similar street frontage. Therefore, this type of porch should be allowed. The code should not dictate architectural style.

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-4E-3090 Parking Lot Design	Table 23-4E-3090.A Parking Lot Landscaping	<ul style="list-style-type: none"> Consider scalable Parking Lot Landscaping standards. The Parking Lot Landscaping standards, particularly the Tree Island frequency standard, are too restrictive for small-scale, low-intensity Mixed-Use and Main Street zones. For these smaller lots, a parking lot may only need nine or ten spaces, but the Tree Island frequency requirement of every 8 parking spaces may result in the loss of area for a parking space within the width of the lot. At this scale, the loss of even one parking space can be detrimental to development, and the addition of Impervious Cover for the drive-aisle to access spaces further away is significant. Moreover, developments of this scale are most often in well-developed neighborhoods where mature trees exist along the side property lines. A proximity standard may be more appropriate.
23-4E-4040 Front Yard Planting	Front Yard Planting Requirements	<ul style="list-style-type: none"> Reduce the Front Yard Planting Requirements. The draft requires significantly more trees than existing Street yard code requirements. There is concern for over-planting and the health of the new trees that are planted if they are spaced too closely together, especially for small lots. Reduce, or make scalable, the Front Yard Planting Requirements.
23-4E-4090 Intermittent Visual Obstruction Buffer	Requirements	<ul style="list-style-type: none"> Remove the requirement for Shade Trees to be Evergreen. In Austin's climate, Live Oaks are the only Evergreen Shade Tree that grows well. There is concern for an inadvertent mono-culture landscape by requiring Shade Trees to be Evergreen. Clarify the credit for existing plant materials. It is unclear whether existing deciduous trees can be credited toward the Shade Tree calculation. Clarify definitions of Ornamental and Shade Trees. Ornamental Trees and Shade Trees are not clearly defined in the Environmental Criteria Manual Table N or Table F.
23-4E-6030 Accessory Dwelling Unit - Residential	Table 23-4E-6030(A) Standards for Accessory Dwelling Units	<ul style="list-style-type: none"> Remove additional Building Height standards. There is no need for additional use-specific Building Height standards. The base-zone Height standards should apply to Accessory Dwelling Units.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Remove Floor Area restrictions. There is no need for additional use-specific Floor Area restrictions, and especially no need to regulate the vertical distribution of the Floor Area. This is in conflict with the definition of an Accessory Dwelling Unit: "...sometimes positioned above a garage..." (Table 23-4E-8030(A) Austin Building Types Overview. The Floor-to-Area Ratio standards for ADUs found in the base-zone should apply.
		<ul style="list-style-type: none"> Amend Placement of ADUs above garages. If an ADU is allowed "within the primary structure" then an ADU should also be allowed above an attached garage. Remove the language that an ADU must be above a "detached" garage.
		<ul style="list-style-type: none"> Remove Other restrictions on Short Term Rental. The restrictions on Short Term Rental in the base-zoning uses is enough to regulate short term rental use on residential properties. The code should not include additional standards on ADUs as it is redundant and confusing.
23-4E-6040 Accessory Dwelling Unit - Non-Residential	(A) Accessory dwelling to a Principal Commercial Use	<ul style="list-style-type: none"> Clarify the 50% restriction. It is unclear what "building area" refers to in this requirement: the building area of the ADU or the total gross floor area of all development on the property. Furthermore, it is unclear how this restriction applies to a Mixed-Use or Main Street zone where there may be other residential uses in addition to the Principal Commercial use. Clarify the intention and application of this restriction.
23-4E-6160 Duplex	Development Standards	<ul style="list-style-type: none"> Remove Building Height standard. There is no need for additional use-specific Building Height standards. The base-zone Height standards should apply to Duplexes. Remove all common wall/common ceiling requirements. Prescriptive standards regulating the distribution of two units within a Duplex model restrict the flexibility to develop site-specific design responses that can be sensitive toward natural features and existing structures. Furthermore, strict requirements for unit distribution limit the flexibility to convert existing structures to Duplexes, discouraging their preservation. Remove requirements for type, location, length, and straightness of common feature.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Remove restriction of separation by breezeway, carport, or other open building element. The traditional mid-century arrangement of duplex units separated by a shared driveway and carport is one of the most Impervious Cover-efficient, neighborhood friendly missing middle models. It is a productive low-density residential land use and it is a coveted model. There is no reason for the code to disallow this design strategy for Duplex units. Clarify Additional Requirements in the R3B and R3C Zones. It is unclear how these additional requirements apply to R3C zones because the base-zone limits the FAR to 0.4. Clarify if additional FAR is allowed for Duplex uses on R3C lots.
23-4E-7050 Encroachments	Encroachments	<ul style="list-style-type: none"> Remove additional dimensional standards for uncovered steps or a porch or stoop encroachment. These additional standards read that a lower steps/porch/stoop is penalized and disallowed from encroaching the full distance allowed by the base zone. This requirement will result in either smaller steps/porches/stoops or taller finished floor elevations. Remove the additional standards, they are not needed beyond the base-zone. Clarify the parking area in required setbacks. This requirement reads such that all standards in the base-zone for parking setback: parking behind the front façade, and parking area less than one-third the width of the front façade are null and void. Clarify the intent and application of this exception that allows parking area in the required setback.
23-4E-8050 Supplementary Cottage Court Building Type Standards	A. Cottage Court	<ul style="list-style-type: none"> Reduce Minimum Clear Depth of Open Space. 75 foot minimum clear Depth is a high standard, and when multiplied by the 20 foot minimum clear width it is 1.5x as much area as the 1,000 SF minimum. Additionally, the shot-gun form of this Open Space will undoubtedly come in conflict with natural features and existing structures. The flexibility of a reduced dimensional standard would allow for more site-specific design solutions and may help to encourage preservation of existing structures. Consider reducing the minimum clear Depth to 20 feet.

Code Section	Sub-section	Recommendations
23-4A-2 Establishment of Zones	Table 23-4A-2020(A) Zones	<ul style="list-style-type: none"> <li data-bbox="842 196 1944 297">Amend driveway and parking area screening requirements. Screening by fence or courtyard wall should be allowed to provide flexibility for site sensitive design. <li data-bbox="842 337 1944 475">Provide an overview of zones. An overview of zones, including explanations of what the numbers and letters of the zones refers to, would allow readers to understand more clearly the relationship and intention of various zones to better implement the standards.
General	Compatibility	<ul style="list-style-type: none"> <li data-bbox="842 516 1965 727">Compatibility should be determined by mapping, not code. Standards and regulations written in the code to amend and adjust base zone standards when adjacent to other particular zones is complex, confusing, and onerous. The code would be much clearer without these additional standards. And compatibility of scales and uses could be satisfied by thoughtful, appropriate mapping.

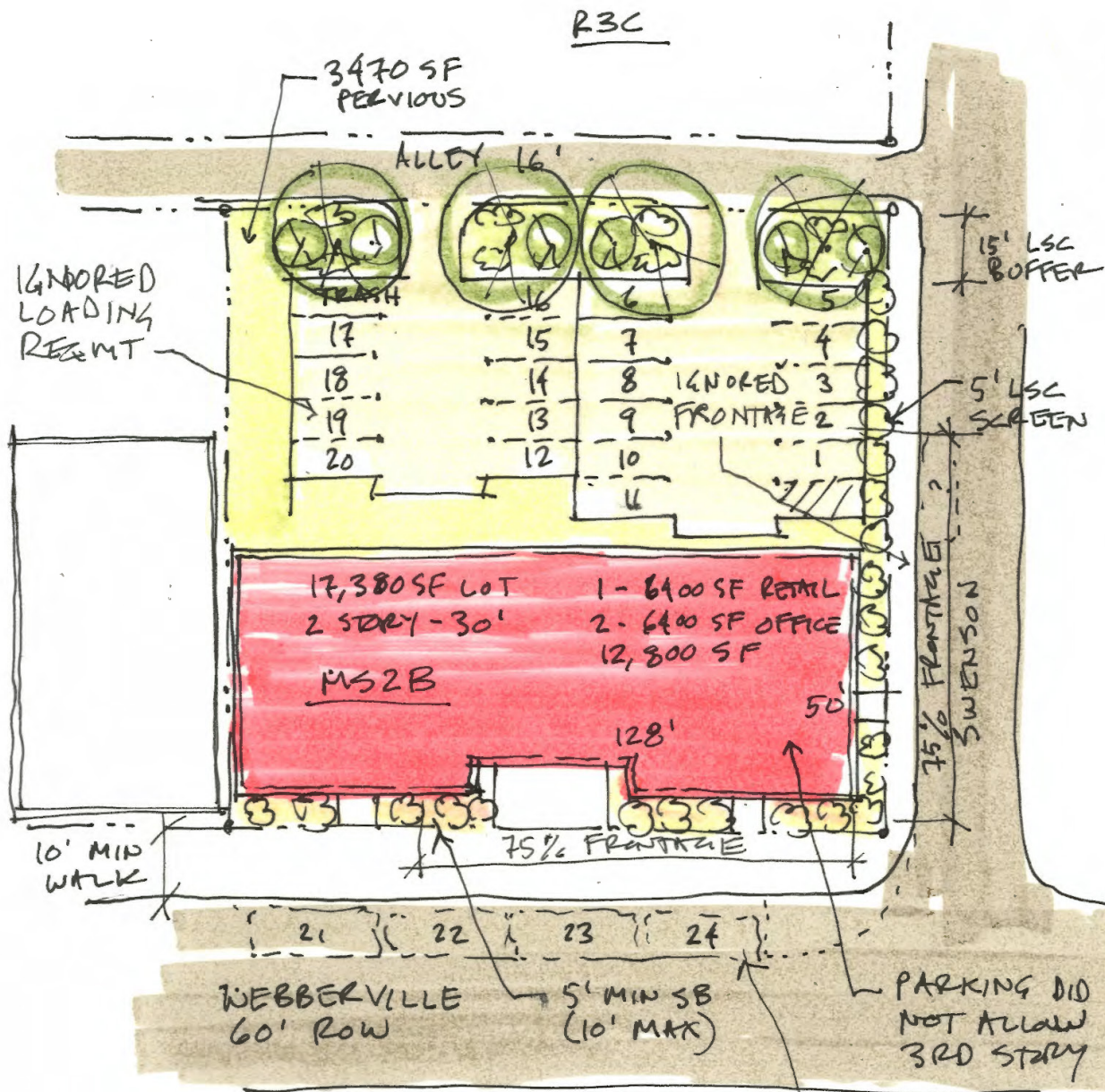


Team 3: **Neighborhood Edge Mixed-Use**

Team 3 tested the same sites along Webberville Road as they did in the first charrette. For exact locations of these properties reference the report from the first charrette. The T4 zoned properties from draft 1 are now zoned MS2B and the adjacent properties zoned T3 in draft 1 are now zoned R3C.

FINDINGS

- Parking requirements are more restrictive than the previous draft due to the removal of the small restaurant exemption.
- The landscape buffer is more restrictive than the first draft and the compatibility setback distance has increased.
- Loading requirements for buildings less than 10,000 square feet is prohibitive for developments.
- Rear façade articulation is required when adjacent to residential zoning even with a large setback and an alley.
- The Rowhouse building type does not seem to limit uses. It is unclear if uses can be mixed.
- The 15-foot-wide compatibility buffer needs clarification for lots adjacent to an alley.
- It is unclear if you can access parking through the compatibility buffer without penalty.
- It is unclear if a compatibility buffer is required when adjacent to a Rowhouse since they are both for residential use.
- If a building is setback further could it mitigate need for compatibility buffer.
- The planting density in the buffer area appears overly dense.
- It is unclear if you can sub-divide Rowhouses to make smaller, more affordable units.
- The results suggest this draft has more/tighter restrictions and less density.



ZONING

MS2B -
 BLOCK FORM
 45' MAX HT
 ACC BLDG HT 22' EAVE,
 28' OVERALL MAX
 ACC STR HT. 12'
 14' MIN GRND FL CLR
 18" MIN GRND FL
 ABOVE CURB RESI
 WITHIN 10' ROW
 70% BLDG / 80% I.C.

PARKING

RETAIL 6400 SF
 1:350 = 18.28
 OFFICE 6400 SF
 1:500 = 12.8
 SUBTL REQD 31
 REDUCTIONS
 1/4 MI TRANS CAR
 20% RED = 6.2
 12 BIKE SPACES = 3
 1 SHARER 10% = 3
 MAX RED 40% = 12
 REQUIRED = 19

Figure 3.1: Webberville & Swenson Site Plan

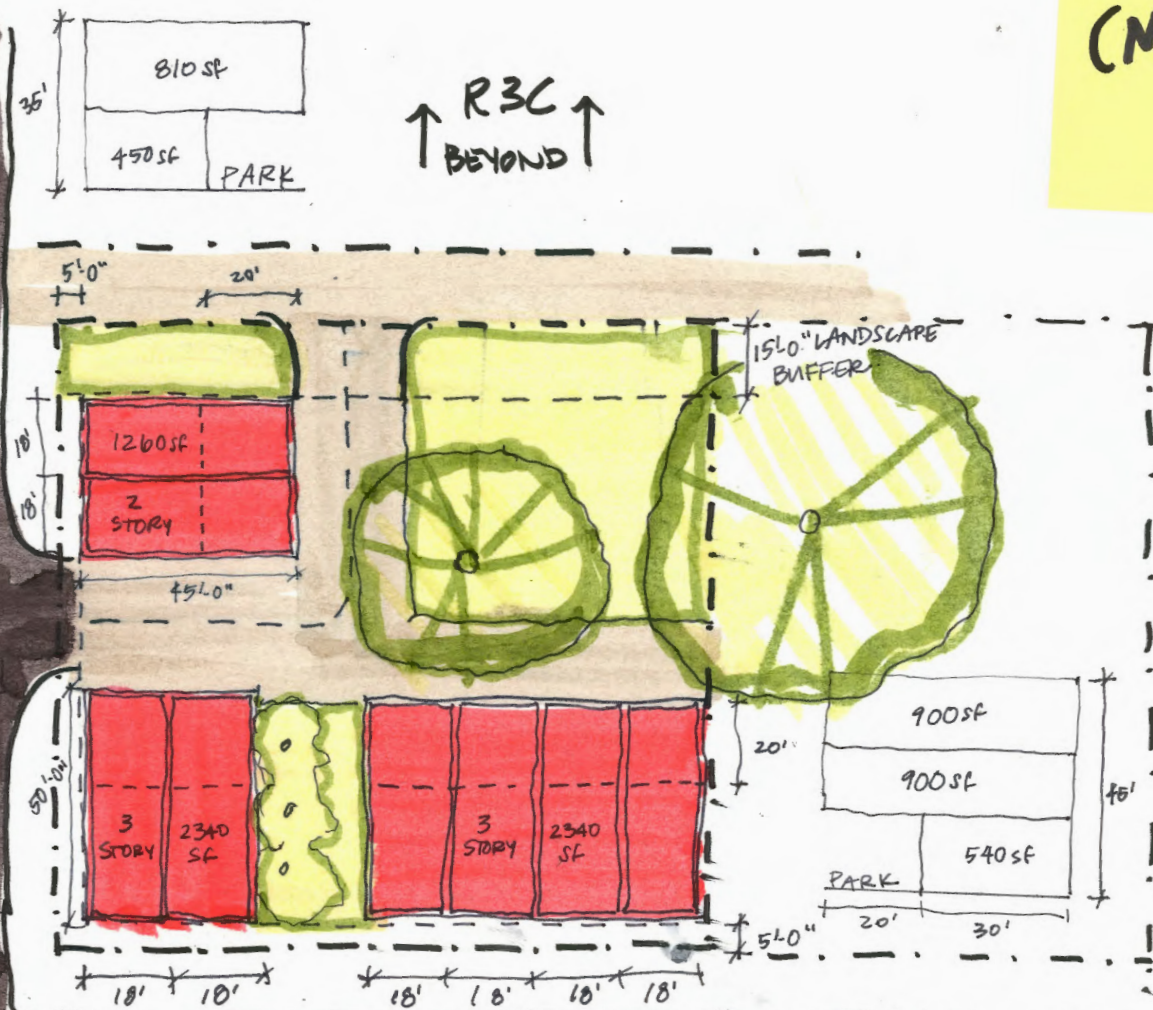
PARKING: 1 + 1 per every 2 bedrooms



→ DOES NOT COMPLY: NO MORE THAN 75'0" RUN

Figure 3.2: Webberville Rowhouse Study

(MS2B)



★ PARKING ASSUMES
1 ROWHOUSE = 1 UNIT -
NOT GROUP HOUSING ★
(unclear in code how
to count, what qualifies
as group housing)

