

# CODE NEXT

SHAPING THE AUSTIN WE IMAGINE

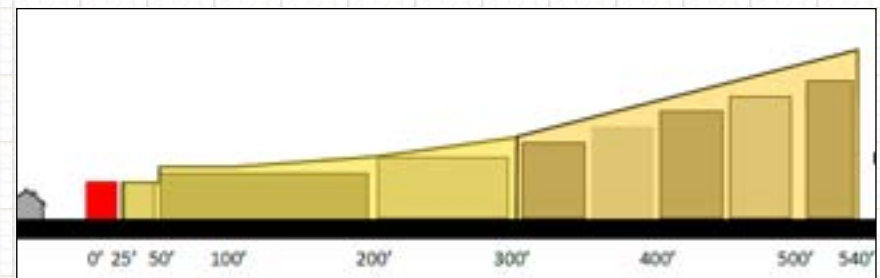


## CodeTALK: Exploring Compatibility

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Peter Park

Public Presentation  
June 12, 2014  
Austin, TX



# Compatibility



Missing Middle Housing

# Agenda

- 8:00-8:05 Welcome by Council Member Morrison
- 8:05-8:15 Exploring Compatibility
- 8:15-8:35 Panel Discussion
- 8:35-8:55 Presentation of Tools Used by Other Communities
- 8:55-9:30 Table Discussions
- 9:30-9:40 Break
- 9:40-10:00 Team Response to Questions & Next Steps
- 10:00am Adjourn

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What Does Compatible Mean?

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Definition for Compatible

# How Would You Define?

**Compatible** |kəm'patəbəl|

...Let's take a look at some other definitions

# Definition for Compatible and Compatibility

## New Oxford American Dictionary

**Compatible** |kəm'patəbəl|

(of two things) able to exist or occur together without conflict

**Compatibility** |kəm,patə'bilitē|

a state in which two things are able to exist or occur together without problems or conflict

# Definition for Compatible Land Development Code

## **Compatible** |kəm'patəbəl|

The term compatible is used in many locations in the code, but no definition is provided. One general definition is...

# Definition for Compatible Land Development Code

## **Compatible** |kəm'patəbəl|

A development, building and/or land use that is designed to be able to exist or occur without conflict with its surroundings - in terms of its uses, scale, height, massing and location on its site.



# Existing Tools

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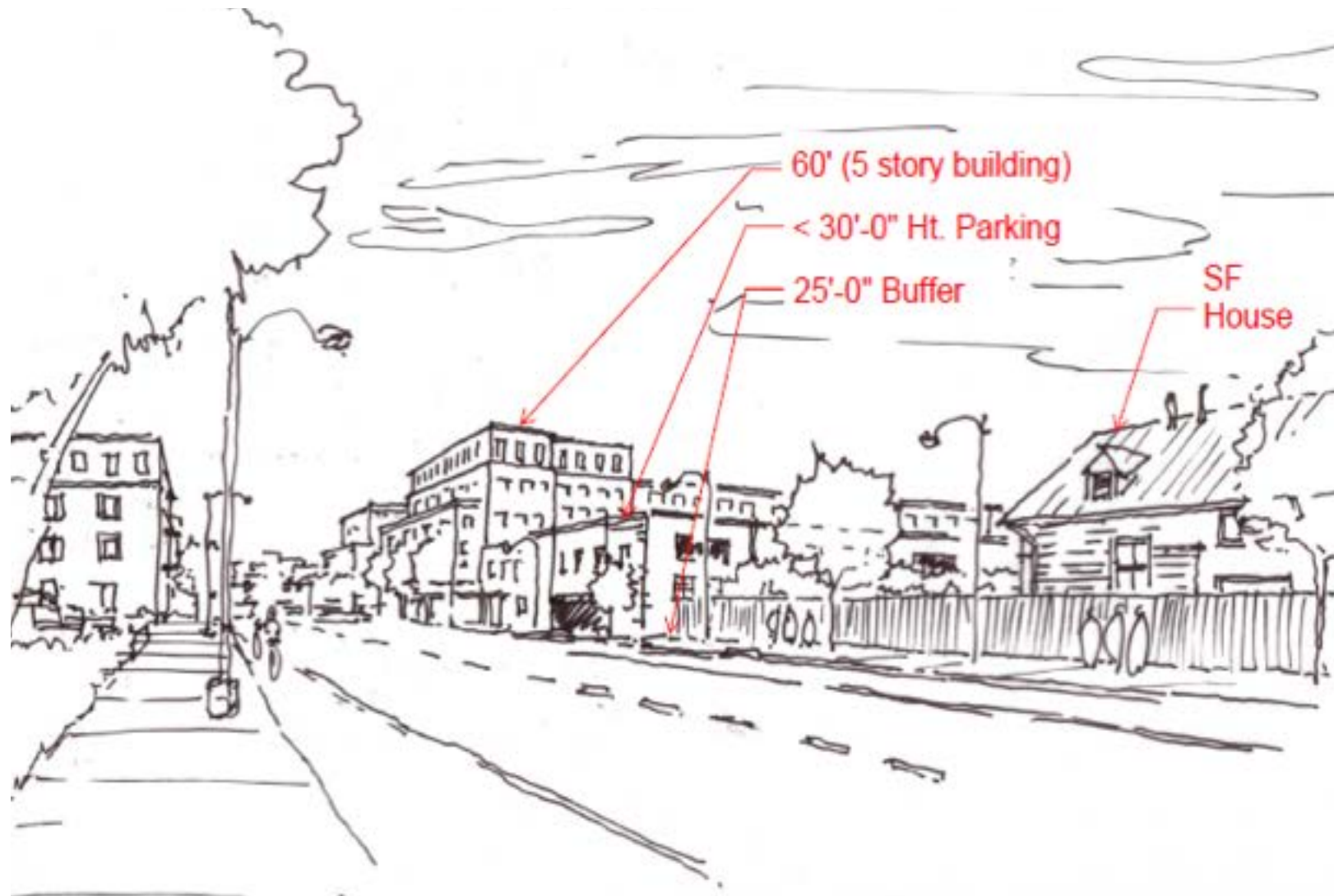
Tools in the Existing Land Development Code that Work to Create Compatible Development

# Existing Tools in the Land Development Code

Multiple approaches each implementing important standards to adjust base zoning districts to encourage compatible development.



# Definition for Compatible Article 10 Compatibility



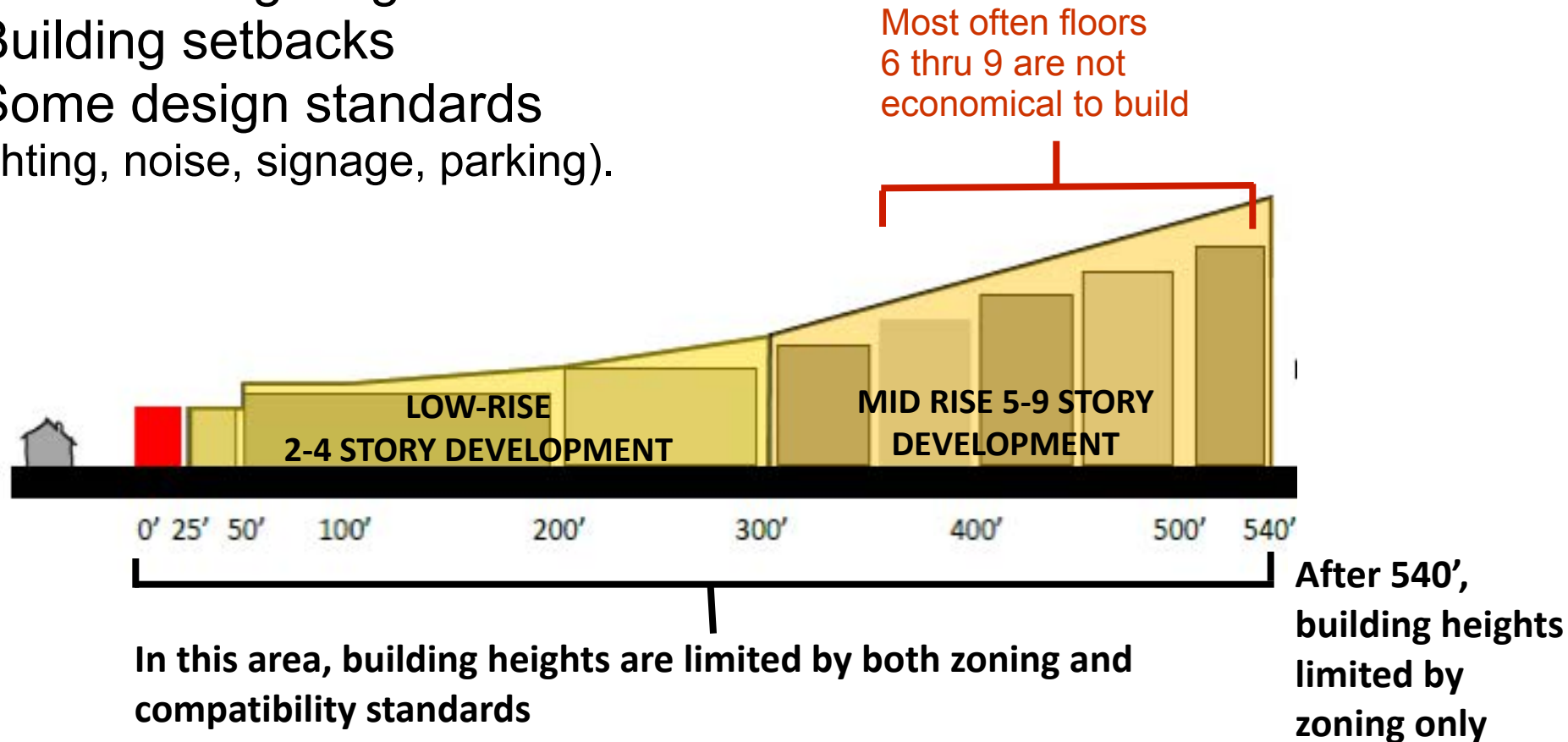
# How the LDC Addresses Compatibility

## Article 10 Compatibility

### Height and Setbacks

Limits building height

- Building setbacks
- Some design standards (lighting, noise, signage, parking).



# Allowed Heights: Regulated by Article 10

## Lack of Long Term Predictability



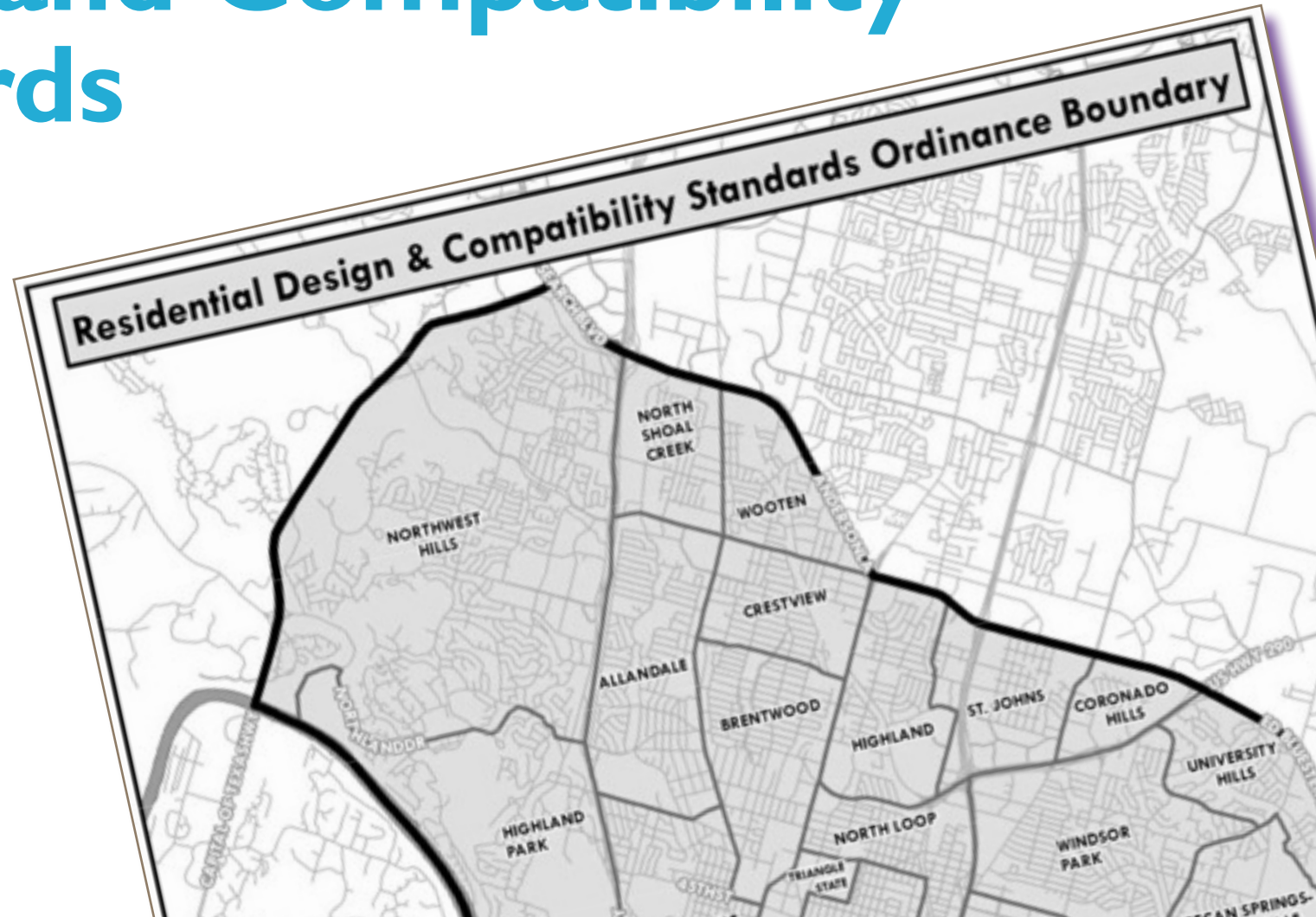
What Happens if this single family house changes to a commercial building and use?

What Happens if a single family house or use is built here?

How the LDC Addresses Compatibility

# McMansion

# Subchapter F: Residential Design and Compatibility Standards



# How the LDC Addresses Compatibility

## Subchapter F: Residential Design and Compatibility Standards

### Maximum Development and Building Height

#### ARTICLE 2: DEVELOPMENT STANDARDS

##### 2.1. MAXIMUM DEVELOPMENT PERMITTED

The maximum amount of development permitted on a property subject to this Subchapter is limited to the greater of 0.4 to 1.0 floor-to-area ratio or 2,300 square feet of gross floor area, as defined in Section 3.3. Floor-to-area ratio shall be measured using gross floor area as defined in Section 3.3.

##### 2.2. BUILDING HEIGHT

Except where these regulations are superseded, the maximum building height for development subject to this Subchapter is 32 feet. Section 25-2-531 (Height Limit Exceptions) does not apply to development subject to this Subchapter, except for a chimney, vent, antenna, or energy conservation or production equipment or feature not designed for occupancy. Building height shall be measured under the requirements defined in Section 3.4.