WEBBERVILLE ROAD

ROWHOUSE: MEDIUM
8 UNITS (2 LOTS) MS2B

CODENEXT DRAFT 2
10/18/2014

Figure 3.3: Webberville Rowhouse Study

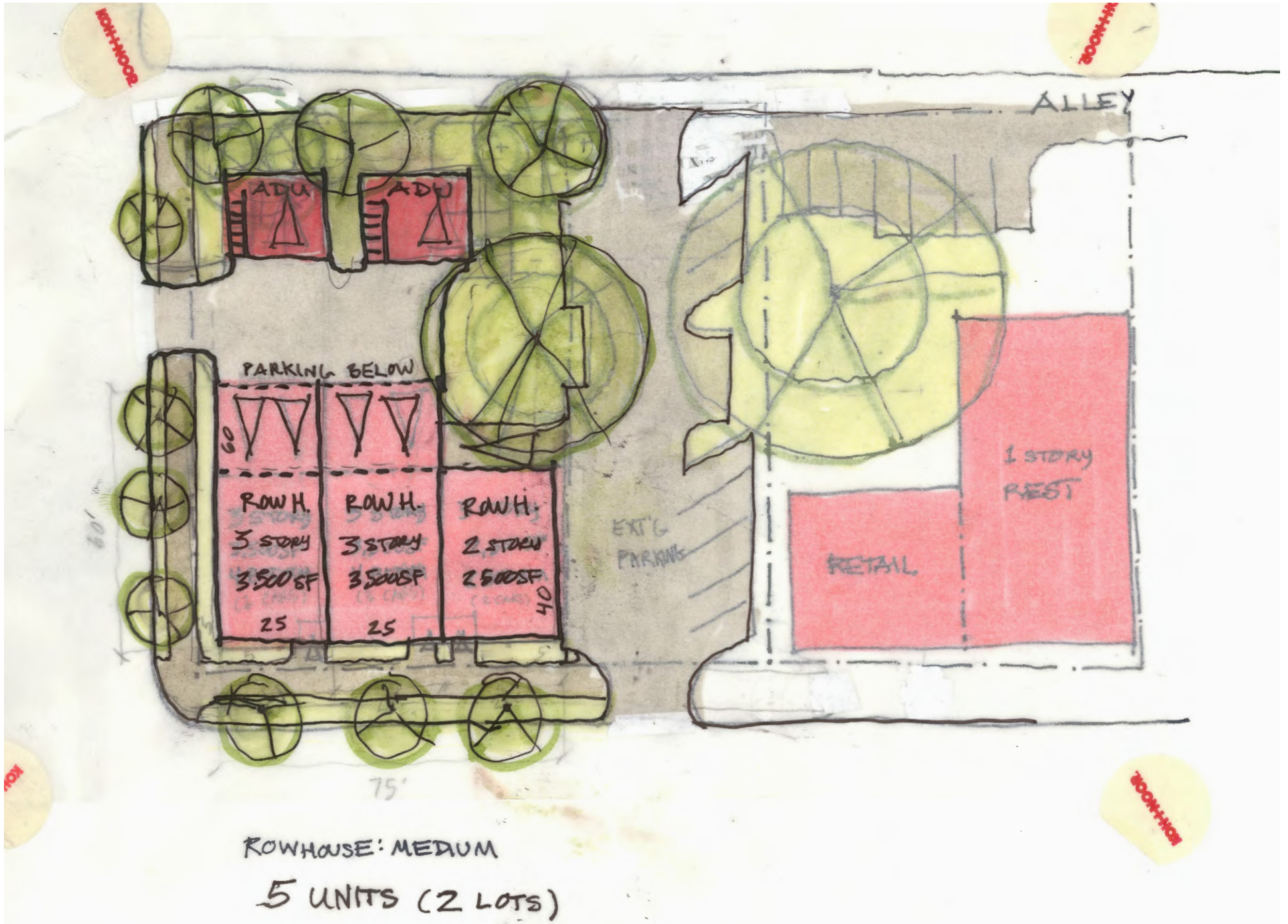


Figure 3.4: Webberville Rowhouse Study

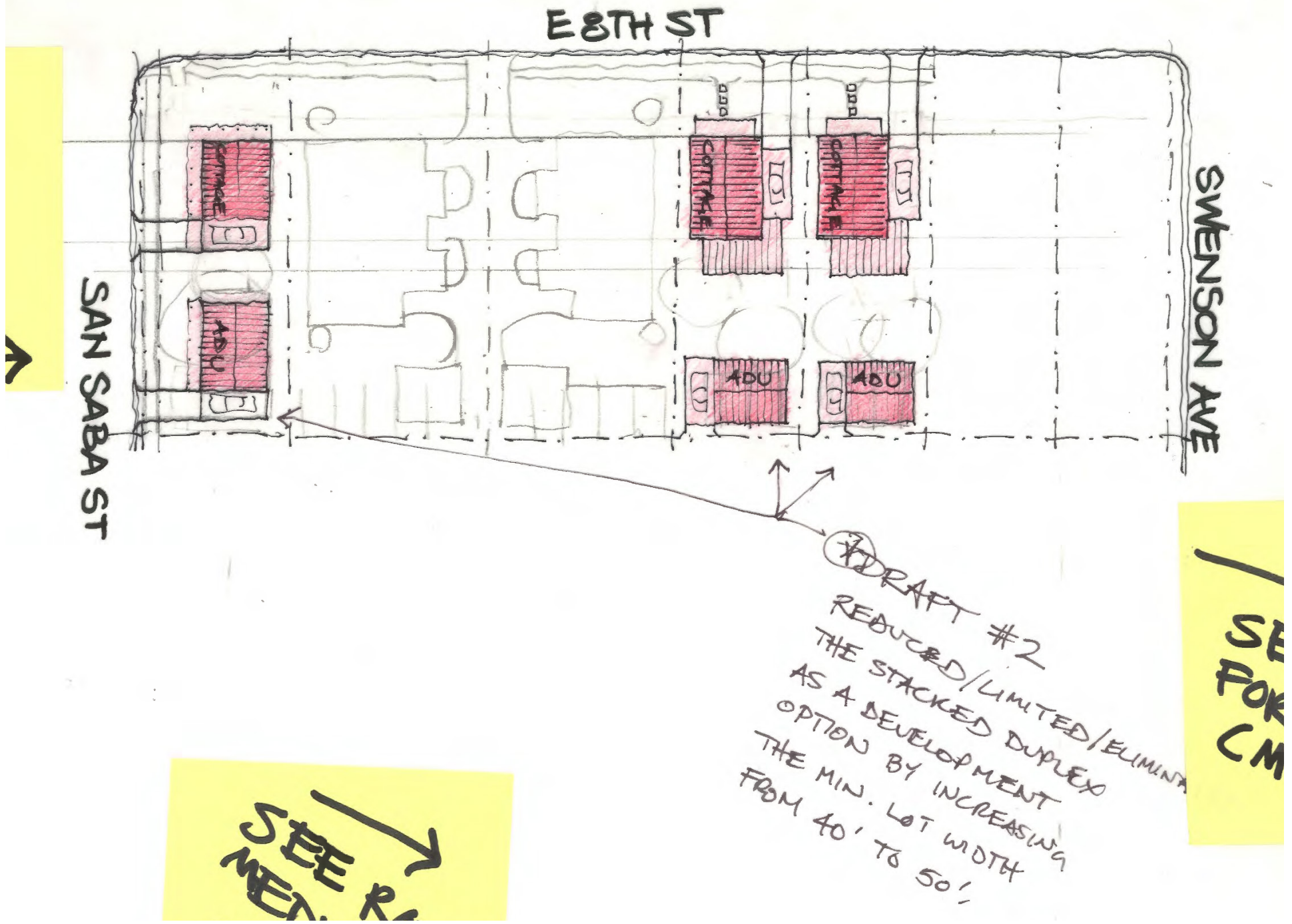


Figure 3.5: Cottage/ADU Study

RECOMMENDATIONS

Code Section	Sub-section	Recommendations
23-3E Affordable Housing		<ul style="list-style-type: none"> The Affordable Housing Bonus does not apply in any of our zones (R3C or MS2B). We recommend incentivizing affordability in these lower-density mixed use zones, where missing middle should be promoted. Perhaps a proportional bonus opportunity?
24-4D-2170 Residential 3C (R3C) Zone	Subsection C. Lot Size and Intensity	<ul style="list-style-type: none"> Recommend decreasing the minimum lot width for Duplex and Cottage Corner building types. Lot width minimums have increased from 40 feet (for T4N.IS in CodeNext Draft 1) to 50 feet (for R3C Zone House, Duplex, and Cottage Corner). Increasing the minimum lot width has excluded the building of duplexes and cottage corner building types on all the residential lots in this area (standard lot width is 45 feet in this area). This results in a hindrance to residential-scale density in this neighborhood and makes it effectively an R2C zone instead of R3.
		<ul style="list-style-type: none"> Clarify Cottage, Cottage Corner, and Cottage Court building types. Is there a maximum number of buildings (cottages) per lot, maximum or minimum footprint per cottage, and what are the frontage requirements for Cottage Corners? Cottage Corner type needs clarification. Intent is unclear - when you are facing a side street, do you not place the address on that street - making it the front street? What are the goals with this type?
	Subsection H. Parking	<ul style="list-style-type: none"> It seems redundant to have both Cottage and House building types since they act the same. They are just different sizes AS DICTATED BY zoning parameters (no longer driven by form-based restrictions). Clarify if parking is triggered by 2 units on the lot. The "more than two" exemption for single family dwelling makes this unclear.

Code Section	Sub-section	Recommendations
23-4D-5090 Main Street 2B (MS2B) Zone	Subsection C. Lot Size and Intensity	<ul style="list-style-type: none"> The Rowhouse: Medium building type needs clarification. It did not seem to limit uses. Are mixed uses allowed? Is it group housing (share a common stair etc.)? Can you subdivide Rowhouses-- to make smaller, more affordable units on different levels? (i.e.-- a "stacked" rowhouse with two units). Rowhouse: Medium guidelines seem restrictive. The minimum of 3, maximum of 4 rowhouses side by side seems too restrictive and the Rowhouse widths are very narrow (as small as 18 feet).
	Subsection D. Building Placement and Form	<ul style="list-style-type: none"> There are no minimum lot sizes for MS2B zoning, except for Rowhouses. This is helpful. The only setbacks for this zone are at street faces - no side or rear setbacks are required mid-block. Consider revising the compatibility requirements to make an smoother transition from residential to mixed-use. It looks like side and rear articulation requirements cover this. How does this apply to courtyard applications? Mandating a 24'-0" setback at residential areas would seriously restrict these opportunities. Given smaller lot sizes, these runs & articulation minimums are too restrictive. It incentivizes bigger developments. It should be reviewed with better context and replaced with proportional restrictions.
		<ul style="list-style-type: none"> We recommend taking a closer look at wall articulation facing a residential zone, and the percentage of building to property line for a corner site. The existing code allows an administrative waiver for the building to the property line if it is a smaller building. This exception is unclear in the new code. If there is not an administrative waiver and if the back wall were articulated (even though it is setback a good way from the residential zone), then the feasibility would show a smaller, more odd yield. We suggest no rear articulation of block form buildings that are adjacent to residential zone if the commercial building is setback further from the triggering property than is required. The Front and Side Street Facade restrictions need simplifying. We recommend simplifying the language to say for "Ground Floor Only" or "All Stories Except Ground Floor." As written, it's redundant and confusing.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> A 30'-0" setback from Residential zones may not work with smaller lots abutting residential scale lots. Also keep in mind there is a required 15'-0" landscape buffer within the setback. If greater than 50'-0" from the triggering lot line, the maximum height is triggered by zoning (45'-0" in this case). The current code required 25-foot Setback on Rear and Side. Draft 2 requires a 30-foot Setback on Rear and 15-20 feet on the Side. Step backs closer to the triggering property and a Landscape Compatibility Buffer is Required. In Draft 2, the rear setback is from the property line of the parcel as shown in the diagram on 4D-5 p. 30. This is different from the current code where the setback is from the triggering property. The step backs appear to be from the triggering property as shown on p. 31, but not the setbacks. This distinction needs clarification.
	Subsection E. Height	<ul style="list-style-type: none"> The Rowhouse Finish Floor Height requirement restricts accessibility. What is driving the requirement for raising the ground level residential 18 inches within 10 feet from street ROW? This will restrict visitability and accessibility of the Rowhouse typology. Why is there a minimum floor to ceiling height of Rowhouse Medium ground floor? The intent of this regulation is unclear; and if the ground floor is for residential use it is excessive for minimum floor height.
		<ul style="list-style-type: none"> The building types overview is missing information about medium- and large-scale rowhouses. We recommend adding this to help clarify intent of use.

Code Section	Sub-section	Recommendations
	Subsection G. Frontages	<ul style="list-style-type: none"> The frontage types have good intentions, but may be too restrictive. We are concerned this will create a high increase for variance requests. Is there value in presenting these as suggestions about meeting character intent? Could we allow for more interpretation here, without making it complicated or opening up loopholes? A proportional solution would be appropriate here rather than a dictated/inflexible one. Placement within code is also confusing - locate frontages first, then articulation; and they should be placed adjacent to one another in the code.
23-4E-3 Parking and Loading		<ul style="list-style-type: none"> A text error was found: Forecourt is wrongly listed as 1120; and should be 23-4E-1090. Consider opportunities for shared parking. Especially for neighborhood restaurants. Under the current LDC parking regulations-- you can put 50% of your parking off-site within 1,000 feet and need a full site plan. Is there a way to make this more flexible by not requiring a full site plan for smaller developments?
		<ul style="list-style-type: none"> Is parking for R3C Zone triggered by 2 units on the lot? Reference the language "more than two" exemption for a single family dwelling.
	23-4E-3020- Section A	<ul style="list-style-type: none"> The language about parking requirements is confusing. It needs more clarification on triggers and counts.
	23-4E-3020 -Section D	<ul style="list-style-type: none"> Clarify the exemption for parking for existing single family dwelling units.
	23-4E-3070 Loading	<ul style="list-style-type: none"> Loading required for buildings over 10,000 square feet is too restrictive.
	23-4E-4090- Intermittent Visual Obstruction Barrier	<ul style="list-style-type: none"> The 15-foot wide compatibility buffer needs clarity when adjacent to an alley. It is unclear whether the compatibility buffer prevails when adjacent to an alley or whether perimeter planting for a surface parking lot prevails. Can you access parking and dumpsters through the compatibility buffer without repercussions? Would mitigation or an intensive review be required, which could place excessive restrictions on the development? Is there a maximum number of punch throughs at the compatibility buffer per lot or determined length?

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> The Rowhouse and Block Form have two different forms in the same zone (MS2B) yet the rowhomes still require a landscape compatibility buffer from adjacent residential zones. Since the Rowhouses are residential, do you still need a compatibility buffer if the building uses are both residential?
		<ul style="list-style-type: none"> If a MS2B zoned building is set back much further than required, does it mitigate the need for a compatibility buffer with R3C zoned lots?
	23-4E-4140- Landscape Plans	<ul style="list-style-type: none"> Requirement to identify all existing vegetation, soils, landscape features, and rock materials is a burden. Soils types may be difficult to get without a soil test. Can we use the Travis County Extension Soil Survey?
		<ul style="list-style-type: none"> This has been reduced from Draft 1, we recommend to reinstate it in code rather than being placed in the Environmental Criteria Manual.



Team 4: **Corridor Transition Zone**

Team 4 tested in the same area off South Lamar as they did in the first charrette. For exact locations of these properties reference the Team 4 Section from the first charrette report. Two portions of this area were re-examined: Test Site 4C (Figure 4.1 & Nash spreadsheet) along Nash Avenue, currently zoned MF-3, has been zoned RM1 under draft 2. While Test Site 4F (Figure 4.2 & Collier spreadsheet), currently zoned LO, has been zoned MU1A in draft 2.

FINDINGS

- The RM1 code is missing a building type that is a stand-alone skinny house with rear alley garage access (with shared public common space) (refer to the “garden home” style at Mueller). There is not an equivalent product that allows an urban lot or cottage lot. It seems that people would have just lost an entitlement. Denser zones should be accumulative in order to retain entitlements.
- The difference between “Rowhouse House Scale” and “Rowhouse Medium” needs to be clarified.
- We may not be able to fit the required landscape buffer within the required 2-ft parking setback.
- Code has two different definitions for Live-Work and Work-Live. This is confusing. What if a space is 50%-50%.
- It is extremely difficult to make a profitable design work when (Section 23-4E-8040 Courtyards) dimensions such as 28-ft max. width of building wings limit the form too much. For example, these dimensions preclude parking below the building because it would only leave 8-ft for a ground floor room, which is too small.
- The draft is unclear if a tree that is in the compatibility setback and the parking screening area or front yard planting zone can qualify for multiple categories. On our site we have an existing heritage tree within the foundation buffer, but it is unclear if there is any credit towards the foundation buffer requirements for an existing tree.
- The purpose and intention of the code’s map of existing tree canopy and impervious cover is unclear. Where is it referenced within the code?
- 23-3B-2010, parkland dedication requirement is only asking for 9.4 acres per 1,000 people. However, per The Trust for Public Lands “2016 City Park Facts” chart, the median acres per thousand people is 13.7 acres for a “medium- /low- density” city (which Austin is).
- 23-2M-1030 says Rowhomes is in a group of 3 or more attached “units” whereas the zoning restriction for RM-1B verbiage is 3-5 buildings. Here units and buildings are being used interchangeably, which is confusing.
- The three-landscape design “styles” are overly prescriptive. For example, code is dictating that a neighborhood park must be in a “hybrid” or “naturalistic” style but cannot be in the “formal” style. Why not? Why can’t a neighborhood park have linear design?
- 4-C-2 pg.12 photos for “Plaza” show designs with almost no impervious cover, however, the language on this same page describes Plazas as having 40% min. pervious cover. The impervious cover requirement and the photos should be congruent.
- 23-5C-2060 subsection A for small lots seems to be a waste of a promising tool. It is only allowing a small lot to have 1 zero-lot line. First, it needs more clarification on what size a small lot is. Secondly, the tool needs more teeth, perhaps for impervious cover and/or FAR, or perhaps with more zero lot lines.
- Sub-site C: 23-4D-3060 Zoning RN1B allows for 24 max. units, which is an improvement over the previous version of the zoning, however this is still less than the 33 residents in the nursing home in our test area.

- Need clarification on if we are supposed to round up or round down for bonuses.
- In our analysis of site 4C, an option which took advantage of the affordability and density bonuses had the same financial yield as an option which did not take these bonuses, primarily because of the parking required for the additional units. Parking requirements are DE-incentivizing affordability and density bonuses.
- Possible Typo: In RM1B the Side Street and Side Setbacks appear to be mistakenly switched. This is causing confusion because it is not consistent between zoning types. A vs. B is confusing.
- Section 23-6B-2020 is an excellent incentive to add density for 3-9 units. However, the Cottage Court type appears to require too much land to make it work.
- Currently, the 60% impervious cover is limiting the density which would have been encouraged by the bonuses. Additional impervious cover entitlement could be granted by restricted to the use of pervious paver system for parking and driveway. Pervious pavers would be an example of encouraging developers to adopt a progressive feature to help offset limiting factors such as impervious cover and parking conflicts to provide more density / affordable housing.
- The typology that yields the most density is the multiplex medium with bonus, or if you don't take bonus it's the row house.
- 20 extra feet of setback across the rear setback is extreme.