##### 2.3. FRONT YARD SETBACK

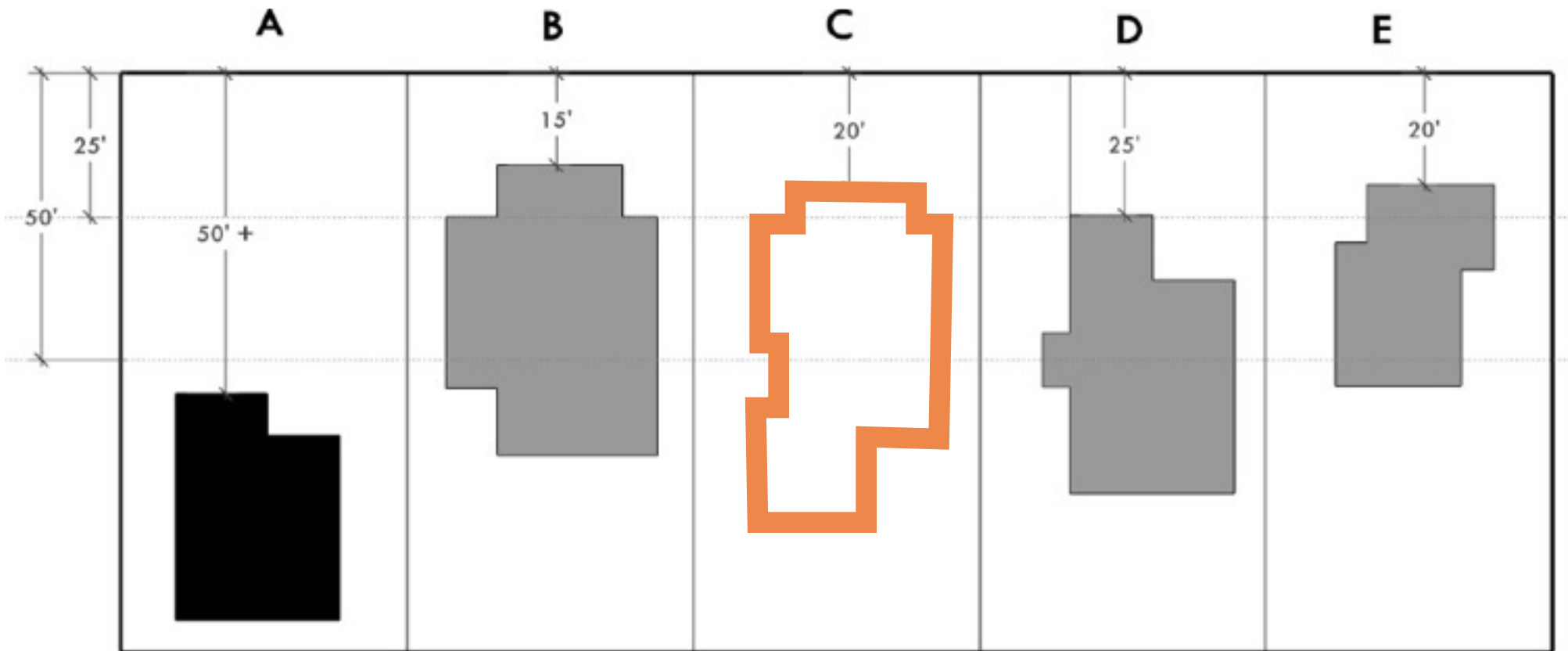
###### A. Minimum Setback Required

Minimum front yard setback required for development subject to this Subchapter is defined by the other provisions of this Subchapter.

# How the LDC Addresses Compatibility

## Subchapter F: Residential Design and Compatibility Standards

### Averaged Front Setback

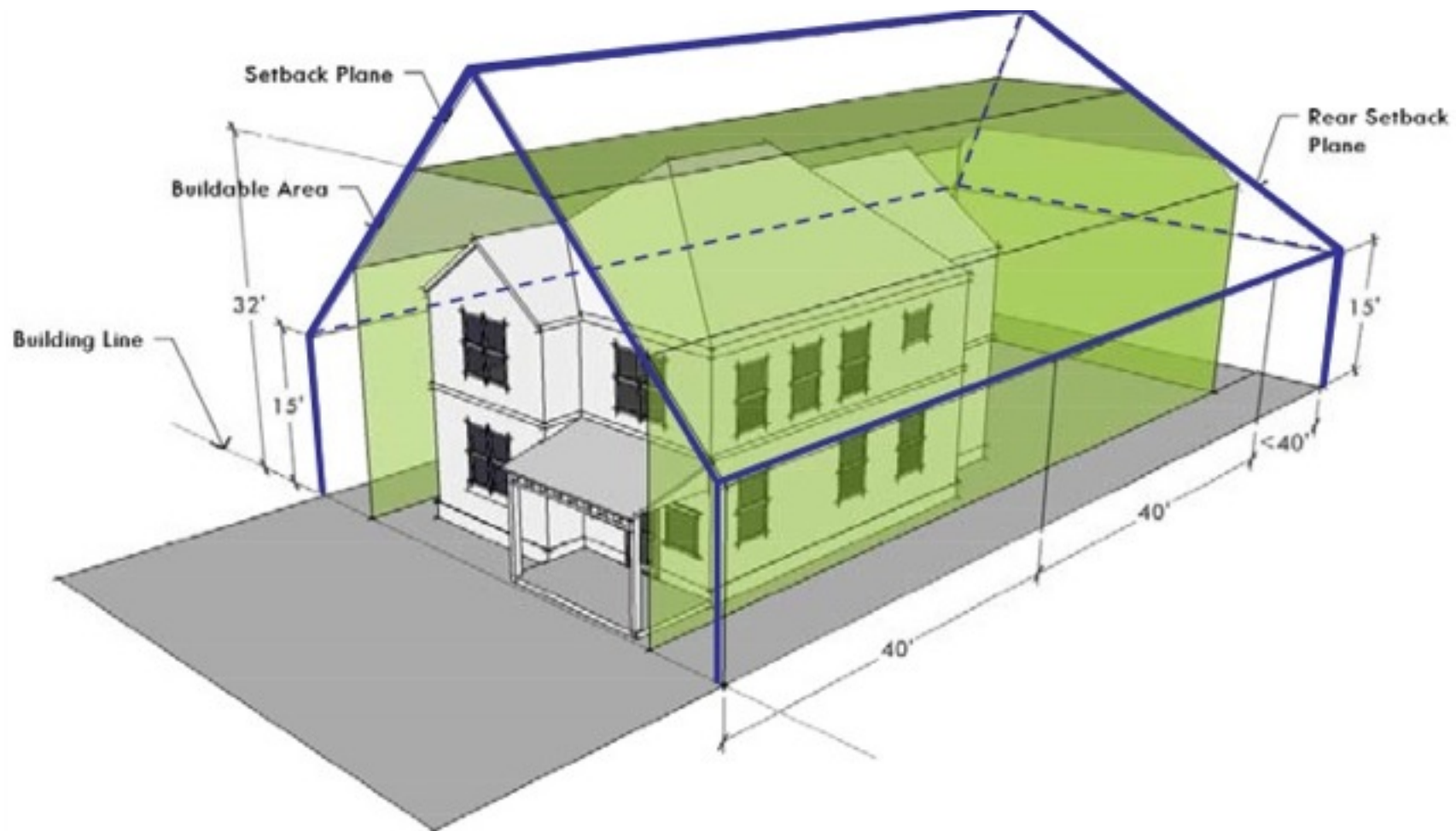




# How the LDC Addresses Compatibility

## Subchapter F: Residential Design and Compatibility Standards

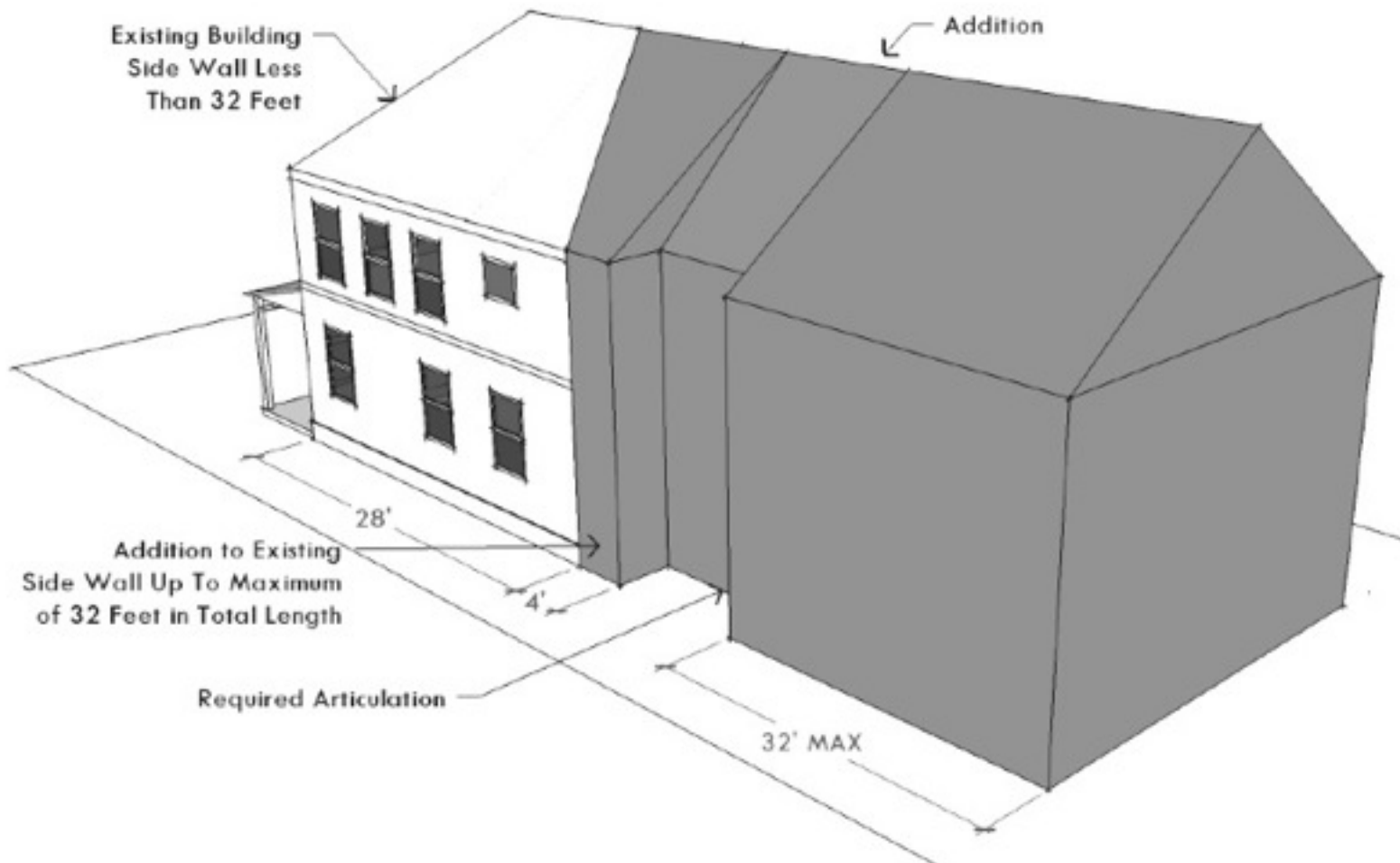
### Setback Planes



# How the LDC Addresses Compatibility

## Subchapter F: Residential Design and Compatibility Standards

### Massing Setback Planes



# How the LDC Addresses Compatibility **Neighborhood Plans**

## **Policies and Goals**

Protect Neighborhood Character from development out of scale with neighborhoods

## **Land Use Changes**

Non-compatible land uses were removed from the list of allowed land uses in base zoning districts.

# How the LDC Addresses Compatibility

## East Riverside Corridor

### Regulating Plan

- Creating good transitions...to create a great place
  - Customized to location
  - Design standards
  - Improved connections
  - Land use districts provide transitions in uses and scale of development

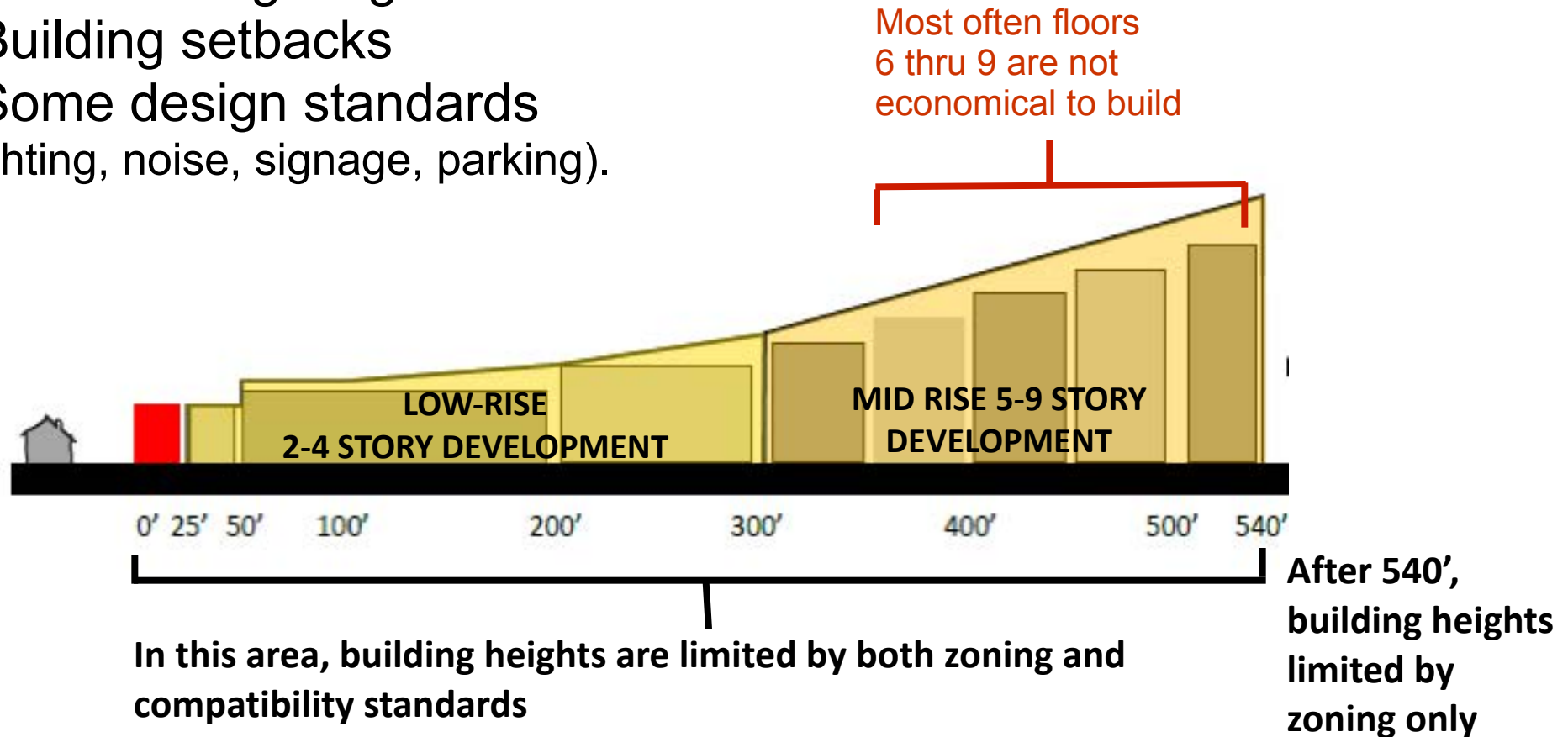


# How the LDC Addresses Compatibility

## One-Size-Fits All Approach for All of Austin

Limits building height

- Building setbacks
- Some design standards (lighting, noise, signage, parking).