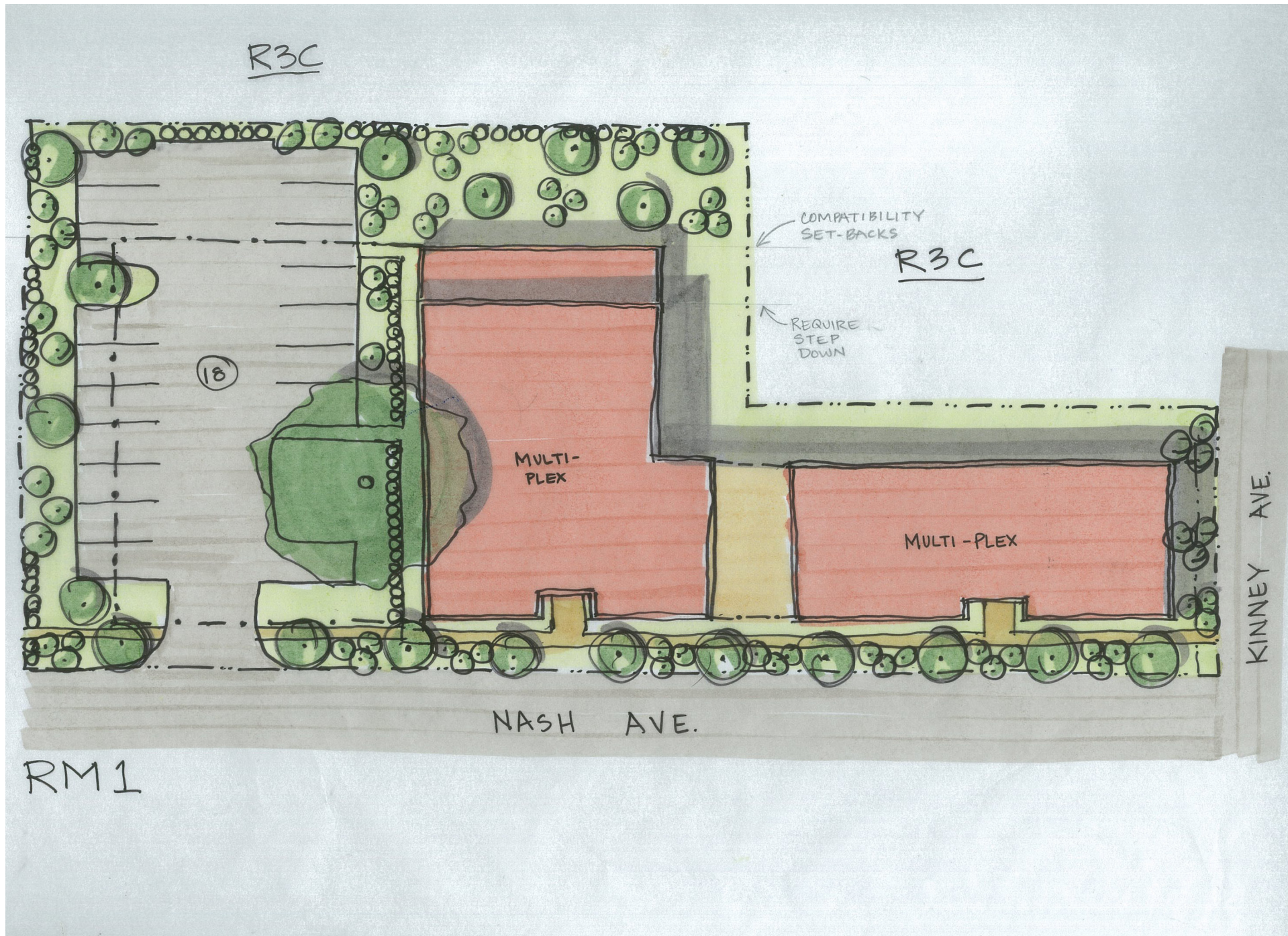


Figure 4.1: 1606 Nash Ave., RM1 Zoning

1606 nash
 Three Multi-plex Buildings
 1 affordable unit for FAR bonus

Site Area:	27,027.00	
Overall IC Allowed:	16,216.20	60%
Building IC Allowed	8,108.10	50%
FAR Allowed	21,621.60	80%

Drawn Impervious Cover

bldg. a footprint	3,178.30	
bldg. b footprint	1,440.00	
bldg. c footprint	1,440.00	
Total Building IC	6,058.30	Meets

Parking Lot	6558	
Total IC	12,616.30	Meets

FAR		
3 floors x building footprint	18,174.90	Meets
Core/Common	3,634.98	20%
Net Rentable/Sellable	14,539.92	

<u>Option One:</u>	
Parking Spaces	20
Parking Ratio	1 to 1
Quantity of Dwelling Units	20
Avg. Unit Size	727.00

<u>Option Two:</u>	
Parking Spaces	20
Parking Ratio	1 to .8
Quantity of Dwelling Units	24
Avg. Unit Size	605.83

Figure 4.2: 1606 Nash Ave. Tabulation

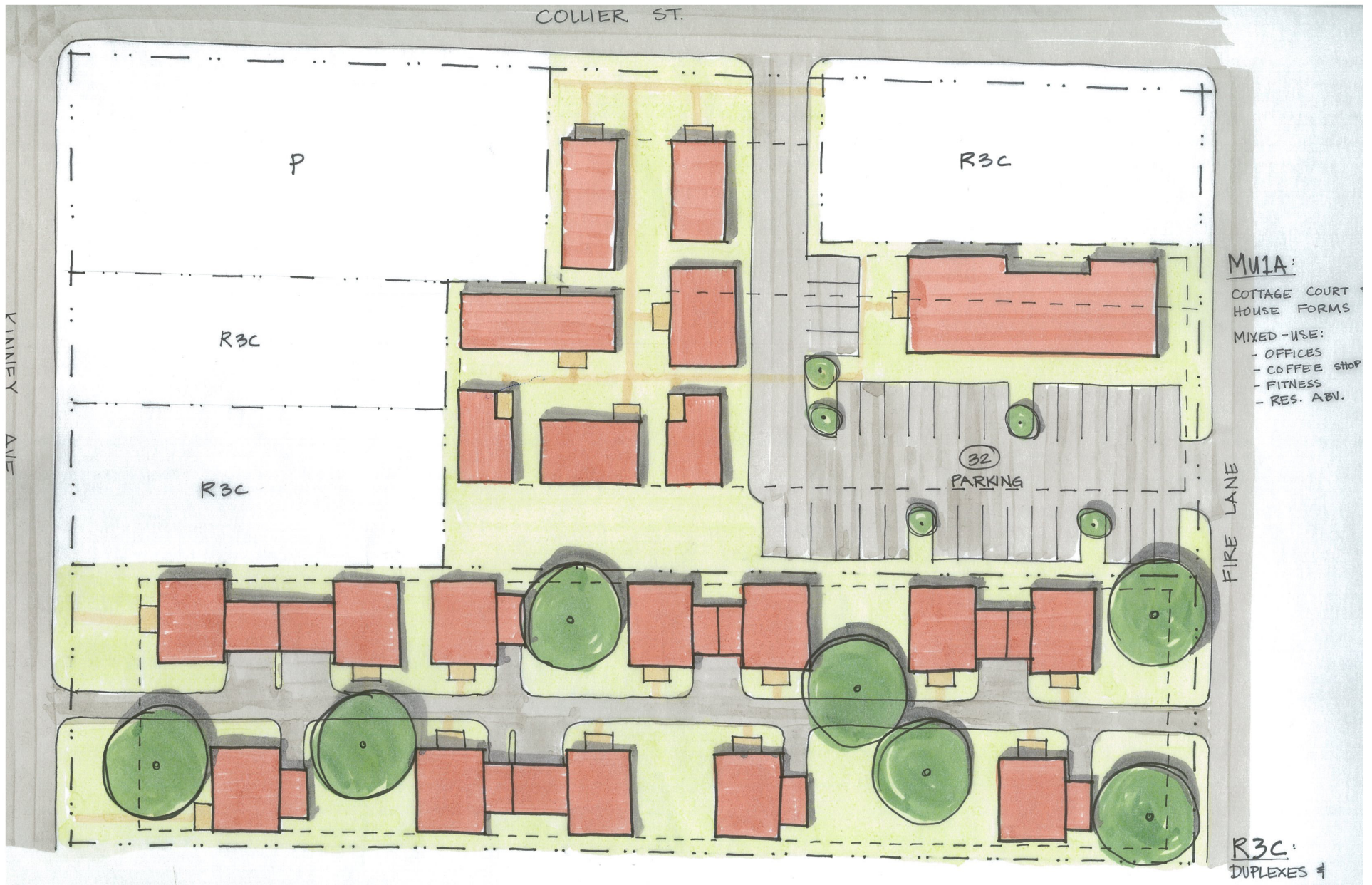


Figure 4.3: 1600 Collier (MU1A Zoning) and 1711 Kinney Ave. (R3C Zoning)

Cottage Courts
1600 Collier

Lot Area	39,019.0
60% IC Overall	23,411.4
40% IC for bldg	15,607.6
<u>Parking/Drive IC Drawn</u>	<u>13,515.4</u>
Avail. IC for Bldg.	9,896.0

TOTAL IC Drawn	18,341.2
IC Surplus/Deficit	5,070.20
Lot Area	39,019.0
Allowed FAR (.4)	15,607.6
Drawn Building Area	15,607.4
FAR Surplus/Deficit	0.19

	1st Floor	2nd floor	Building Area	Notes:
Building Footprint	670.9	670.9		Small Retail w/dwelling abv.
Building Footprint	670.9	670.9		Small Retail w/dwelling abv.
Building Footprint	720.0	720.0		Small Retail w/dwelling abv.
Building Footprint	942.5	942.5		Small Office w/dwelling abv.
Building Footprint	1,137.2	1,137.2		Small Office w/dwelling abv.
Coffee Shop Footprint	1,227.7	1,227.7		Dwelling above
Gym building footprint	3,076.0	1793.0		Office above Gym
Total	8,445.2	7,162.2	15,607.4	

	Area	Parking per sf/du	Req. PARKING	avg. sf/du
Offices	3,872.7	500	7.75	
Cofee shop	1,227.7	100	12.28	
Retail	2,061.80	350	5.89	
Gym (Personal Services)	3,076.00	500	6.15	
Residential (2nd floor)	5,369	1	6.00	894.9
	15,607		38.07	
Parking Redux			20%	
			7.61	
Acutal Required Parking			30.45	
Provided Parking			37	
Parking Surplus/Deficit			6.55	

Figure 4.4: 1600 Collier

RECOMMENDATIONS

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-3E-1030 General Provisions for the Citywide Affordable Housing Bonus Program	Subsection D. Proportional Bedroom Count	<ul style="list-style-type: none"> Clarify if a single unit would be based on average mix of bedrooms per unit? If so, might this indirectly serve to reduce the overall number of “family-sized” units (both market-rate and affordable) that are ultimately developed?
23-3E-1030 General Provisions for the Citywide Affordable Housing Bonus Program	Subsection D. Proportional Bedroom Count	<ul style="list-style-type: none"> Consider if this might indirectly serve to reduce the overall number of “family-sized” units (both market-rate and affordable) that are ultimately developed?
23-3E-1040 Affordable Housing Bonus Calculation	Subsection A. Affordable Housing Bonus Incentives	<ul style="list-style-type: none"> In order to better encourage participation in Affordability Bonuses consider adding the option of additional impervious cover to the bonuses that may result in additional units since impervious cover often limits the amount of parking that can be provided and parking limits the number of units that can be provided.
23-4D-3060 Residential Multi-Unit 1B (RM1B) Zone	Subsection C. Lot Size and Intensity	<ul style="list-style-type: none"> Multiplex: Medium Buildings allow for the most intensity when redeveloping a RM1A site utilizing the Affordable Housing Bonus Program. Clarify if more than one Multiplex: Medium structure can be placed on a single large lot so long as FAR limits are not exceeded. If not, clarify that the Design Sites Tool was intentionally removed and that large sites would require subdividing.
		<ul style="list-style-type: none"> Rowhouse: House-scale all for the most intensity without the use of Affordable Housing Bonus Program when redeveloping an RM1A site.
		<ul style="list-style-type: none"> Allow Affordable Housing Bonus Program across all building types in a given zone. Rowhouse: House-Scale does not indicate that Affordable Housing Bonus Program applies. Consider allowing Affordable Housing Bonus Program across all building types in a given zone.

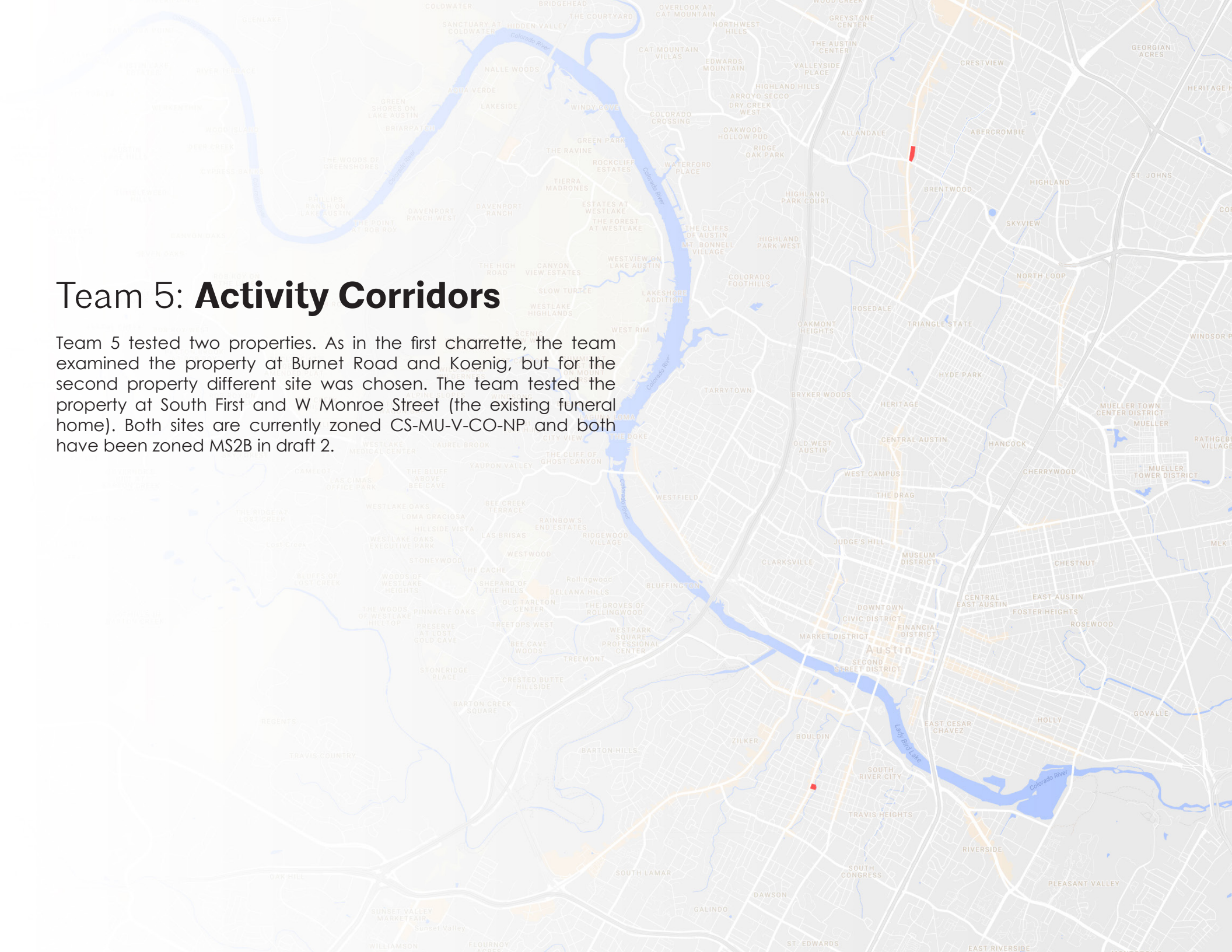
Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Footnote 2 - Clarify if a maximum of 3 dwelling units may be allowed within each rowhouse building and 3 to 5 rowhouse buildings must be attached in a run to form a "Medium Structure" as defined in Table 23-4E-8030(A), such that the resultant maximum dwelling units would be 9-15 respectively. Confirm that FAR is not applicable to ADUs in this zone.
		<ul style="list-style-type: none"> Clarify whether multiple ADUs could be allowed on a single site and if so under what circumstances.
	Subsection D. Building Placement and Form	<ul style="list-style-type: none"> Clarify whether "Side" setback (10') and "Side Street" setback (5') are set as intended, they appear to be switched.
		<ul style="list-style-type: none"> Compatibility setbacks (20' side setback and 30' rear setback) are significant. When combined with the 10' side setback and applied to a min. 50' lot width the resultant max. building width for a Multiplex: Medium would be 20'. Consider reducing compatibility setbacks for this and similar zones. Clarify how compatibility setbacks shall be applied for non-rectangular shaped parcels, especially those that have frontage on two streets.
		<ul style="list-style-type: none"> Clarify whether Accessory Dwelling Units have unique placement requirements. E.g.. Must ADUs also respect the 30' rear compatibility setback? Or must ADUs be behind the front façade of a primary building type?
	Subsection E. Height	<ul style="list-style-type: none"> Clarify whether step-down beyond 80' from front property line is intended to apply to ADUs, effectively reducing them to 1.5 stories and/or limiting garage apartments to the attics of said garages.
23-4D-4060 Mixed-Use 1A (MU1A) Zone	Subsection C. Lot Size and Intensity	<ul style="list-style-type: none"> Clarify if Accessory Dwelling Unit FAR is in addition to that of primary building
	Subsection D. Building Placement and Form	<ul style="list-style-type: none"> Rear set-back is significantly greater than R3C despite statement in subsection A. General Intent that this zoning is meant for low-intensity neighborhoods and does not require additional setbacks related to character. Clarify if this is intended to encourage rear parking where possible.

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
		<ul style="list-style-type: none"> • Building Form and Placement Diagrams are misleading regarding the 30' rear setback.
	Subsection E. Height	<ul style="list-style-type: none"> • Consider how the 80' building height step-down will be applied to large, non-rectangular sites will limit the ability to provide live/work and other uses that meet the intent of this zoning.
23-4E-6160 Specific to Use: Duplex	Subsection B.1.a	<ul style="list-style-type: none"> • Clarify whether duplexes oriented front-to-back are intended to be disallowed by this criteria.
	Subsection C. Additional Requirements in the R3B & R3C Zones	<ul style="list-style-type: none"> • Clarify if these FAR restrictions are meant to supersede those listed in Subsections C of these two zonings.
23-4E-8030 Building Types Overview	Subsection C.1.a	<ul style="list-style-type: none"> • Clarify which house forms are considered to be Large House forms and therefore not eligible to be sited with an Accessory Dwelling Unit.
	Table 23-4E-8030(A)	<ul style="list-style-type: none"> • Duplex: Clarify whether duplexes oriented front-to-back are intended to be disallowed by this criteria.
		<ul style="list-style-type: none"> • Courtyard: Consider allowing the open side of courtyard buildings to face in the direction most appropriate to existing site conditions as an alternative to fronting street.
		<ul style="list-style-type: none"> • Rowhouse: Clarify language used regarding rowhouses to ensure intentions regarding units per building and buildings per structure can be understood.
23-4E-4: Landscape Requirements	General	<ul style="list-style-type: none"> • Landscape requirements generally are overly prescriptive, in some instances seem excessive.
23-4C-2050: Civic Open Space Standards	Subsection B. General Character	<ul style="list-style-type: none"> • This section defines three eligible "styles" for civic open spaces. Consider removing specific "styles" from each of the park types to allow more flexibility.