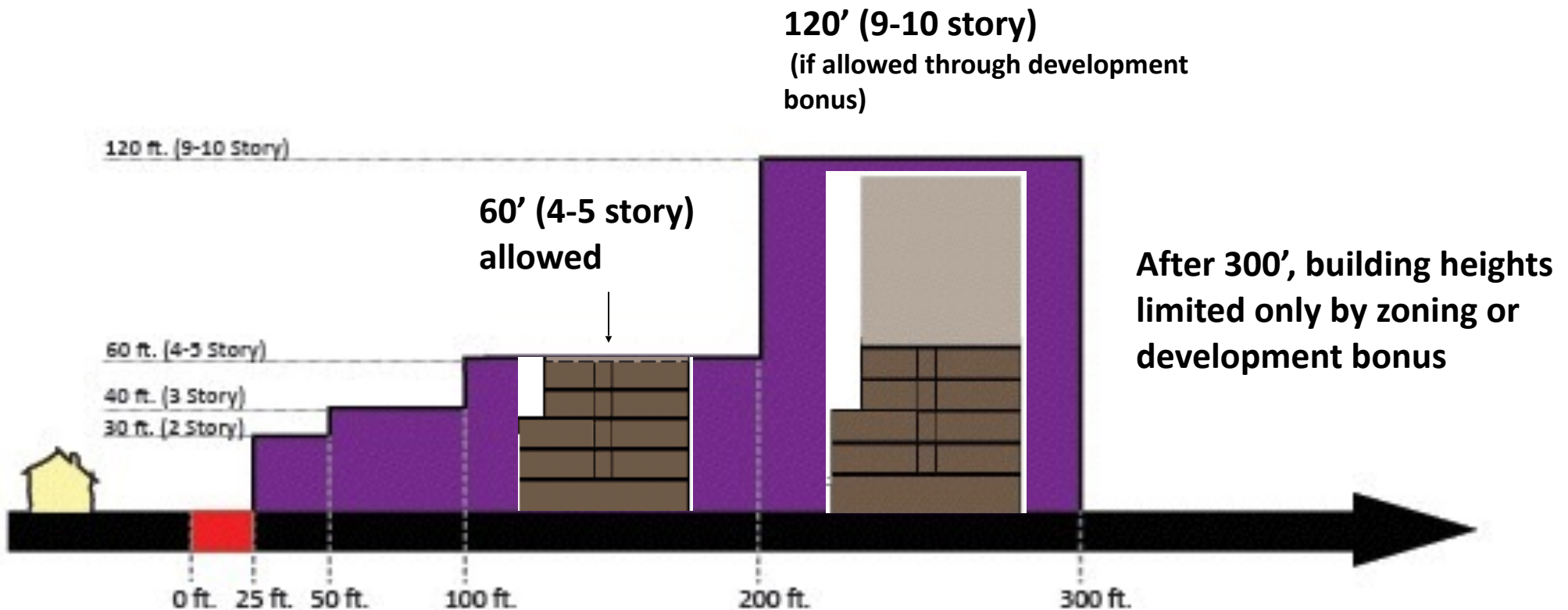
# How the LDC Addresses Compatibility

## ERC Modified Compatibility Standards

- ✓ Great sidewalks, streetscapes & public spaces
- ✓ Buildings brought up to the street with display windows
- ✓ Walkable connections to destinations
- ✓ Required shade
- ✓ Building setbacks over 3 stories
- ✓ Land Use district transitions
- ✓ Additional landscape requirements at property line
- ✓ Lighting standards
- ✓ Screen mechanical equipment from view
- ✓ No Dumpsters within 50 feet of single-family home
- ✓ Noise limitations
- ✓ Building articulation
- ✓ Compatible building materials
- ✓ Screen parking garage lighting from neighborhood properties
- ✓ Line parking garages with secondary use or “green” wall

# How the LDC Addresses Compatibility

## ERC Modified Compatibility Standards



Note: No change in first 100' from current compatibility standards except increased design guidelines.

# How the LDC Addresses Compatibility

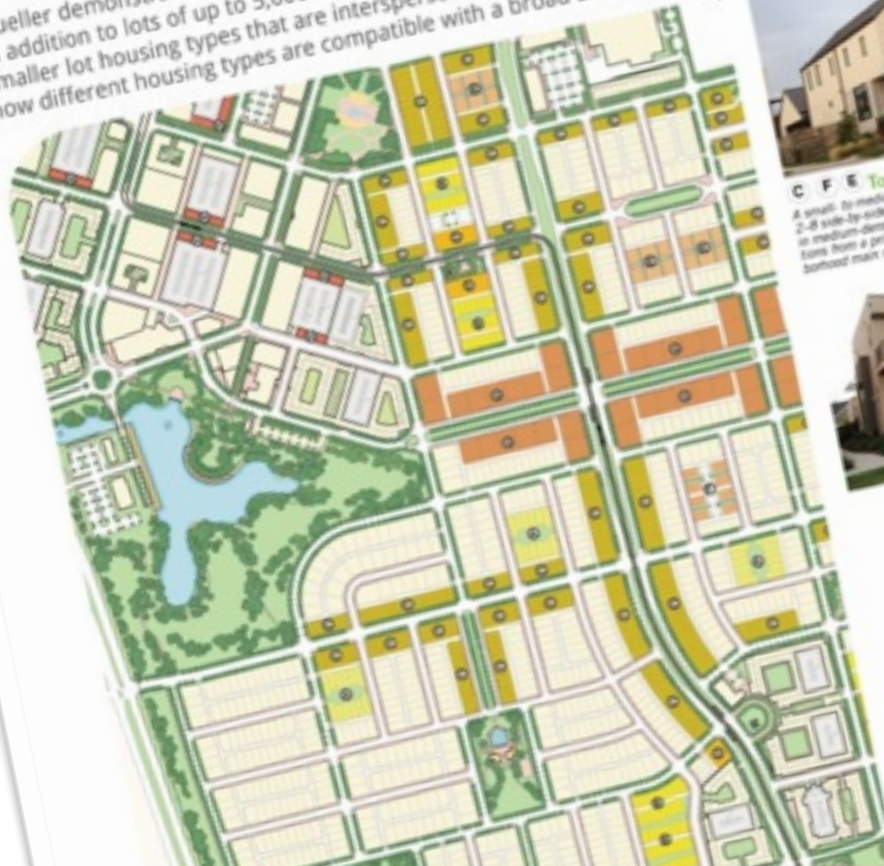
## PUD: Mueller

### HOUSING CHOICE

**CODENEXT**  
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## Contemporary Example: Mueller

Mueller demonstrates how a mix of housing types can be compatibly integrated into new neighborhoods. In addition to lots of up to 5,000 square feet for small detached homes, Mueller has a broad array of smaller lot housing types that are interspersed throughout the neighborhood. These examples also show how different housing types are compatible with a broad array of architectural styles.