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
	Subsection C.	<ul style="list-style-type: none"> Says each typology will define maximum pervious cover, however the subsection C for each type actually refers to minimum pervious cover this is confusing in and of itself but even more so when you consider that most other instances throughout the document refer to a maximum impervious cover. Consider using maximum impervious cover in all instances therefore inverting the minimum pervious requirements in these subsections.
Mapping	General	<ul style="list-style-type: none"> A high-level of thoughtful planning regarding the correct application of these zones especially related to transition zones between core transit corridors and existing neighborhoods is needed moving forward.

Team 5: Activity Corridors

Team 5 tested two properties. As in the first charrette, the team examined the property at Burnet Road and Koenig, but for the second property different site was chosen. The team tested the property at South First and W Monroe Street (the existing funeral home). Both sites are currently zoned CS-MU-V-CO-NP and both have been zoned MS2B in draft 2.



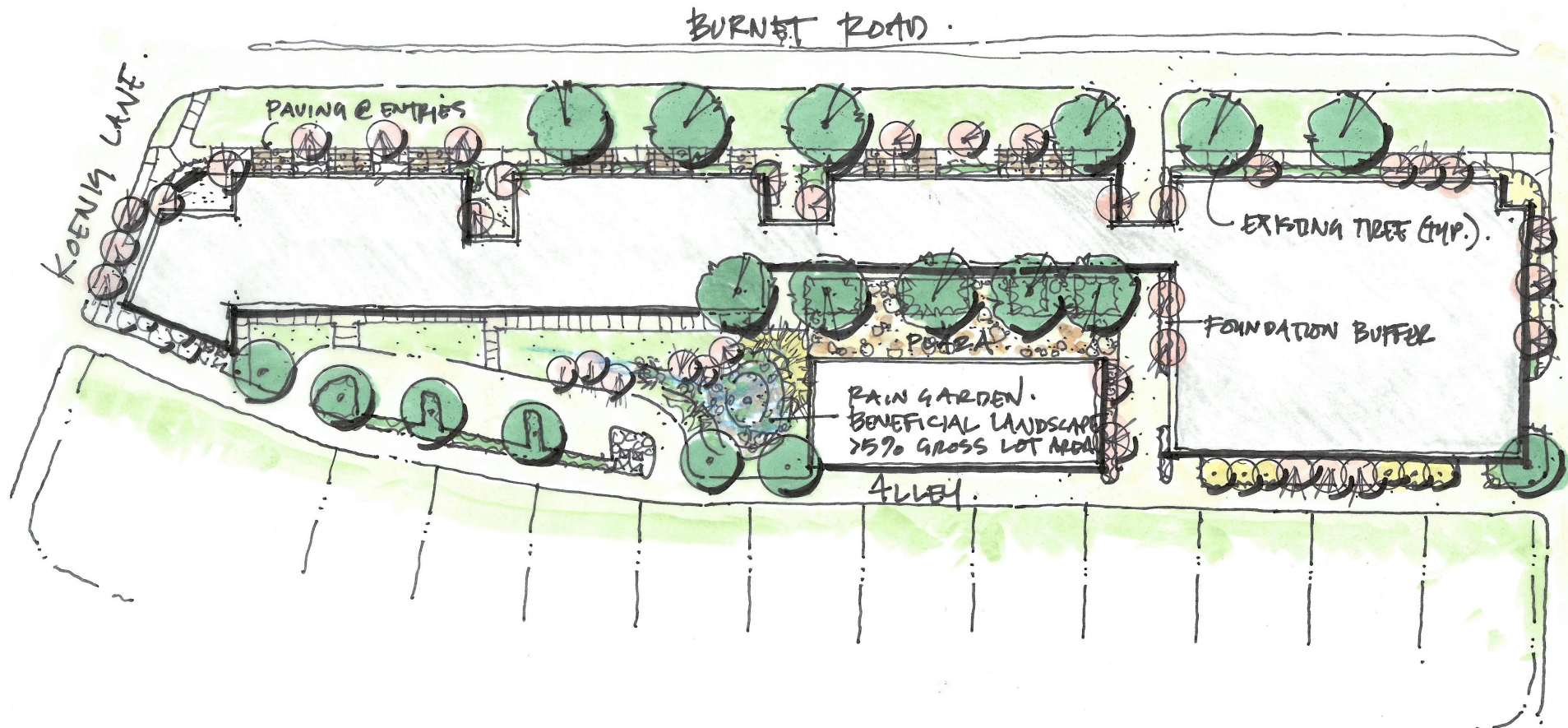
FINDINGS

Burnet Rd (Figures 5.1, 5.2, 5.3)

- Does not achieve the density of housing on the corridors that Imagine Austin calls for.
- Provided a rain garden for WQ, but not sure it is adequate
- Produced a Block Form Building: 3 Floors- The first floor is commercial, upper 2 floors residential, 80 Units (1,000 SF ea.)
- ADU Building Types are allowable which seems out of place on a major corridor. The team included 8 ADU Buildings: 2 floors, 8 live/work units
- Parking requirements still dictate site design and a parking structure was needed: 3 Floors, assumed 40% parking reduction.
- Outcome is similar to what could be built today
- 45-foot height is arbitrary. If increased to 50 feet and additional story could be built.

South First (Figures 5.4, 5.5)

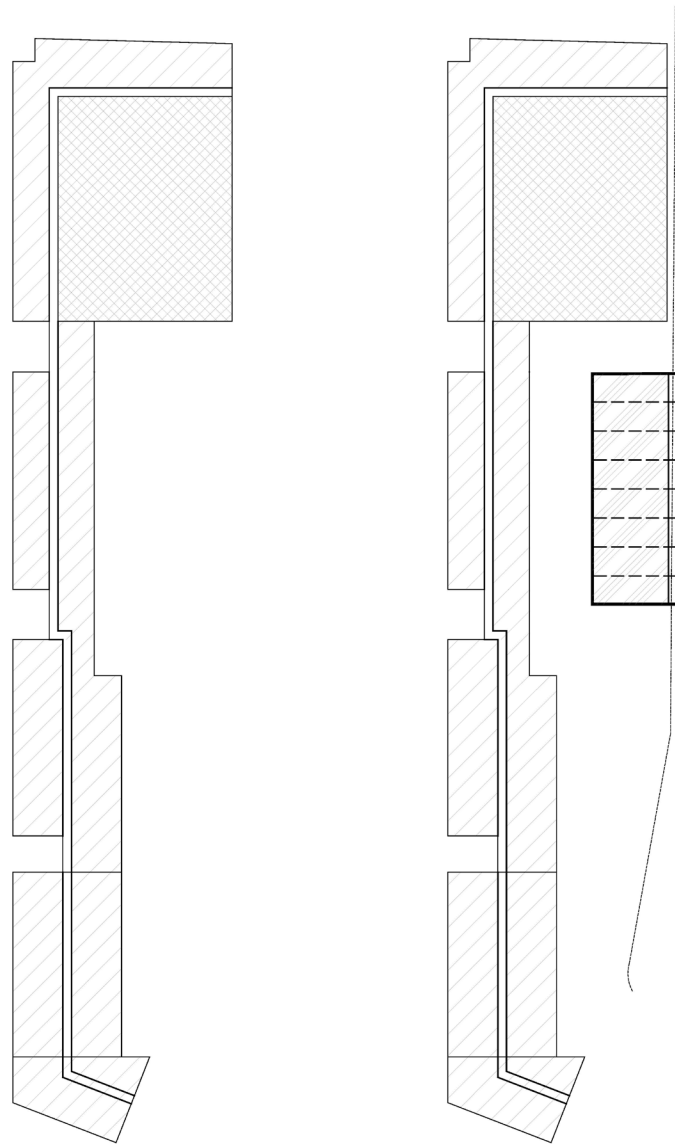
- Does not achieve the density of housing on the corridors that Imagine Austin calls for.
- Did a rain garden for WQ, but not sure it is adequate?
- Block Form Building: 3 Floors- First floor is commercial, upper 2 floors residential, 48 Units (750 SF ea.)
- Surface Parking, assumed 40% parking reduction
- Outcome is less dense than project being developed today



CASE STUDY.
 BURNET RD @ KOENIG LANE.
 OCTOBER 31, 2017. NORTH

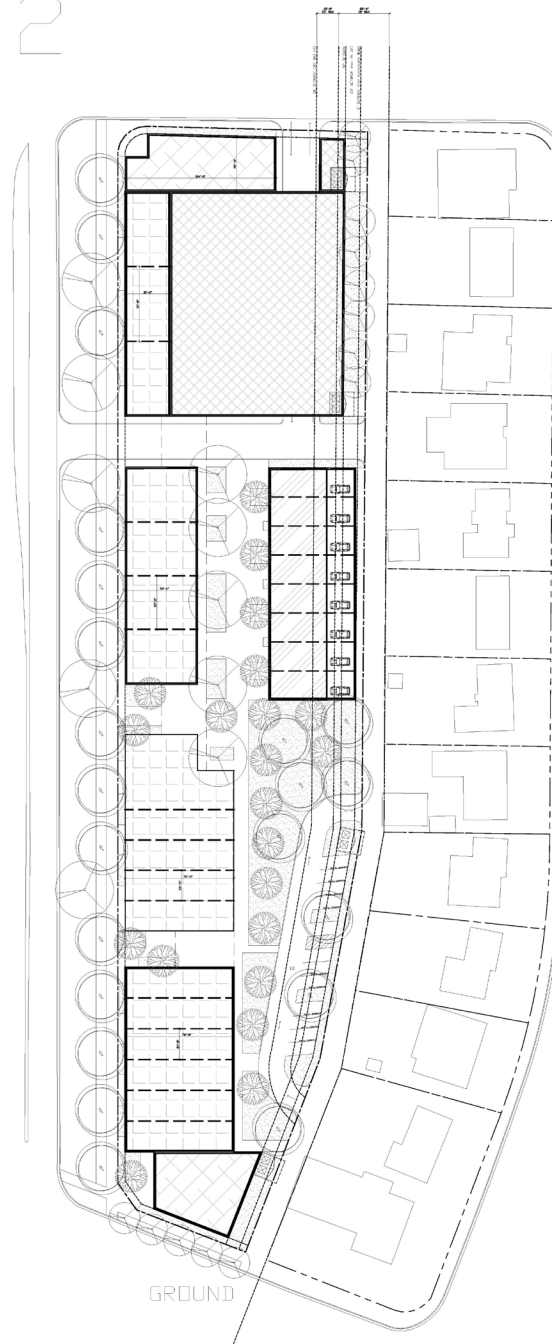
Figure 5.1: Burnet Road Site Plan

codeNEXT_Draft 2



THIRD

SECOND



GROUND

- 89 Spaces (175)
x .6 (Reduction)
53 Spaces
- RESTAURANT/BAR
6700 SF
- 89 Spaces
x .6 (Reduction)
53 Spaces
- RETAIL
31400 SF
- 80 Spaces (1350)
x .6 (Reduction)
48 Spaces
- RESIDENTIAL
80130 SF
80 UNITS
- 8 Spaces Required
8 Spaces Provided
- Live/Work
8 Units
- Live-1,000 sf
- Work-800 sf
- 154 Spaces Required
171 Spaces Provided
- Parking Garage
74400SF (1 per 350sf)
159 Spaces
12 Surface Spaces

Lot Size
120,000 sf
Bldg. Coverage
73,300 sf
61%
Impervious Coverage
80% needed
80% shown