**C Townhouse**  
A small- to medium-sized attached structure that consists of 2-3 side-by-side rowhouses. Townhouses are typically located in medium-density neighborhoods or in a location that transitions from a primarily single-family neighborhood into a neighborhood main street. Sym. Row House



**D Live/Work**  
A small to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a ground-floor live space. Both the ground-floor live space and the dwelling unit are typically located in a location that transitions from a primarily single-family neighborhood into a neighborhood main street.



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## Panel Discussion

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# Panel Members

Michael Hsu

Principal Architect, Michael Hsu Office of Architecture

Dr. Mark Rogers

Executive Director, Guadalupe Neighborhood Development Corporation

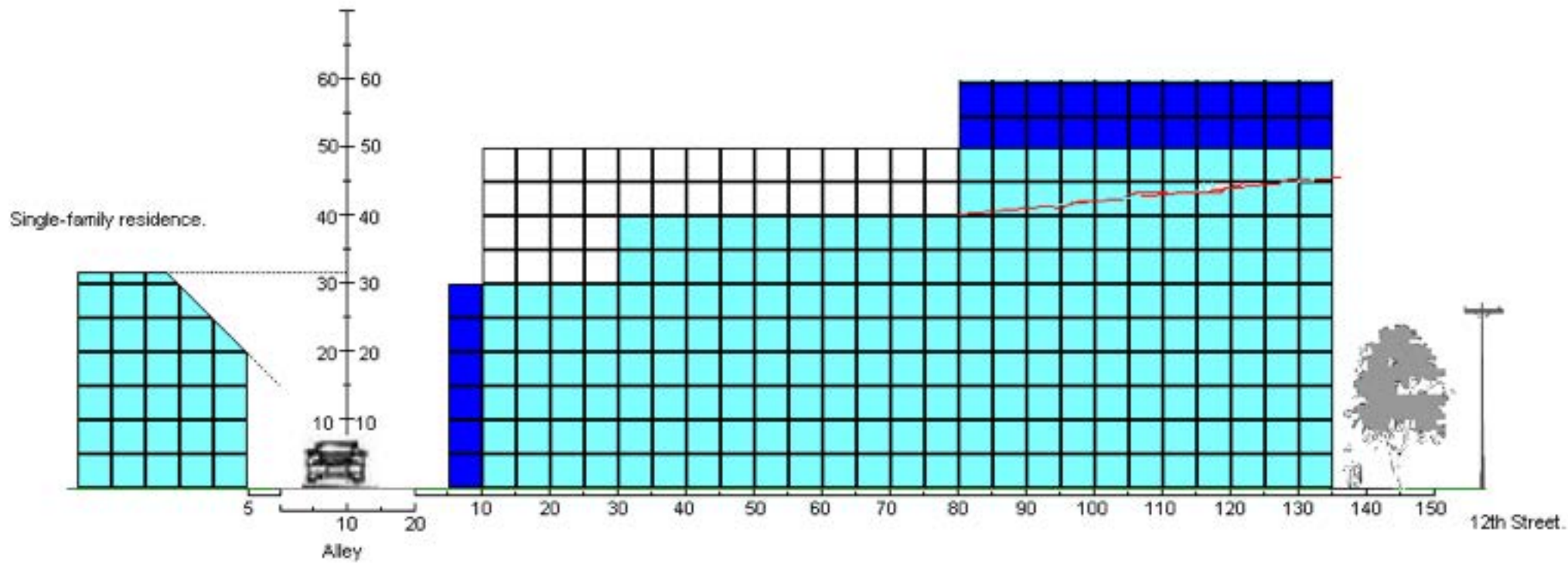
Nuria Zaragoza

Planning Commissioner, and President Original West University  
Neighborhood Association

# How is Compatibility Positively or Negatively Impacting Austin?

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What is or is not working well?





# What Could Be Improved?

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\*\*During the code revision process, if you could improve one thing concerning compatibility, what would it be?

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## Tools To Consider

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Tools that have been used in other communities

# Most Cities Need to Sharpen Their Compatibility Tools





# The Importance of Understanding Different Contexts

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Different Solutions for Different Contexts

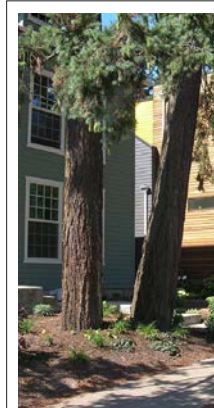
# Portland's Infill Design Toolkit

## The Infill Design Toolkit: Medium-Density Residential Development



A Guide to Integrating Infill Development  
into Portland's Neighborhoods

December 2008



## Infill Design Strategies Best practices for context-responsive infill design

This section presents a summary of best practices for integrating new medium-density housing into the fabric of existing neighborhoods. The strategies presented are particularly oriented to development in the R1, R2, and R3 multidwelling zones, but can also be relevant to infill development in the R2.5 and RH zones and to medium-density residential projects in commercial zones.

### Components

Respond to Basic Neighborhood Patterns .....	3
Integrate Parking .....	15
Minimize Scale Contrasts .....	29
Limit Privacy Impacts .....	35
Create Usable Outdoor Spaces .....	39
Alternative Housing Types .....	45

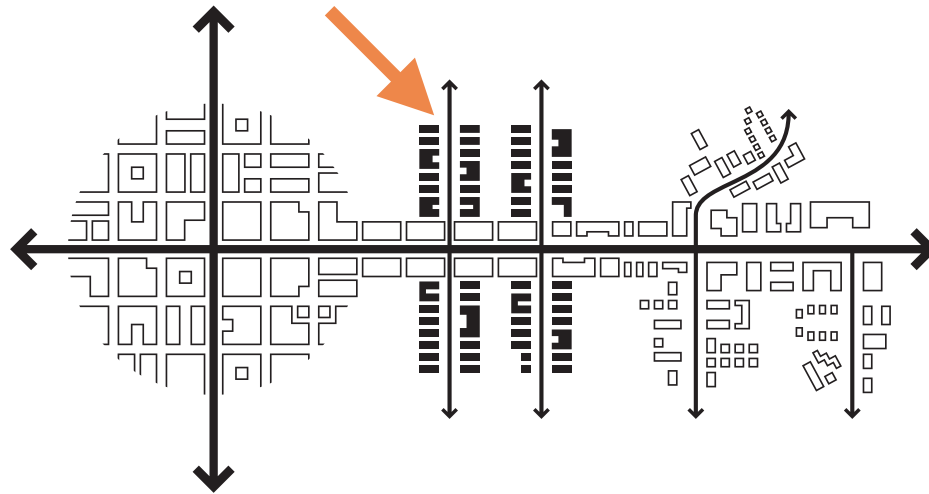


The Infill Design Toolkit:  
Medium-Density  
Residential Development  
A Guide to Integrating Infill Development  
into Portland's Neighborhoods



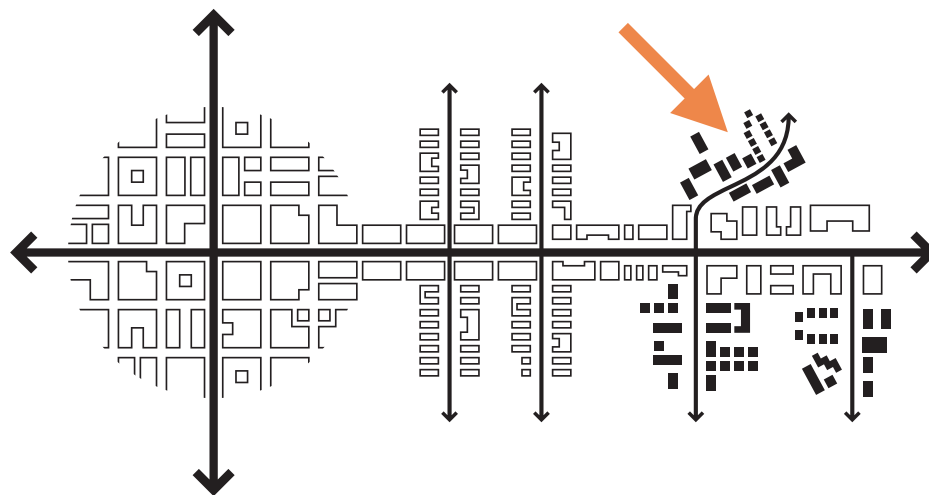
December 2008

# Key to Approach: Defining Context-Specific Solutions



## Residential side streets—inner neighborhoods

A green edge of landscaped setbacks and courtyards, combined with a less continuous street wall of buildings, differentiate these streets from the hardscape of mixed-use centers and main streets. The rhythm of buildings along these streets typically reflects patterns established by houses on 50'-wide lots.