Scale $\frac{1}{32}'' = 1'-0''$

Figure 5.2: Burnet Road Floor Plans

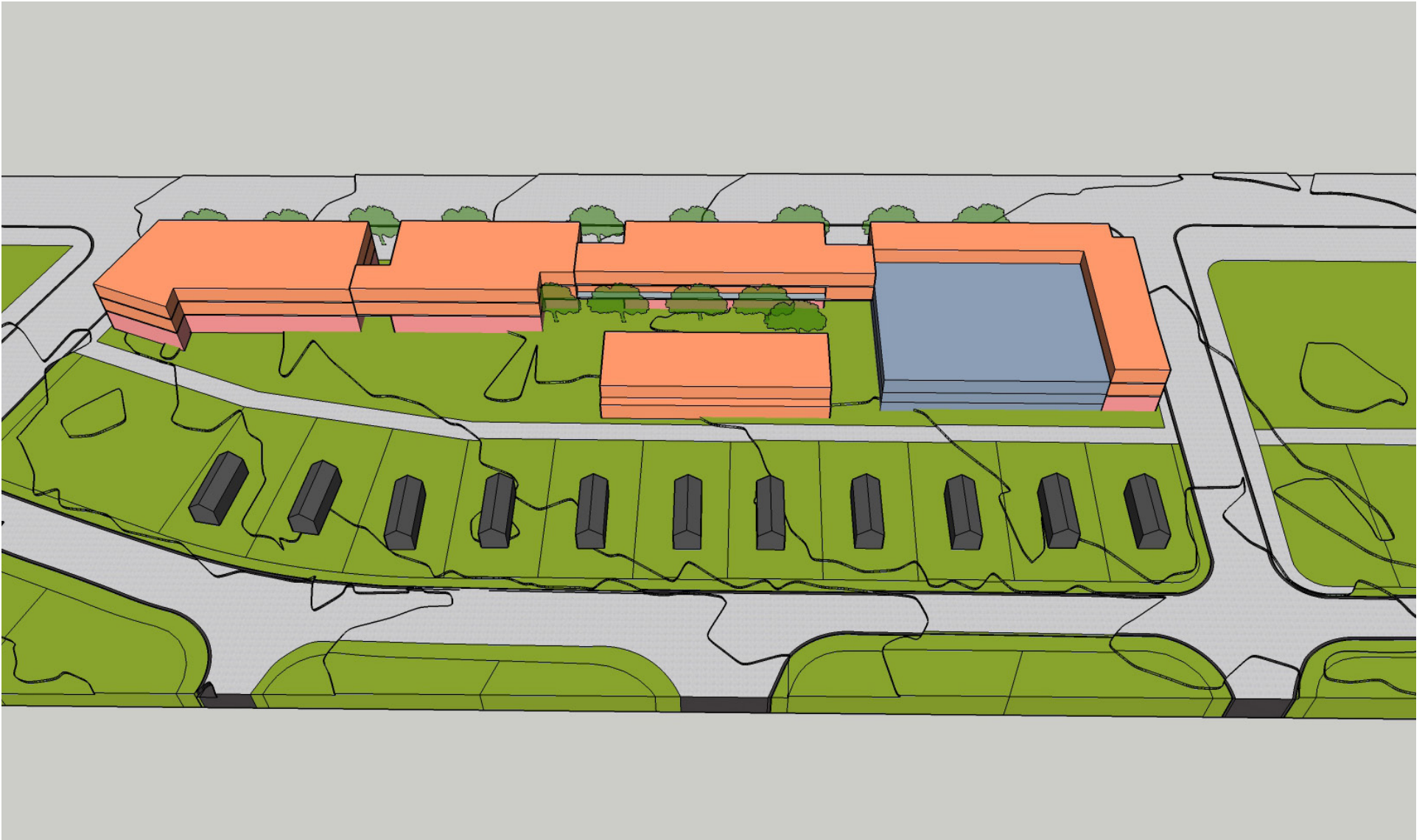


Figure 5.3: Burnet Road 3D Massing Model



Figure 5.4: South First Site Plan

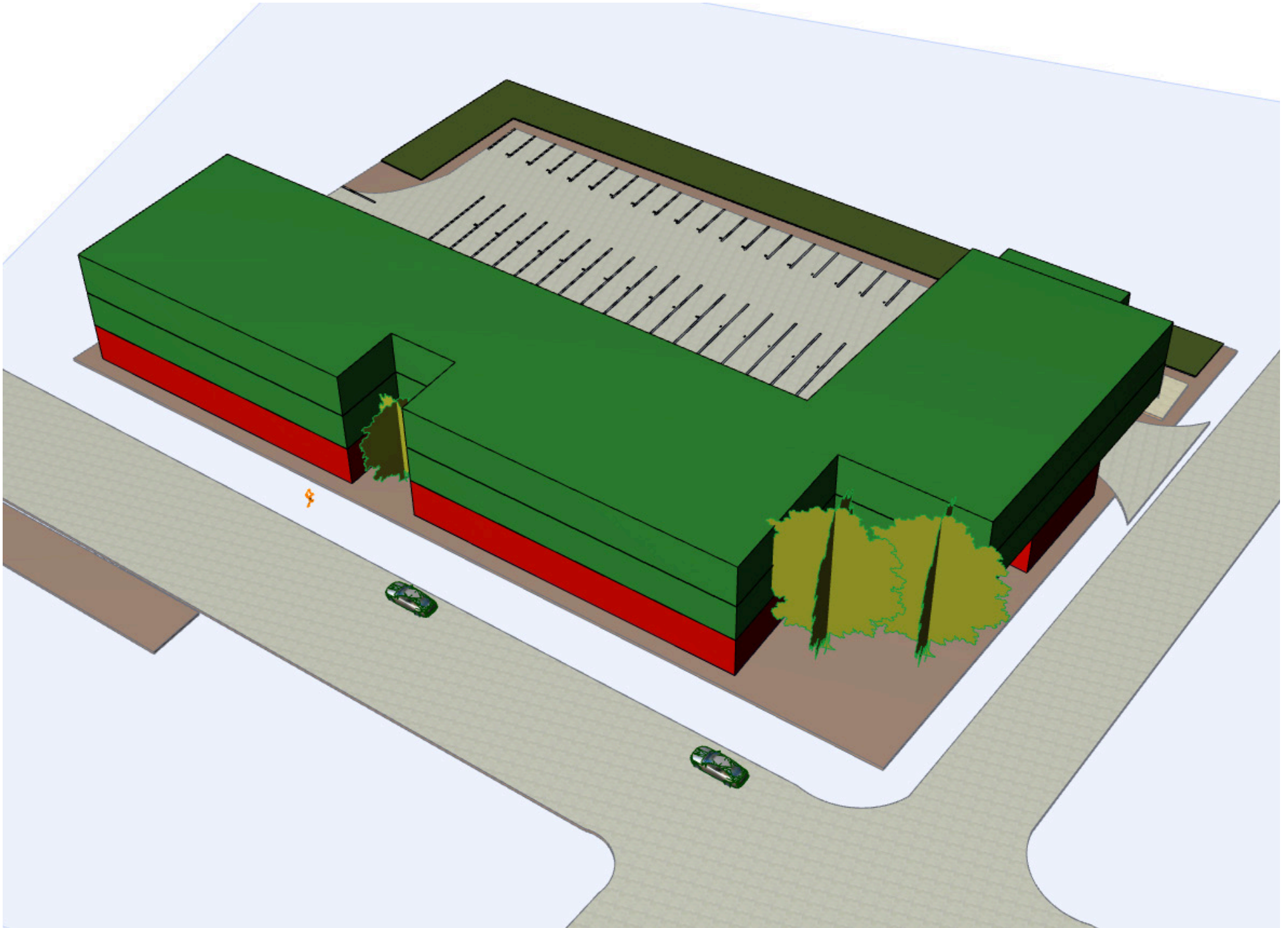


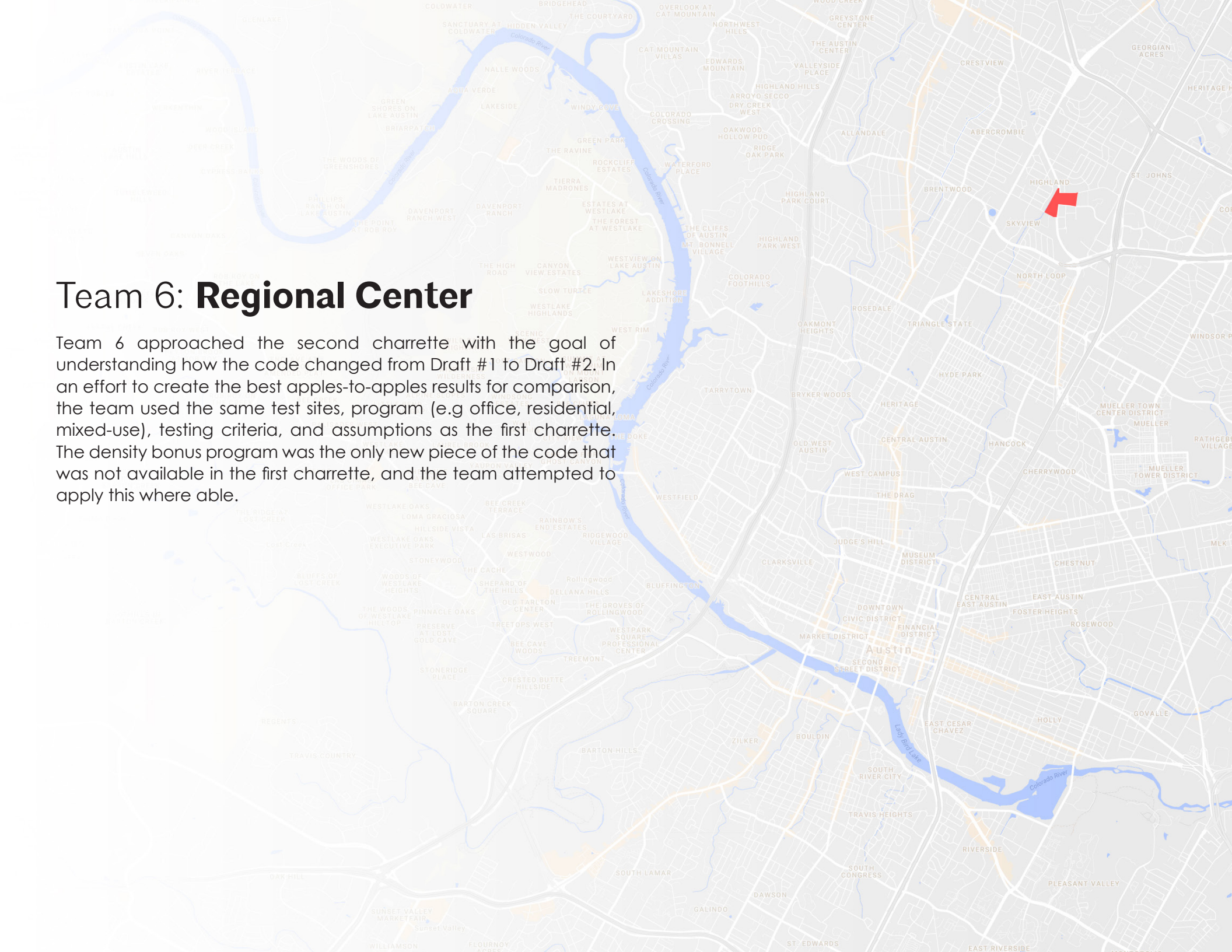
Figure 5.5: South First 3D Massing Model

RECOMMENDATIONS

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
24-4D-5090 Main Street 2B (MS2B) Zone	Subsection A. General Intent	<ul style="list-style-type: none"> Affordable Housing Bonus Program should be available in this zone. These have been mapped on most of the corridors. Perhaps the bonus could be the extra five feet recommended below that would allow a 4th floor.
	Subsection C. Lot Size and Intensity	<ul style="list-style-type: none"> Allowed Building Types: Building types are limited to Rowhouse, Block Form, and ADU. More Building types would create better opportunities for Missing Middle as this zone is mapped on many corridors.
	Subsection C. Lot Size and Intensity	<ul style="list-style-type: none"> Rowhouse: Medium- 3 units is not enough density for a zone that's mapped on a corridor. Imagine Austin directs density to corridors.
	Subsection D. Building Placement and Form	<ul style="list-style-type: none"> Rear Articulation of 24' x 24' is excessive, especially when the building is already setback 30 feet. This takes away from usable square footage. This articulation is not shown on diagram. Eliminate this requirement.
	Subsection E. Height	<ul style="list-style-type: none"> 45 foot height limitation limits the Block Form building to 3 stories, due to minimum 14 feet first floor requirement. If this was increased by 5 feet to 50 feet then 4 stories would be achievable to get more density. No pedestrian on the street would be able to discern between 45 and 50 feet.
23-4D-5040 Parking Requirements	Subsection A. Parking Standards for Main Street Zones	<ul style="list-style-type: none"> Parking exemptions for restaurants under 2,500 SF should be considered based on surrounding context. If mapped on a transit corridor then this would be appropriate.
Map		<ul style="list-style-type: none"> Both of these sites are on corridors and should be zoned higher density than MS2B, which appears to be more appropriate for main streets in within neighborhoods. Would recommend a MS3 zoning for at least the Burnet Road site.

Team 6: **Regional Center**

Team 6 approached the second charrette with the goal of understanding how the code changed from Draft #1 to Draft #2. In an effort to create the best apples-to-apples results for comparison, the team used the same test sites, program (e.g office, residential, mixed-use), testing criteria, and assumptions as the first charrette. The density bonus program was the only new piece of the code that was not available in the first charrette, and the team attempted to apply this where able.



FINDINGS

- There were significant changes found in the zone-specific regulations for both sites, which were primarily a relaxation of the prescriptive form-based aspects from Draft #1. This was seen by the team as step in the right direction, but several new form-based regulations were introduced that proved problematic, including McMansion-esque sidewall articulations for large mixed-use projects.
- Very few changes were observed in non-zone-specific code sections, therefore many of the same issues from the first charrette were repeated in the second. Familiar issues included: designing drainage based on pre-developed conditions instead of crediting existing impervious cover, parkland deficient areas and “privately maintained publicly accessible” parks, and resulting project yield that did not fulfill expectations of a Regional Center as described in Imagine Austin.

The Denson Drive Test Site

- Resulted in a similar yield to the first charrette, albeit with more flexible site planning tools and a slightly more efficient layout. Draft #1 zoned this site as T4MS, and Draft #2 changed it to MS2B.
- The detention and water quality ponds occupied a significant portion of the site, which would not occur under today's code due to the crediting of existing impervious cover.
- The overall height limit was reduced in the second draft from 55 feet to 45 feet, which was effectively the same three-story height limit due to the 45-foot parapet or eave height limit in the first draft. Three stories were assumed to be what the current CS-MU-V-CO-NP zoning would allow after accounting for the compatibility tent, but there is enough depth of the lot that the southeast corner could have achieved a fourth level.
- The second draft introduced a new form of compatibility “Building Height Stepbacks” for buildings on the test site within 50ft of a “Residential House-Scaled Zone”. While the proposed site layout did not place buildings in this compatibility zone (due to drainage and landscape buffers), the team did identify missed calibrations in the stepback height limits. The stepback heights are limited to 18 feet (within 25 feet of the triggering lot line), and 35 feet (between 25 feet and 50 feet of the triggering lot line). After accounting for a 14 feet minimum ground floor ceiling height, these stepback zones do not calibrate well for residential construction of 9-foot ceilings and approximately 18-inch floor depths.
- Height is left on the table and the stepbacks essentially dictate a one, two, and three-story zone. Simply adding 5 feet to the second and third zone would allow an additional level of residential units in a Regional Center that is experiencing a transforming into a mixed-use destination, and the human eye can barely perceive the difference between a 45 foot and a 50-foot-tall building.
- The adjacent R3C zone could produce a 32-foot-tall house only 5 feet from the property line, while the MS2B zone had onerous 20-foot side setback, then a gradual step up to a 45-foot building height. Aside from the setbacks and stepbacks being uncoordinated, the team found great inequity in these standards.

- The most surprising observation for the Denson Drive test site was the inapplicability of the “Citywide Affordable Housing Bonus Program”. Deceiving program name aside, this test site’s proximity to ACC Highland and a Red Line station earn justification for some type of opt-in bonus. FAR and other density metrics aren’t regulated in this zone, but additional building height was an obvious entitlement that could have been used for a bonus this zone.

The Highland Mall Blvd. Test Site

- Resulted in a marginally higher yield of residential units, primarily due to a reduction in “Common Open Space” requirements. Draft #1 zoned this site as T5MS, and Draft #2 changed it to MS3A.
- The simplification of allowable buildings types, the absence of the Design Sites tool, and an increase in allowable impervious cover between the drafts resulted in a more straightforward charrette for this test site.
- The proposal laid out a figure-eight style “wrap” building; a parking garage and courtyard were wrapped with residential units on the northeast side of the site. The size and location of this site were determined to be unsuitable for ground floor commercial uses on every primary or side street frontage, but the footnote on the Main Street “Allowable Uses Table” essentially requires this to be implemented. The team assumed this was in error, and that residential uses could occupy ground floor street frontage, or else risk proposing an unrealistic development.
- Detention and water quality ponds, combined with on-site dedicated parkland, occupied a significant portion of the western part of this test site, and two mixed-use buildings (office over retail) were proposed for the remainder of the site, all of which were accessed by new internal, private drives.
- The team followed current market standards for parking ratios, and therefore was maxed out at five stories for the residential building and four stories for the office.
- The five-story residential building was not able to take advantage of the 10ft of bonus height available with the “Citywide Affordable Housing Bonus Program”, but an alternate scenario was run to understand how it could work. Parking ratios were reduced to code minimum so that the building was up to the six-story limit. The additional bonus story, if taken, would have resulted in 62 bonus units, but only six of which were Affordable. The team felt this bonus was not properly calibrated, and ultimately left Affordable units on the table.
- The residential building's long facades triggered newly introduced “Building Articulation”, which is similar to the McMansion sidewall articulations, but are unprecedented for larger commercial buildings. The language of the requirements proved confusing, but the result was a series of deep and wide dead spaces along the sidewalk and a calculated a loss of up to 30 residential units for this project.
- The Deficient Park Area Map shows the test site to be Parkland Deficient but, with the Highland Mall parks in the pipeline, this area will soon be in compliance. To the extent the new code encourages new projects to build “privately maintained, publicly accessible parks”, the Deficient Park Area Map should also change to reflect these as equally contributing parks.

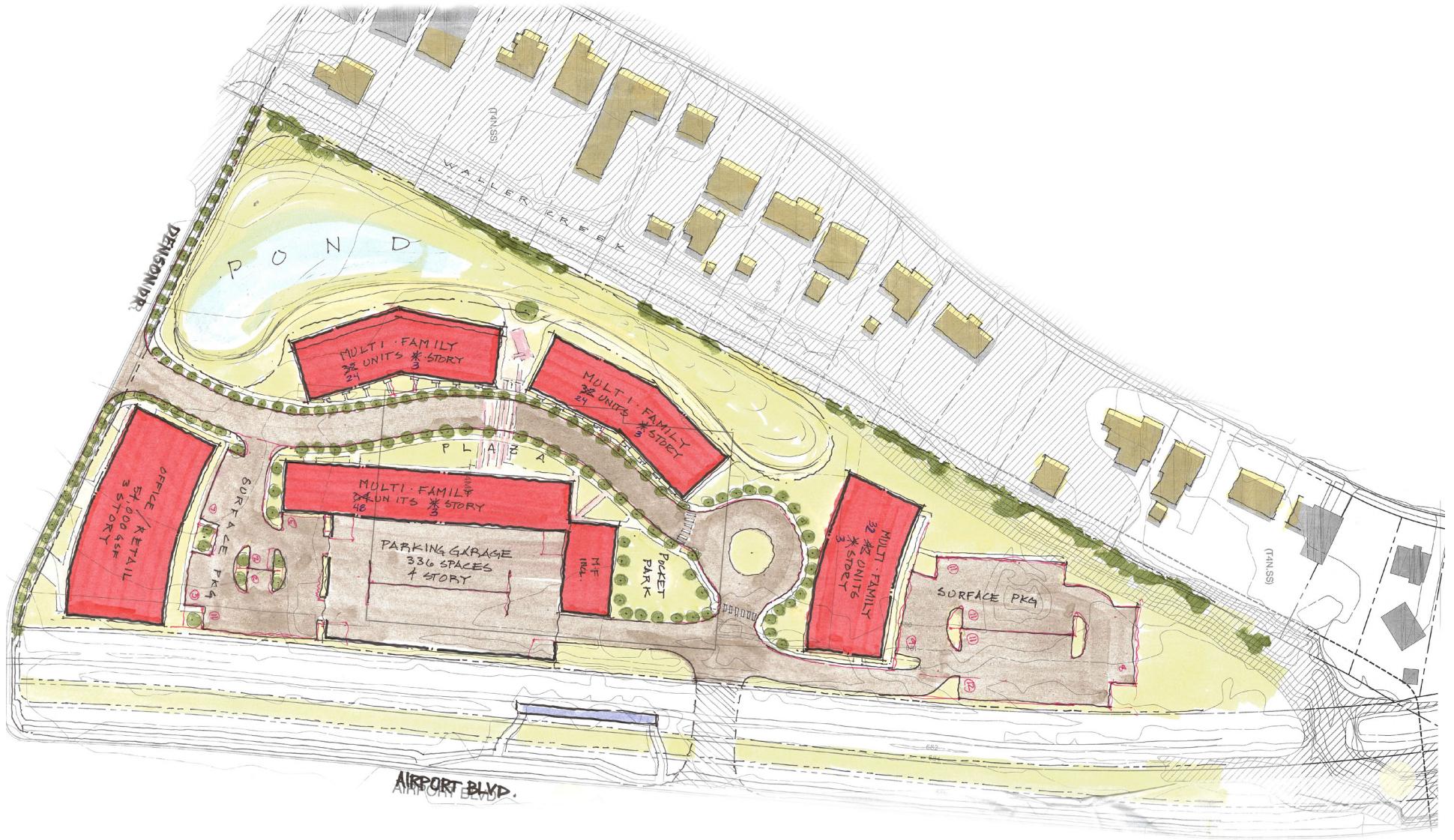


Figure 6.1: Denson Drive Site Plan

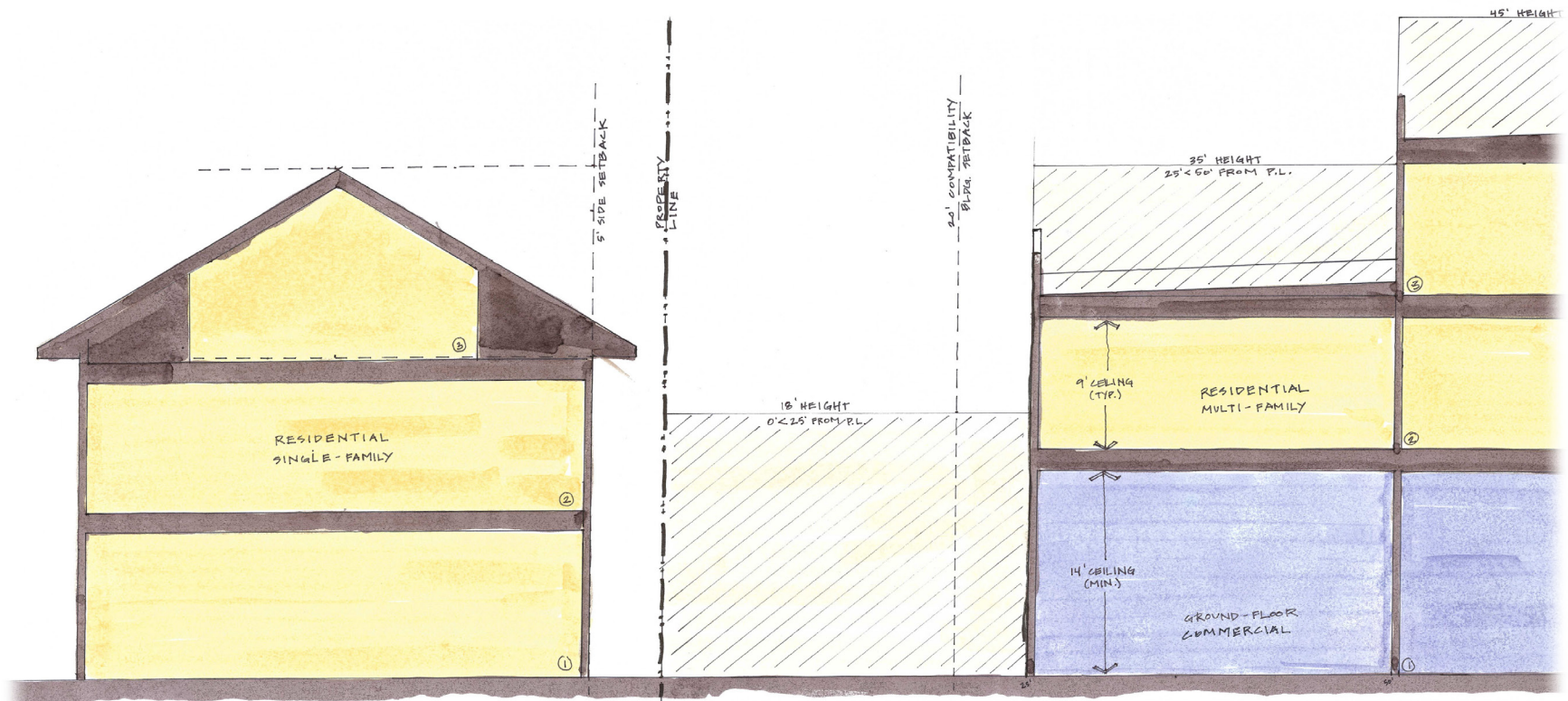


Figure 6.2: Compatibility Height Zones

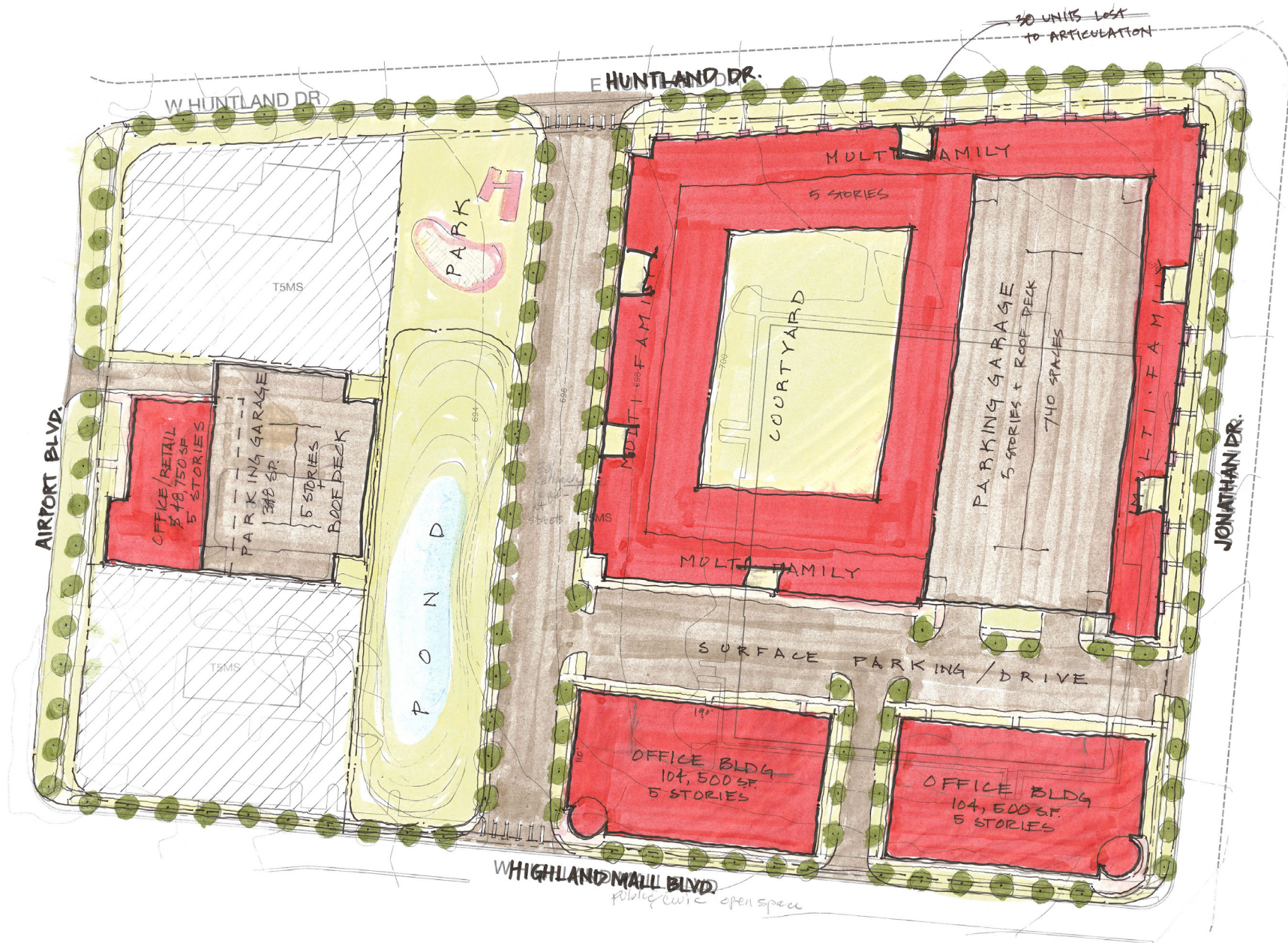


Figure 6.3: Highland Mall Blvd. Site Plan

RECOMMENDATIONS

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-3B-1: Parkland Dedication	23-3B-1010 Purpose and Applicability	<ul style="list-style-type: none"> Exempt residential projects up to 10 units from Parkland Dedication, in order to lower the barriers to entry for Missing Middle housing types.
	23-3B-2010 Dedication of Parkland	<ul style="list-style-type: none"> Increase predictability of the dedication process so that a potential project can know with certainty whether on-site dedication or a fee-in-lieu will be required. Up to 15% of the site area for parkland dedication is a significant burden to most sites, especially when combined with the seemingly redundant civic open space requirement. The parkland standards also conflict with building placement requirements in the zoning code, essentially requiring both to front a street.
	23-3B-3020 Private Parkland	<ul style="list-style-type: none"> Update the Deficient Park Area Map to include all privately owned, publicly accessible parks which can satisfy up to 100% of parkland dedication.
23-4C-2: Civic Open Space	23-4C-2020 Applicability	<ul style="list-style-type: none"> The overlapping and redundant applications of Parkland and Civic/Common Open Space should be distilled into a simpler framework for applicants to understand impacts to their project's yield. It is unclear how Civic Open Space requirements aren't just a secondary parkland requirement.
23-4D-5030: Allowed Uses and Permit Requirements	Table 23-4D-5030(A) Allowed Uses in Main Street Zones	<ul style="list-style-type: none"> Zones MS2A and MS2B have Rowhouses as allowable building types, but the Main Street use table pushes residential uses on the ground floor back 30ft from the street. These regulations contradict. Remove the 30ft ground floor residential setback to allow residential uses fronting the street, especially on Main Street sites that front lower-intensity streets.
		<ul style="list-style-type: none"> Add a subcategory for restaurant uses under 2,500sf. Add a subcategory for retail uses over 10,000sf.

Code Section	Sub-section	Recommendations
23-4D-5040: Parking Requirements	Table 23-4D-5040(A) Parking Standards for Main Street Zones	<ul style="list-style-type: none"> To the extent Main Street zones are mapped to align with Imagine Austin Activity Corridors, the minimum parking requirements should be differentiated from other lower-intensity zones to be responsive to and supportive of the multi-modal transportation options available. Traditional Main Street development districts have thrived with little to no on-site parking, and are supported by alternative transportation. Reduce or eliminate all parking requirements in Main Street zones, and allow the private market to determine the need, or lack thereof, for on-site parking.
23-4D-5050: General to Main Street Zones	(B) Building Frontage and Placement	<ul style="list-style-type: none"> The requirements of this section seem to be incomplete and/or are uncoordinated with the zone-specific standards that follow. E.g, the section on "Building Entrance" gives an exemption to the requirements if 80% of the net building frontage is built to the setback line. Some Main Street zones establish minimum facade zones as high as 90%, and there is a separate requirement to space pedestrian entrances no more than 50ft apart. Complete this section and look for ways to consolidate redundant requirements from the zone-specific sections.
23-4D-5090: Main Street 2B (MS2B) Zone	A. General Intent	<ul style="list-style-type: none"> Expand the "Citywide" Affordable Housing Bonus Program to include MS2B, among other zones currently lacking this important tool. Bonuses could come in the form of additional building height.
	C. Lot Size and Intensity	<ul style="list-style-type: none"> Correct the Rowhouse: Medium restriction to three units per lot, instead of three units per acre as currently written. Presumably this will allow a dwelling unit on each level of a three story rowhouse. Clarify the intended use for the Rowhouse: Medium building type. Assuming residential uses are allowed on the ground floor street frontage (as recommended above), the Block Form building type can achieve a Rowhouse form, but with fewer regulatory hurdles such as minimum lot size and density restrictions.

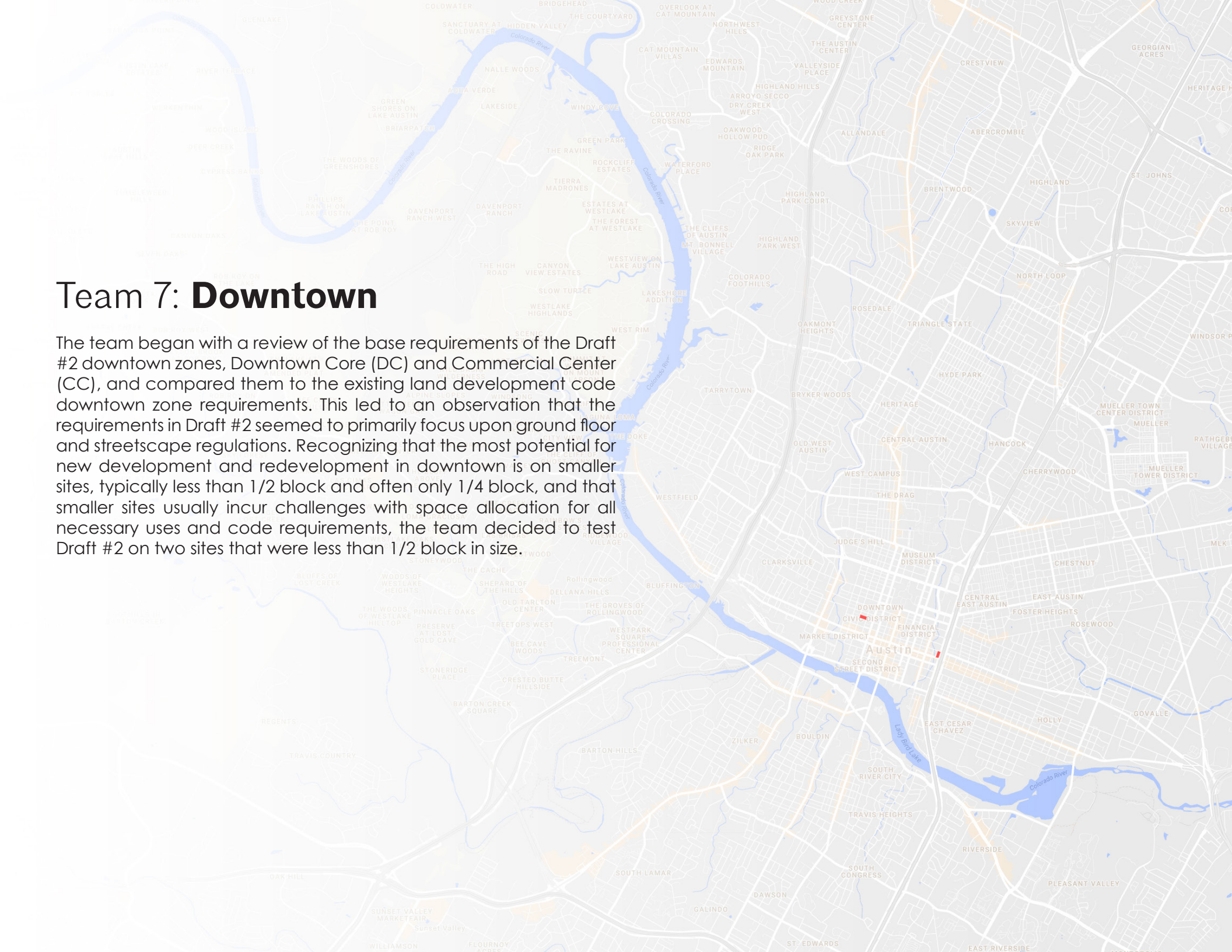
Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Clarify how to establish the "Primary Building" when a proposed site plan has Internal Circulation Routes (ICRs) with multiple buildings fronting it and the public street. There would, in reality, be multiple primary buildings in these scenarios. Primary buildings have requirements for setbacks, facade zones, height, etc. that may need to be distinguished when it's a large site with multiple primary buildings. The team's recommendation is to only require the primary building fronting the primary street to comply with the facade zone standards.
	D. Building Placement and Form	<ul style="list-style-type: none"> Remove additional setbacks triggered from Residential Multi-Unit Zones. Austin's current code does not include compatibility protections for multifamily, and there is no justification to do so now with the current shortage and high demand for walkable neighborhoods.
		<ul style="list-style-type: none"> Eliminate or drastically reduce the building articulation requirements for Main Street zones. The proposed articulation sizes are costly in the form of lost dwelling units, wasted real estate, and more complicated structural design. They are arbitrarily controlling architectural form, and there is nothing preventing projects from complying with the letter of this regulation by building 24ft by 24ft dead zones along the street frontage.
	E. Height	<ul style="list-style-type: none"> Remove the 14ft ground floor ceiling height for all residential uses, and any buildings that don't have primary street frontage (i.e Internal Circulation Routes).
		<ul style="list-style-type: none"> Increase the max. overall building height to 55ft to match the first draft and allow a fourth level of residential units in this zone. With elimination of the 14ft ground floor ceiling height, even a 5ft increase in allowable building height would permit four stories; a 5ft change in building height is almost imperceptible to a human eye from street level. Calibrate Building Height Step-backs to allow a second and third story in the tiered zones. Typical residential floor-to-floor heights would effectively make these one and two story zones.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Calibrate Building Height Step-back zone widths to coordinate with other code sections. The step-backs are triggered if the site is across a ROW less than 60ft in width, but the actual step-back zones only extend to 50ft. Suggest to reduce the triggering ROW width to 50ft. The first step-back zone is within 25ft of the triggering property, but Subsection D establishes a 15ft or 20ft side setback that prevents development. Suggest to coordinate the step-back zone to also be 20ft.
		<ul style="list-style-type: none"> Finish Floor Height Above Curb (18in minimum) is established for ground floor residential uses within 10ft of a street ROW. This must be coordinated with whether residential uses are even permitted in this condition (see recommendations above regarding ground floor residential use).
	G. Frontages	<ul style="list-style-type: none"> Increase allowable distance between pedestrian entrances to every 75ft max. to align with the current code requirements.
23-4D-5110: Main Street 3A (MS3A) Zone	D. Building Placement and Form	<ul style="list-style-type: none"> Remove additional setbacks triggered from Residential Multi-Unit Zones. Austin's current code does not include compatibility protections for multifamily, and there is no justification to do so now with the current shortage and high demand for walkable neighborhoods.
		<ul style="list-style-type: none"> Remove the requirement for a large courtyard triggered by any building longer than 260ft. The courtyard is not defined in any way other than its size, and the requirement does not suit office buildings.
		<ul style="list-style-type: none"> Eliminate or drastically reduce the building articulation requirements for Main Street zones. The proposed articulation sizes are costly in the form of lost dwelling units, wasted real estate, and more complicated structural design. They are arbitrarily controlling architectural form, and there is nothing preventing projects from complying with the letter of this regulation by building 24ft by 24ft dead zones along the street frontage.
		<ul style="list-style-type: none"> In addition to the suggestion above, the Articulation Option B for Front and Side Street Facades is unclear how to implement as written. Please include diagrams to aid design professionals.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Reduce the 90% required facade in the facade zone, or allow exemptions for driveways. A site with relatively narrow street frontage would not be able to meet both requirements.
	E. Height	<ul style="list-style-type: none"> Remove the 14ft ground floor ceiling height for all residential uses, and any buildings that don't have primary street frontage (i.e Internal Circulation Routes). Calibrate Building Height Step-back zone widths to coordinate with other code sections. The step-backs are triggered if the site is across a ROW less than 60ft in width, but the actual step-back zones only extend to 50ft. Suggest to reduce the triggering ROW width to 50ft. The first step-back zone is within 25ft of the triggering property, but Subsection D establishes a 15ft or 20ft side setback that prevents development. Suggest to coordinate the step-back zone to also be 20ft.
		<ul style="list-style-type: none"> Finish Floor Height Above Curb (18in minimum) is established for ground floor residential uses within 10ft of a street ROW. This must be coordinated with whether residential uses are even permitted in this condition (see recommendations above regarding ground floor residential use).
	G. Frontages	<ul style="list-style-type: none"> Increase allowable distance between pedestrian entrances to every 75ft max. to align with the current code requirements.
23-10E-3010: Criteria for Approval of Development Applications	A. Drainage Requirements for Approval	<ul style="list-style-type: none"> Eliminate the requirement to design post-development peak flow rate to match the peak flow rate of undeveloped conditions. This requirement will have the effect of discouraging infill and redevelopment of underutilized properties in the urban core because of the impact to potential yield. The burden will be especially high on smaller, Missing Middle projects which require careful planning of compact urban sites, and typically do not have the luxury of dedicating large areas to detention ponds.
Zoning Map Recommendations	Citywide Affordable Housing Bonus Program	<ul style="list-style-type: none"> Expand the bonus program to cover the entire urban core, including Main Street zones.

Team 7: **Downtown**

The team began with a review of the base requirements of the Draft #2 downtown zones, Downtown Core (DC) and Commercial Center (CC), and compared them to the existing land development code downtown zone requirements. This led to an observation that the requirements in Draft #2 seemed to primarily focus upon ground floor and streetscape regulations. Recognizing that the most potential for new development and redevelopment in downtown is on smaller sites, typically less than 1/2 block and often only 1/4 block, and that smaller sites usually incur challenges with space allocation for all necessary uses and code requirements, the team decided to test Draft #2 on two sites that were less than 1/2 block in size.



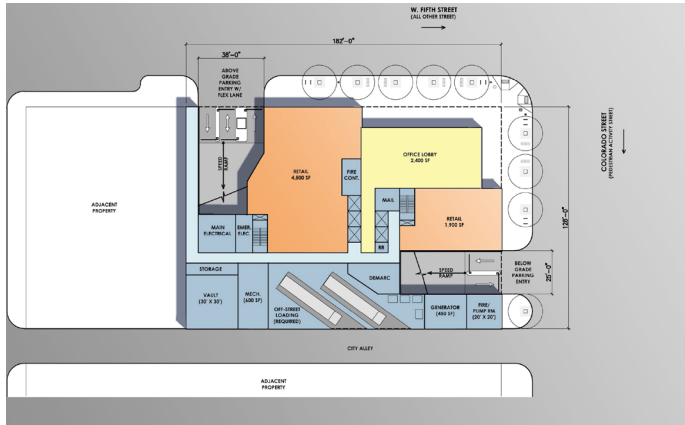
FINDINGS

- Draft #2 resembles Austin's existing code more than Draft #1. It incorporates many of Team 7's recommendations from the first AIA Charrette.
- This draft has integrated portions of the Downtown Austin Plan. However, the requirements taken from the plan attempt to over-regulate the ground floor uses and street-level building form, are sometimes applied without context, and are too prescriptive for base zoning. They are better suited for full-block developments, so small development exceptions could be written. Or, they may be better suited for future district plans instead of the code.
- The sites tested during the first charrette with Draft #1 were 1/2 block sites, so the team chose two different sites for Draft #2: the southwest corner of 5th Street and Colorado Street and the southwest corner of 9th Street and San Antonio Street.
- The 5th and Colorado site is mapped with F25 zoning, but the team chose to test it with DC zoning as many of the surrounding sites and many other small sites are mapped DC, and DC allows for the most entitlements. Based on current market demand, the team determined that this site was a good candidate for both office and residential programs. It was tested as office and residential, with and without the alley, under the current code and Draft #2.
- The 9th and San Antonio site is mapped with CC60 zoning. Based upon current market demand, the team determined that this site was a good candidate for a residential program. It was tested as residential under the current code and Draft #2.
- The test results of both sites are documented in the following: 1) a list of assumptions made while testing draft code, 2) design presentation boards that show building massing, first floor plans, landscaping, garage access, loading, requirement compliance notes, yield calculations, and density data, 3) developer summary budgets with land value impact analysis and 4) a list of recommendations for Draft #2 that address the key findings of the tests.
- We assumed that DC and CC do not have any minimum parking requirements, and that any parking requirements implied are in error.
- It was assumed that the bike requirement calculation has a typo, and includes more 0's than intended.
- We assumed there is an existing curb cut on same the block, thereby allowing only a single curb cut per side of our site. This requires loading and parking off one 25-foot curb cut, including maneuvering in the building. This configuration does not work without alley.
- We assumed maneuvering clearance is allowed in street AND second curb cut permitted for some scenarios on quarter-block sites to work; otherwise they were non-compliant.
- It was assumed that the residential lobby counts as active frontage on "all other" streets for some scenarios on quarter-block sites to work; otherwise they were non-compliant.
- We assumed it was an error to not allow an exception for downtown sites from the requirement that 50%/70% of common open space be located on the ground level.