## Residential side streets—outer neighborhoods

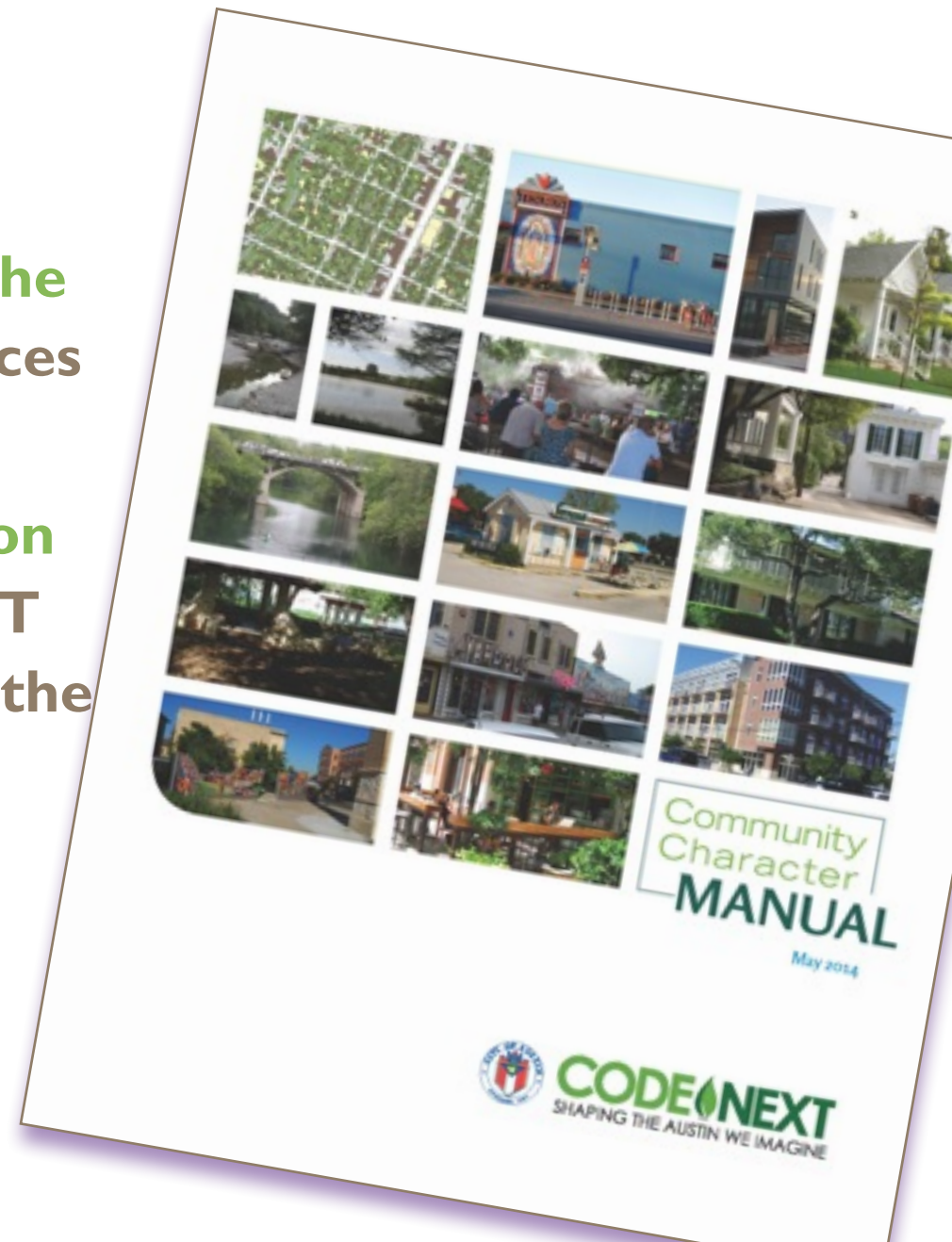
Trees and vegetation define the cherished character of these areas, often to a greater extent than building-defined street edges or architecture.