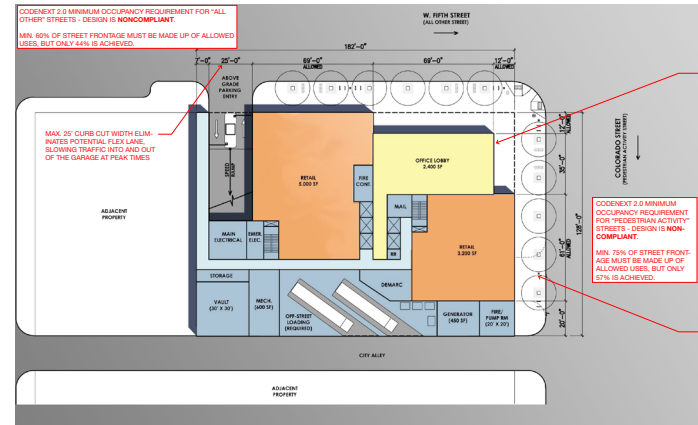
TEAM 7: DOWNTOWN (DC)
 FIFTH AND COLORADO TEST SITE | OFFICE UNDER CURRENT LDC

TEAM 7: DOWNTOWN (DC)
 FIFTH AND COLORADO TEST SITE | OFFICE UNDER CODENEXT 2.0

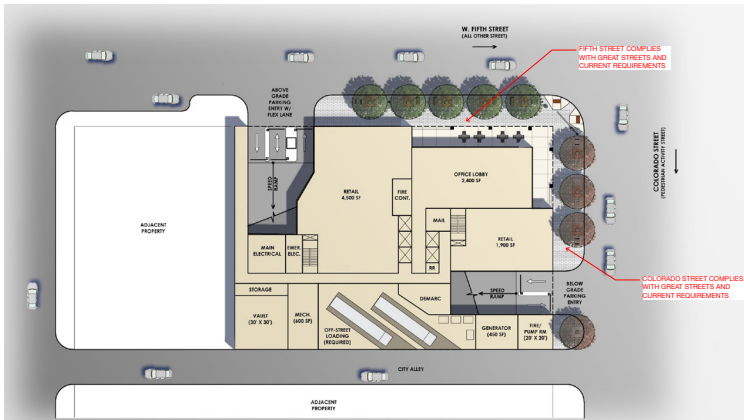
GROUND LEVEL PLAN



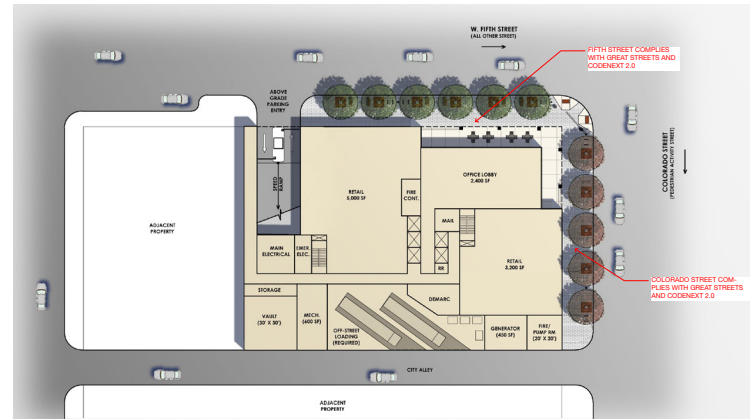
GROUND LEVEL PLAN



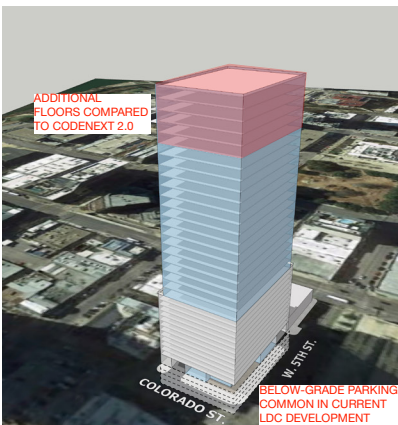
LANDSCAPE PLAN



LANDSCAPE PLAN



BUILDING MASSING



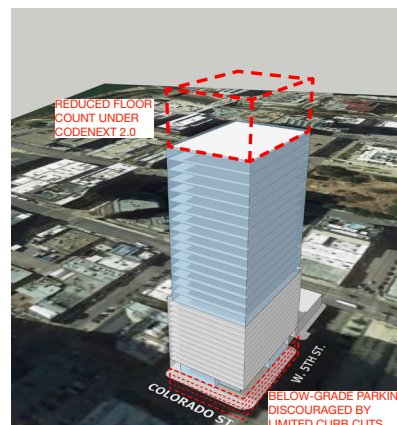
OFFICE UNDER LDC:
 34 Stories - 402' Tall
 445,250 GSF
 870 Parking Stalls
 18.9:1 FAR Achieved

Fifth & Colorado Yield Calculations
 After Max. LDC

Category	Area (SF)	Yield (GSF/SF)	Total (GSF)
Office	1,200,000	0.37	444,000
Retail	100,000	1.50	150,000
Other	100,000	0.50	50,000
Total	1,400,000	0.33	464,000

Site Data Summary:
 Total Area: 1,400,000 SF
 Total Yield: 464,000 GSF
 FAR: 18.9:1

BUILDING MASSING



OFFICE UNDER CODENEXT 2.0:
 30% Yield Reduction from LDC Massing
 29 Stories - 332' Tall
 342,750 GSF
 663 Parking Stalls
 14.6:1 FAR Achieved

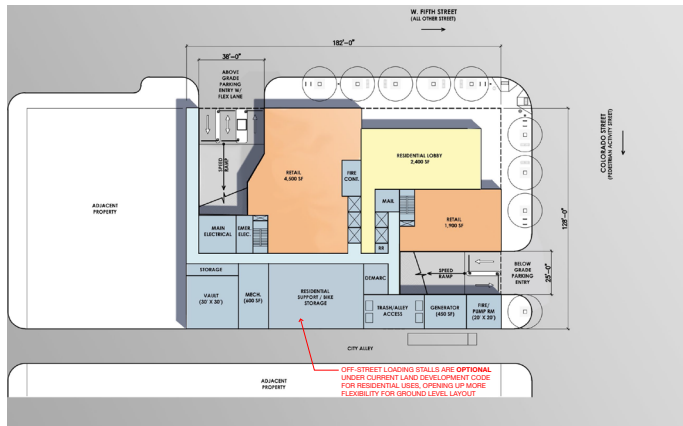
Fifth & Colorado Yield Calculations
 After Max. Codenext 2.0

Category	Area (SF)	Yield (GSF/SF)	Total (GSF)
Office	1,200,000	0.28	336,000
Retail	100,000	1.50	150,000
Other	100,000	0.50	50,000
Total	1,400,000	0.24	536,000

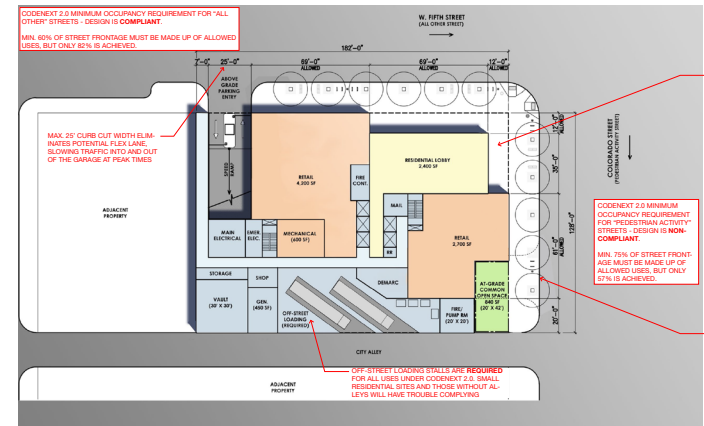
Site Data Summary:
 Total Area: 1,400,000 SF
 Total Yield: 536,000 GSF
 FAR: 14.6:1

Figure 7.1: 5th and Colorado test site developed as office under the current LDC vs. CodeNEXT 2.0

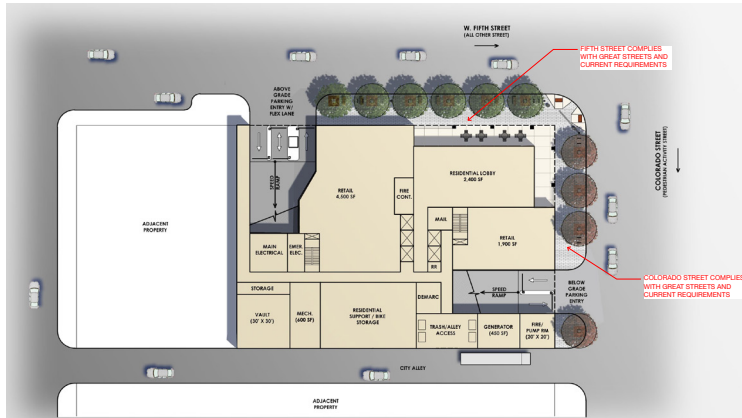
GROUND LEVEL PLAN



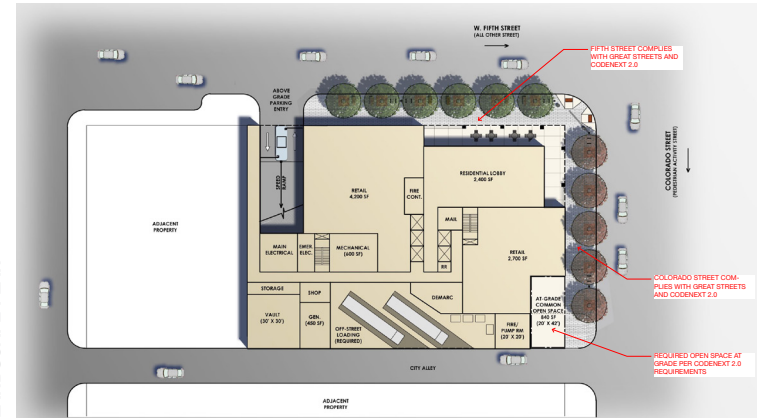
GROUND LEVEL PLAN



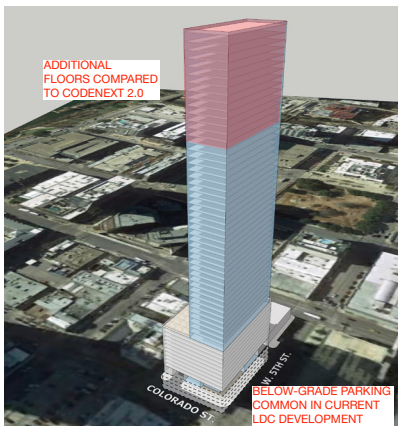
LANDSCAPE PLAN



LANDSCAPE PLAN



BUILDING MASSING

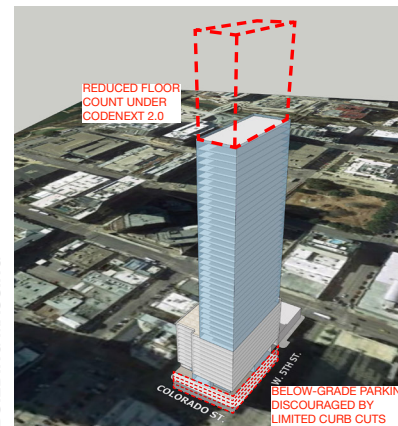


RESIDENTIAL UNDER LDC:

60 Stories - 636' Tall
588,750 GSF (630 Units)
756 Parking Stalls
25:1 FAR Achieved

Item	Quantity	Unit
Stories	60	
Tall	636'	
GSF	588,750	
Units	630	
Parking Stalls	756	
FAR	25:1	Achieved

BUILDING MASSING



RESIDENTIAL UNDER CODENEXT 2.0:

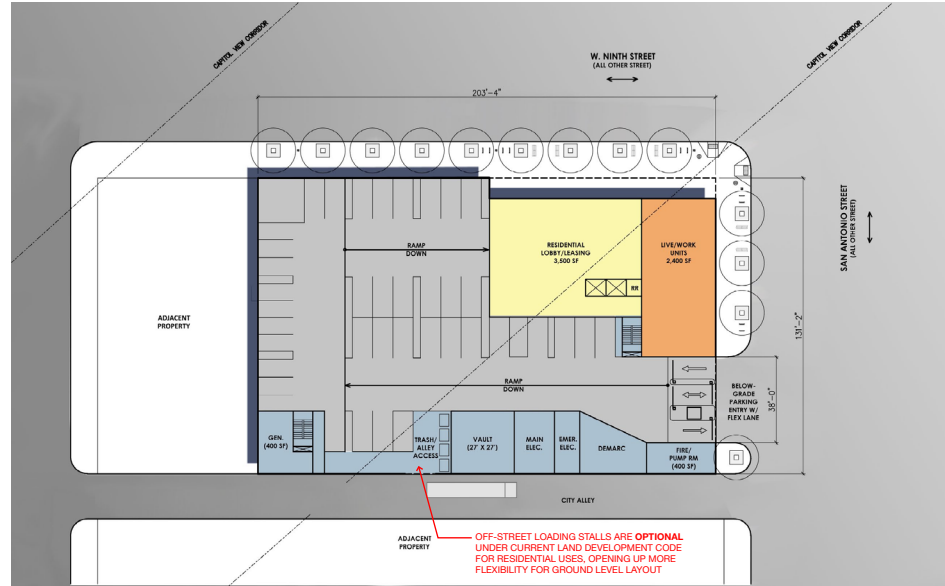
33% Yield Reduction from LDC Massing
44 Stories - 464' Tall
401,550 GSF (424 Units)
509 Parking Stalls
17.1:1 FAR Achieved

Item	Quantity	Unit
Stories	44	
Tall	464'	
GSF	401,550	
Units	424	
Parking Stalls	509	
FAR	17.1:1	Achieved

Figure 7.2: 5th and Colorado test site developed as residences under the current LDC vs. CodeNEXT 2.0

NINTH AND SAN ANTONIO TEST SITE | RESIDENTIAL UNDER CURRENT LDC

GROUND LEVEL PLAN



LANDSCAPE PLAN

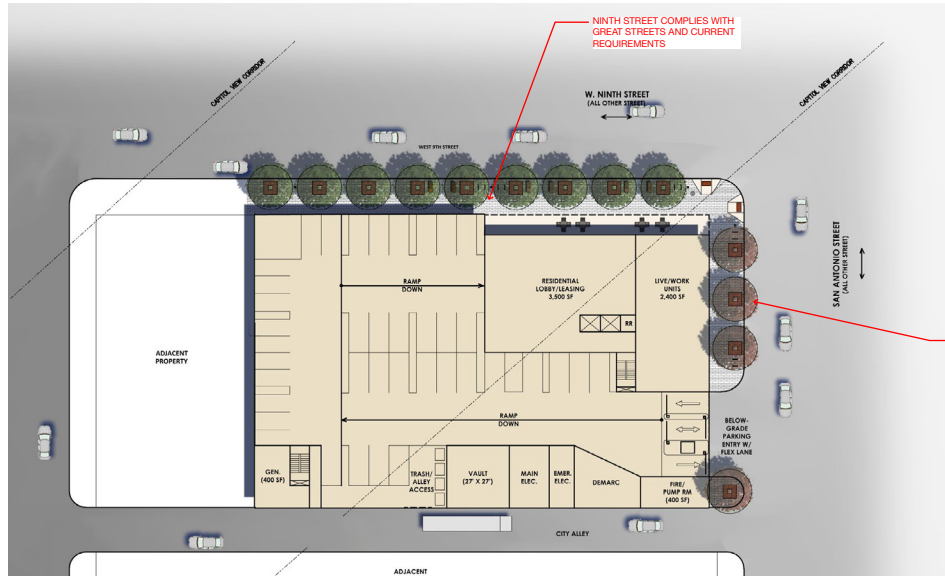
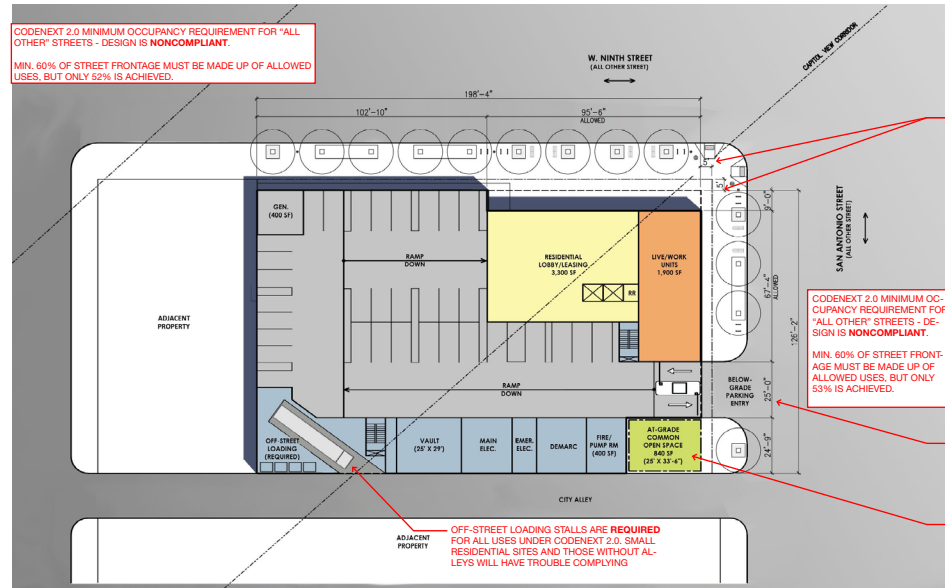


Figure 7.3: 9th and San Antonio test site developed with residences under the current LDC

NINTH AND SAN ANTONIO TEST SITE | RESIDENTIAL UNDER CODENEXT 2.0

GROUND LEVEL PLAN



LANDSCAPE PLAN

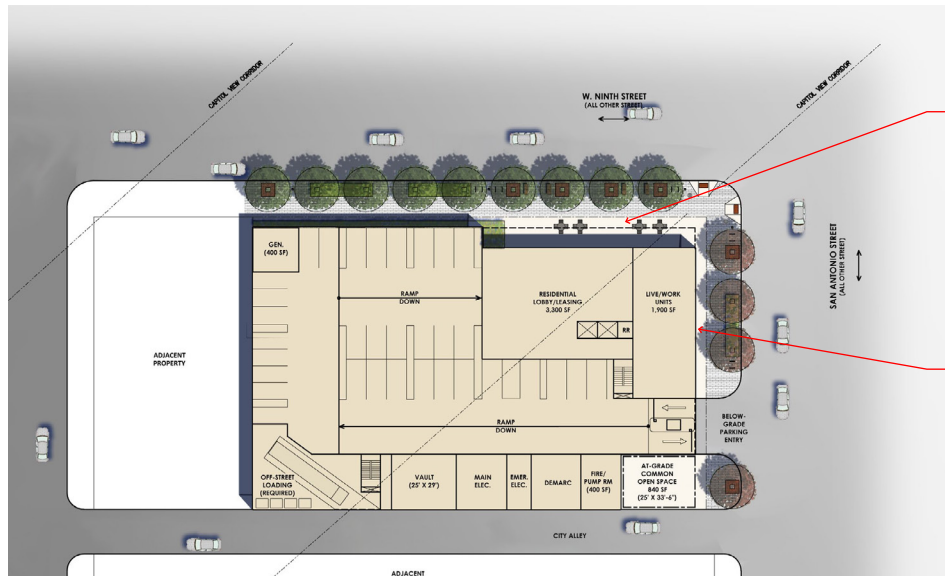


Figure 7.4: 9th and San Antonio test site developed with residences under CodeNEXT 2.0

RECOMMENDATIONS

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-3: General Planning Requirements		
23-3C-3 Urban Forest Protection & Replenishment		<ul style="list-style-type: none"> Heritage Trees: There are many trees greater than 30 inches in diameter on DC designated sites. Mandating the preservation of these trees can be in conflict with a goal of increased density on the remaining small parcels that are suitable for development. (Imagine Austin prioritizes the greatest density in regional centers and specifically in downtown.) Consider mitigation processes that provide for more trees along sidewalks and also improve nearby parks and squares for use by the public as an option to preservation. Also consider mitigation that allows fee-in-lieu or replacement for trees in downtown zones, as part of base zoning.
23-3D-6040 Water Quality Fee		<ul style="list-style-type: none"> Clarify whether water quality fee-in-lieu covers beneficial use component or just main water quality component.
23-4: Zoning Code		
23-4C-1030(E) Open Space	23-4C-1030(E) Common Open Space	<ul style="list-style-type: none"> Clarify, or consider revising or removing, the common open space requirement so it is more appropriate for and applicable to small sites. Clarify how 20 foot minimum dimension can be accommodated on sites with 10 foot maximum setback, where common open space is required at ground level.
23-4D-6: Regional Center Zones		
23-4D-6050(C)	Off-street Parking Exceptions	<ul style="list-style-type: none"> Exceptions to Off-Street Parking Location Standards: This can be considered inappropriate for urban sites. Clarify why and when this would apply to a regional center zone. Consider revising or removing for downtown zones.

<u>Code Section</u>	<u>Sub-section</u>	<u>Recommendations</u>
23-4D-6060: CC Zone		
23-4D-6060(A): CC Zones	Density Bonus Eligibility	<ul style="list-style-type: none"> Consider allowing CC sites to use density bonus program. Excluding CC effectively creates hidden compatibility requirements, and does not allow downtown to develop the density needed in regional centers and specifically downtown as stated in Imagine Austin.
23-4D-6: CC Zones	Sub-Zone Height Limits: 23-4D-6060(B) Sub-Zones and 23-4D-6060(E) Height	<ul style="list-style-type: none"> Consider adjusting height limits to better accommodate common floor-to-floor heights. Consider adjusting 40 feet to 50 feet (4 floors); 60 feet to 75 feet (6 floors), and 80 feet to 90 feet. Or, consider providing a height limit OR a floor limit. Height limits proposed do not align with common building heights based on standard floor-to-floor heights plus taller retail spaces on first floor. Providing maximum number of floors may be more flexible to limiting building height without penalizing buildings providing generous floor-to-floor heights.
23-4D-6: CC Zones	FAR Maximums: 23-4D-6060(C) Lot Size and Intensity	<ul style="list-style-type: none"> Consider increasing CC zone FAR maximums to better match or exceed allowable density under existing code. There are lots in the Northwest district of downtown, designated as CC-40 and CC-60 with FAR limitations of 1.0 and 2.0 respectively, that are not eligible for density bonuses. Consider applying the principles of the Downtown Austin Plan for this area: maintain compatibility with the two and three-story pattern of development. Also in the Downtown Austin Plan is a stated goal of Northwest District to incentivize housing over office/commercial. In reviewing sites in this area, it is apparent that additional FAR would make residential a more viable use, and removing the density bonus exemption could result in more affordable housing. Consider increasing the maximum density on these sites as part of an expanded density bonus, while maintaining the height limits that promote compatibility. It is recognized that a separate planning effort may be necessary for the consideration of these changes.

Code Section	Sub-section	Recommendations
23-4D-6: CC Zones	Building Setbacks: 23-4D-6060(D) Building Placement	<ul style="list-style-type: none"> The CC zone establishes a minimum setback of 5 feet on all sites, but the map in the Downtown Plan Overlay Zone described (23-4D-9070 as taken directly from the Downtown Austin Plan) has many streets with 0' setbacks. To simplify and clarify, consider removing the 5-foot minimum setback. This setback can create a significant impediment to development on small sites and does not allow downtown to achieve the density needed for regional centers, as stated in Imagine Austin.
23-4D-6060(F) Encroachments	Shade	<ul style="list-style-type: none"> Consider allowing encroachments into ROW to ensure that pedestrian shade can be provided at 0' setback at DC sites.
23-4D-6: DD and CC Zones	Frontages vs. Density: 23-4D-6060 and 6080(G): Frontages	<ul style="list-style-type: none"> There is confusion with the frontage requirements as applied to both the DC and CC zoning districts. Draft 2 states that frontages within the DC and CC zoning districts are required to have a minimum of 60% of their street frontage in approved active commercial or civic uses and refers to the Downtown Plan Overlay Zone. However, the Overlay Zone allows ground level residential uses in addition to active commercial and civic uses on non Pedestrian-Activity Streets as per Table 23-4D-9070(A). This is consistent with the intent of the Downtown Austin Plan. Also the definition of active commercial uses (Commercial Group A in the Downtown Plan Overlay Zone) needs to be clarified or refined to allow for ground level office lobbies. Active frontage requirements are very difficult to achieve on small sites due to the amount of space taken up by parking and loading access, utilities, and egress. If intent is to provide more active pedestrian frontage, consider working with city departments to loosen requirements for many building support spaces (AE vault, fire pump, etc.) to be located directly on ROW - this would have a far greater impact on allowing more active uses to take their place. As stated in Imagine Austin, consider prioritizing downtown density, and more specifically more housing units, over these active street frontage requirements. More people living downtown will create active streets and trigger demand for more retail spaces. If active street frontage is prioritized over density, it may result in too many empty retail spaces while limiting the potential for additional residents to support them.

Code Section	Sub-section	Recommendations
23-4D-6060(H)	Parking, Curb Cut, Driveway Restrictions: 23-4D-6060(H): Parking	<ul style="list-style-type: none"> The CC zoning district appears to be subject to the Parking Requirements in 23-4D-7070. Like the DC district, this district should be exempted from minimum parking requirements per current code. (It has been confirmed this is an error and will be clarified/corrected.) <p>There is confusion about the requirement for two curb cuts per block. Consider clarifying to two curb cuts per block face. To enable development of small sites, consider exceptions for sites where there is an interior lot that requires access and there are already two curb cuts on the block face (e.g., in the Rainey District). Consider adding a clause stating “unless no other access is achievable”. Limiting driveways to 25 feet in width will be difficult to achieve on projects that require three parking access lanes and/or on projects which combine loading with their driveway access points. Consider adding exception language or increasing driveway width maximum. Curb cut requirements as written may force traffic to undesirable locations. Driveway location requirements may be different for visitors and regular users. Curb cut restrictions may sometimes force garage entry to locations that are not ideal for downtown traffic flow. Consider another mechanism for limiting and identifying the best locations for curb cuts, such as a district plan that better takes into consideration desired traffic patterns.</p>
23-4D-6: CC Zones	23-4D-6060(I) Impervious Cover	<ul style="list-style-type: none"> Consider revising CC zone maximum impervious cover from 95% to 100%. 95% maximum forces building setbacks and decreases density. If the intent is more landscaping and more water quality control, this could be achieved through streetscape design and green infrastructure in the ROW or green roofs.

Code Section	Sub-section	Recommendations
23-4D-6060(J) Open Space		<ul style="list-style-type: none"> The CC zoning requires 5% of the site area to be in common open space. The criteria for common open space described in 23-4C-1030 requires that 70% of this space be provided at ground level (or 50% if above-ground common open space is designed as a vegetated/green roof). This requirement significantly reduces a small site's ability to accommodate all other code requirements. Consider removing this ground level requirement in CC, DC and UC zoning where there are many small sites, and where podium building types can create high quality common open space above the ground level. Or consider changing the requirement to allow a generous minimum height instead, which would allow more options for providing access to light and air while also providing shade.
23-4D-6080: DC Zone		
23-4D-6080(D) Building Setbacks		<ul style="list-style-type: none"> DC Zone: Clarify minimum setback requirement. No minimum setback is listed. 75% at front and side at minimum setback. What is intent? Is this 75% required to be at 0? Are encroachments ever allowed? How do you shade pedestrians?

Code Section	Sub-section	Recommendations
23-4D-6: DD and CC Zones	Frontages vs. Density: 23-4D-6060 and 6080(G): Frontages	<ul style="list-style-type: none"> There is confusion with the frontage requirements as applied to both DC and CC zoning. Draft 2 states that frontages within the DC and CC zones are required to have a minimum of 60% of their street frontage in approved active commercial or civic uses and refers to the Downtown Plan Overlay Zone. However, the Overlay Zone allows ground level residential uses in addition to active commercial and civic uses on non Pedestrian-Activity Streets as per Table 23-4D-9070(A). This is consistent with the Downtown Austin Plan. Also the definition of active commercial uses (Commercial Group A in the Downtown Plan Overlay Zone) needs to be clarified/refined to allow for ground level office lobbies. Active frontage requirements are very difficult to achieve on small sites due to the amount of space taken up by parking and loading access, utilities, and egress. If intent is to provide more active pedestrian frontage, consider working with city departments to loosen requirements for many building support spaces (AE vault, fire pump, etc.) to be located directly on ROW - this would have a far greater impact on allowing more active uses to take their place. As stated in Imagine Austin, consider prioritizing downtown density, and more specifically more housing units, over these active street frontage requirements. More people living downtown will create active streets and trigger demand for more retail spaces. If active street frontage is prioritized over density, it may result in too many empty retail spaces while limiting the potential for additional residents to support them. Additionally, consider revising the requirement that prohibits stairs/ramps in required setbacks to allowing them in required setbacks.

23-4E: Supplemental to Zones

Code Section	Sub-section	Recommendations
23-4E-3070 Off-street Loading for Multi-family Use		<ul style="list-style-type: none"> This section of the code states that an "off-street loading facility shall be provided for each use in a building or on a site" where the building is greater than 10,000 gsf. This would suggest a change in policy requiring multi-family residential developments to include loading facilities. This change represents a strong disincentive for housing on small sites or sites without alley access. Consider revising or removing it. Also consider reducing or removing off-street loading requirements for small sites or sites without alley access, or consider allowing maneuvering in the street.
23-4E-3080 Bike Parking		<ul style="list-style-type: none"> Consider adjusting bike parking requirements to allow non-visitor bike parking to be located in a more remote, secure location. Consider allowing sidewalk bike racks located in the ROW to count towards visitor bike parking requirements.
23-4E-4040 Landscaping	Front Yard Planting	<ul style="list-style-type: none"> CC Zone Section D: Building Placement and Form, requires a minimum setback and this triggers front yard planting requirements. It will be impossible or very difficult for <1/2 block sites to accommodate these landscaping requirements, specifically, planting area and ornamental trees. For the sites tested, the areas and number of trees is much greater than the site frontage available. Consider exempting CC and DC zones (and any other urban zones) from this section as written (and it is recommended that CC does not require any minimum setback).
Map Recommendations		
Downtown Map		<ul style="list-style-type: none"> Consider rezoning many of the downtown CC120 sites to DC, especially those along the Waller Creek corridor and north and east of the Capitol. Many downtown sites are already limited by Capitol View Corridors and other overlays, and should not be subject to additional height restrictions that limit downtown density. This is consistent with Imagine Austin's priority of locating the greatest density in regional centers and specifically in downtown.

Code Section	Sub-section	Recommendations
		<ul style="list-style-type: none"> Consider changing many downtown CC40 and CC60 sites to CC120. This is consistent with Imagine Austin's priority of locating the greatest density in regional centers and specifically in downtown.
		<ul style="list-style-type: none"> Consider changing 5th street corridor west of downtown to CC120. This is consistent with Imagine Austin's priority of locating the greatest density in regional centers and specifically in downtown.
General Map		<ul style="list-style-type: none"> CC zone is currently only located downtown. Consider creating CC zoning in other areas of the city to create more connected nodes of development. This is consistent with Imagine Austin's priority of creating a compact, connected city.

Conclusion

As there were extensive changes between the first and second drafts of the code, including a complete rewrite of the zoning districts, the charrette teams spent a great deal of time learning the new regulations all over again. Much like the first draft, however, the second draft proved to have many limiting and confusing regulations. There were numerous concerns regarding the regulations for Missing Middle Housing, Parking Requirements, Height Restrictions, Façade Articulations, and Compatibility. Ultimately it was unclear how these would effectively meet the goals and priorities of Imagine Austin. Furthermore, due to the still confusing regulations several of the test sites were studied without considering the true impacts of parkland dedication, private and public common open space requirements, and detention or water quality requirements. These factors will greatly affect the achievable density on these sites; and in some cases, creating less density than in our current code. We hope that the CodeNEXT team will re-examine these items and consider our recommendations. Again, it is our intent that the work presented in this report will be informative and aid in producing a third draft that we can all champion. AIA Austin continues to support the CodeNEXT process and we appreciate the opportunity to provide input.

Appendices

APPENDIX A: PARTICIPANT LIST

	TEAM 1	TEAM 2	TEAM 3	TEAM 4	TEAM 5
Test Subject	Central Neighborhood Low Density Residential	Central Neighborhood Residential	Central Neighborhood Mixed Use	Corridor Transition Zone	Corridor
Draft 2.0 Zone	R2C	R3C, MU1A, MS1B	R3C, MS2B	R3C, MU1A, RM1	MU1B, MS2B
Council District	10	9	1, 3	5	7, 9
Neighborhood	Rosedale	Bouldin Creek	Central East Austin	Zilker	Brentwood Bouldin Creek
Test Site(s)	39th & Jefferson	South 5th & Mary	Webberville & San Saba	South Lamar & Collier	Burnet & Koenig South 1st & Monroe
Facilitator	Blair McKay	Victoria Carpenter	Beau Frail	Stephi Motal	David Carroll
Recorder	Nicole Joslin	-	Carrie Waller	Kristina Olivent	Doug Becker
Architect	Stuart Sampley	Daniel Dunigan	Demian Rodriguez	Trey Hailey	Michael Hsu
Architect	Eric Rauser	-	Bart Whatley	-	Scott Ginder
Architect	-	Mark Odom	-	-	-
Landscape Architect	-	Brendan Wittstruck	Ele McKinney	Ilse Frank	Peter duFrene
Civil Engineer		Jim Schissler	-	Nhat Ho	-
Urban Designer/Planner	Keenan Smith	Greg Anderson	-	-	Matt Lewis
Developer/Builder	David Whitworth	Ross Wilson	-	David Mosrie	David Khan
Land Use Professional	-	Leah Bojo	-	-	-
Additional Professional	Scott Turner	-	-	-	-
Additional Professional	-	-	-	-	-
CAD/Modeling Assistant	-	-	-	-	Jeff Clarke
CAD/Modeling Assistant	-	-	-	-	Trey Farmer

APPENDIX A: PARTICIPANT LIST CONT.

	TEAM 6	TEAM7
Test Subject	Regional Center	Downtown Tower
Draft 2.0 Zone	MS2B, MS3A	DC, CC60
Council District	4	9
Neighborhood	Highland	Downtown
Test Site(s)	Airport & Highland Mall	West 5th & Colorado West 7th & Rio Grande
Facilitator	Tyler Stowell	Michele Van Hyfte
Recorder	-	Shelby Blessing
Architect	Philip Southwick	Jim Stephenson
Architect	Betty Trent	Brett Rhode
Architect	Jeff Needles	Ryan Losch
Landscape Architect	Eric Shultz	Justin Lindabury
Civil Engineer	-	Chris Randazzo
Urban Designer/Planner	Ron Thrower	Jim Adams
Developer/Builder	-	Megan Wanek
Land Use Professional	Michele Rogerson Lynch	Nikelle Meade
Additional Professional	-	Brad Maples
Additional Professional	Denny Kumm	-
CAD/Modeling Assistant	-	-
CAD/Modeling Assistant	Bryan Kaminski	-

TOTAL PARTICIPANTS: 55

Addendum

ADDENDUM

January 22, 2018

- p. 34, sixth bullet point - Compatability buffer adjusted to accurately list a 15-foot-wide buffer, not 5-foot.
- p. 40, first recommendation - The following sentence was removed from the end of the recommendation: "People in residential areas deserve the chance to participate in SMART housing incentives."
- p. 40, second recommendation - The recommendation is to decrease the minimum lot width, not increase.