# Community Character Manual: **Intent**

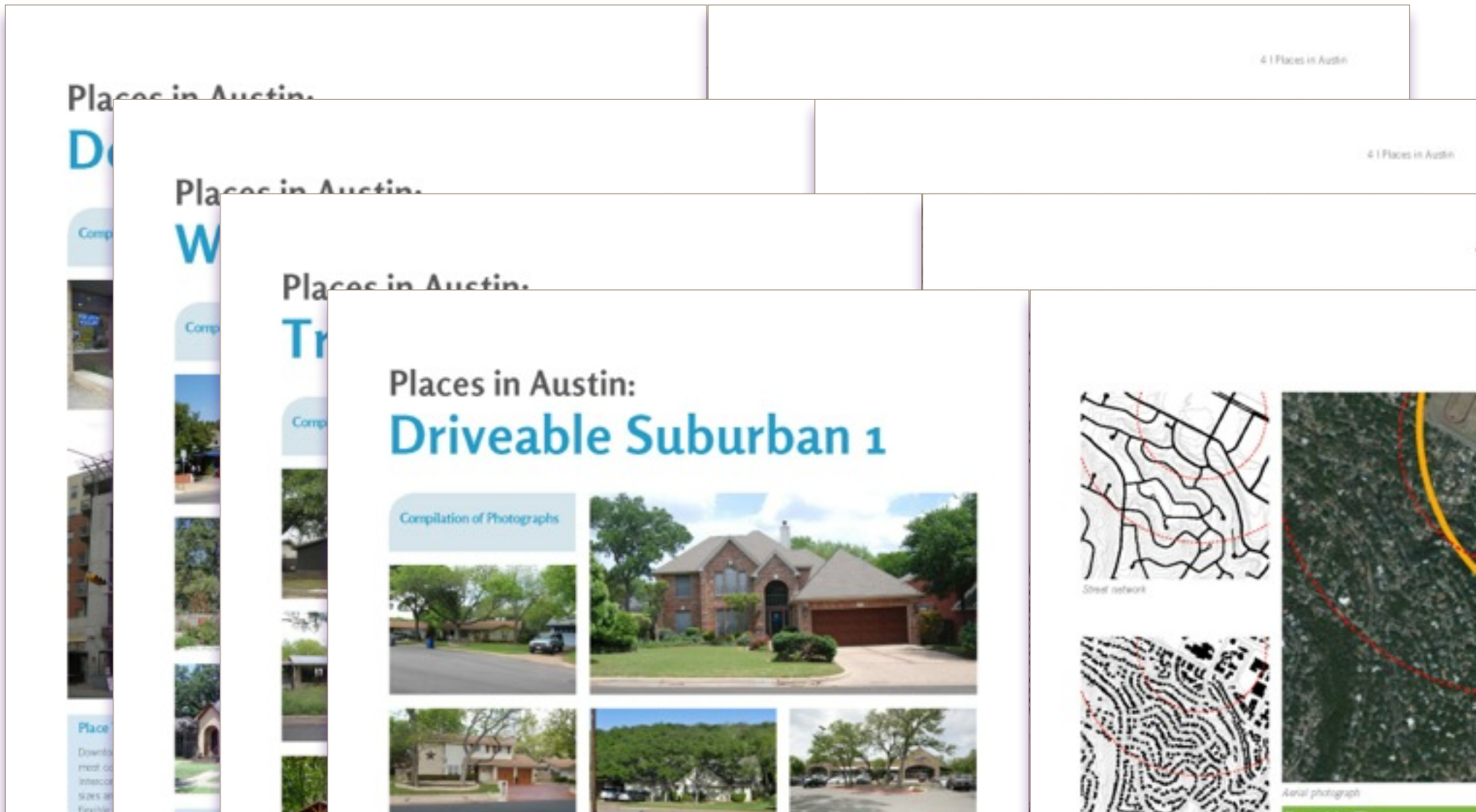
## A Tool for Effective Planning

- **Provide an understanding of the range** of different types of places that exist throughout Austin.
- **Establish a common foundation and vocabulary** for CodeNEXT and future planning efforts in the City of Austin based on **Community Character**.



# Community Character Manual:

# Chapter 4: Places in Austin



# Fixing Zoning with Right Intent, but Wrong Standards

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What Does Your Code Actually Encourage?

# Existing Community Context: Intent is to Maintain Character



Livermore, CA Development Code Update: Driehaus Form-Based Code Winner

# Illustrating What is Allowed by the Existing Code



Livermore, CA Development Code Update: Driehaus Form-Based Code Winner

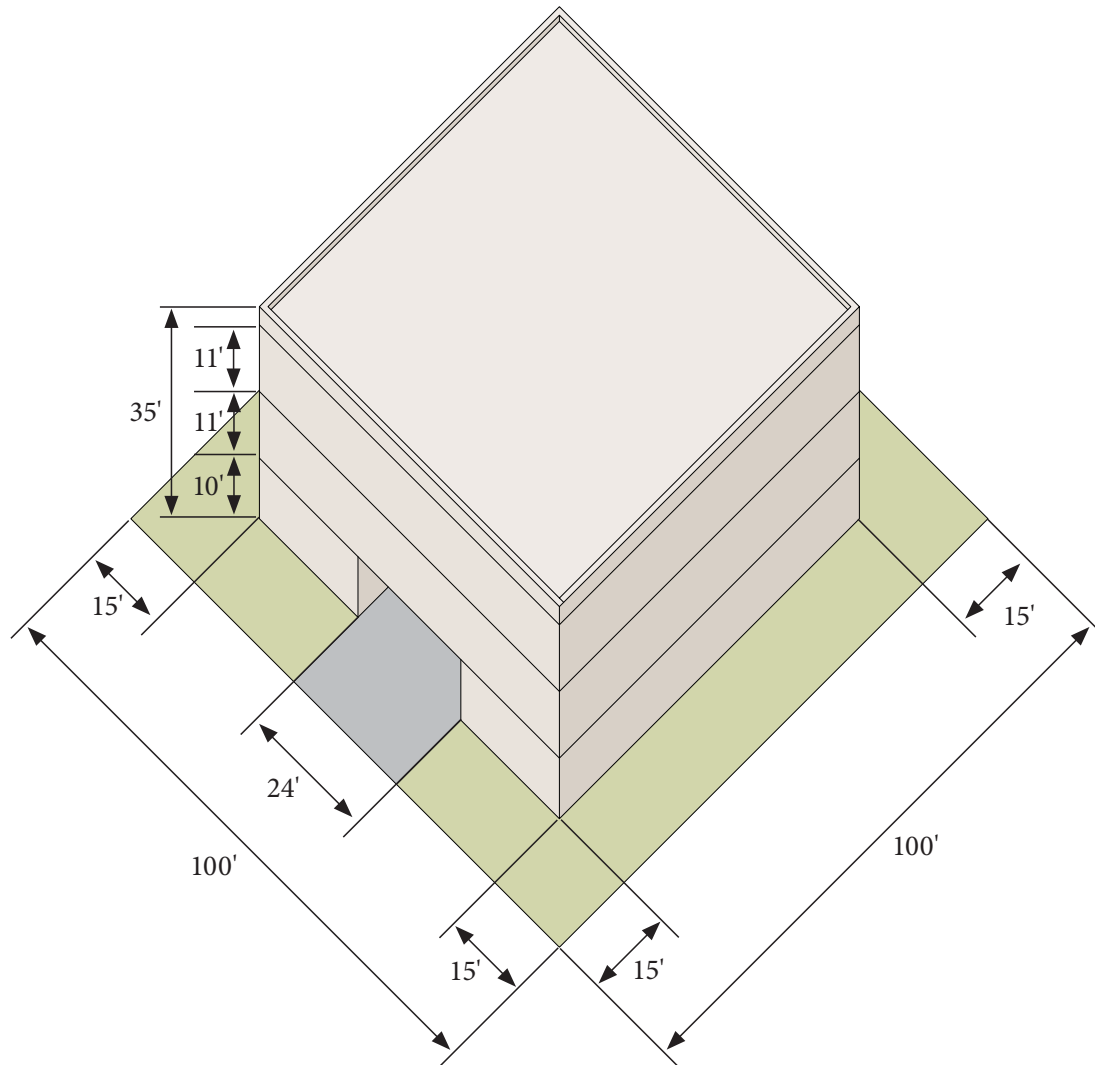


# Writing a Code to Ensure a Happier Ending to the Story



Livermore, CA Development Code Update: Driehaus Form-Based Code Winner

# Does Your Code Incentivize the Incompatible Design?



## Constraining Factors

- Limiting factor 1: Parking requirement (1.75 spaces/du, except 1.5 spaces/du where 80 percent of the units are less than 800 square feet each in size and contain no more than one bedroom)
- Limiting factor 2: Density cap established in General Plan: total buildable area is multiplied by GP allowed density to establish max # units (Sec 3-05-080)

## Regulations contributing to poor design

1. Regulations encourage "lifted" buildings by allowing additional 3rd floor if the ground floor is devoted only to parking
2. Regulations encourage lot aggregation because 50' wide lots cannot accommodate parking requirement for multifamily units
3. Lack of FAR allows potentially large single buildings (e.g. 14,980 sf total area on a 100x150 typical lot)
4. Parking requirement discourages construction of small units
5. Two-family lots: max of 400 sf can be paved for parking within the front yard setback (Sec 3-20-050B)

Livermore, CA Development Code Update: Driehaus Form-Based Code Winner

# Regulating Maximum Building Footprint Size

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# Why This Might Be the Most Important Regulation



Similar Densities. Very Different Size

# Different Maximums Footprints for Each Type

1703-3.100 Multi-plex: Small



A Multi-plex, scaled to a medium-density neighborhood, with all units accessed from a central entry



A small Multi-plex with front entrance porch and balcony



A Multi-plex with unique Art Deco entrance detailing

## A. Description

The Multi-plex: Small Building Type is a medium structure that consists of 3–6 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This Type has the appearance of a medium-sized family home and is appropriately scaled to fit sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

T3E	T3N
T4N.MF	T4N.SF
T5MS	T5N.LS
T6C	T5N.SS
	T5F

## Key

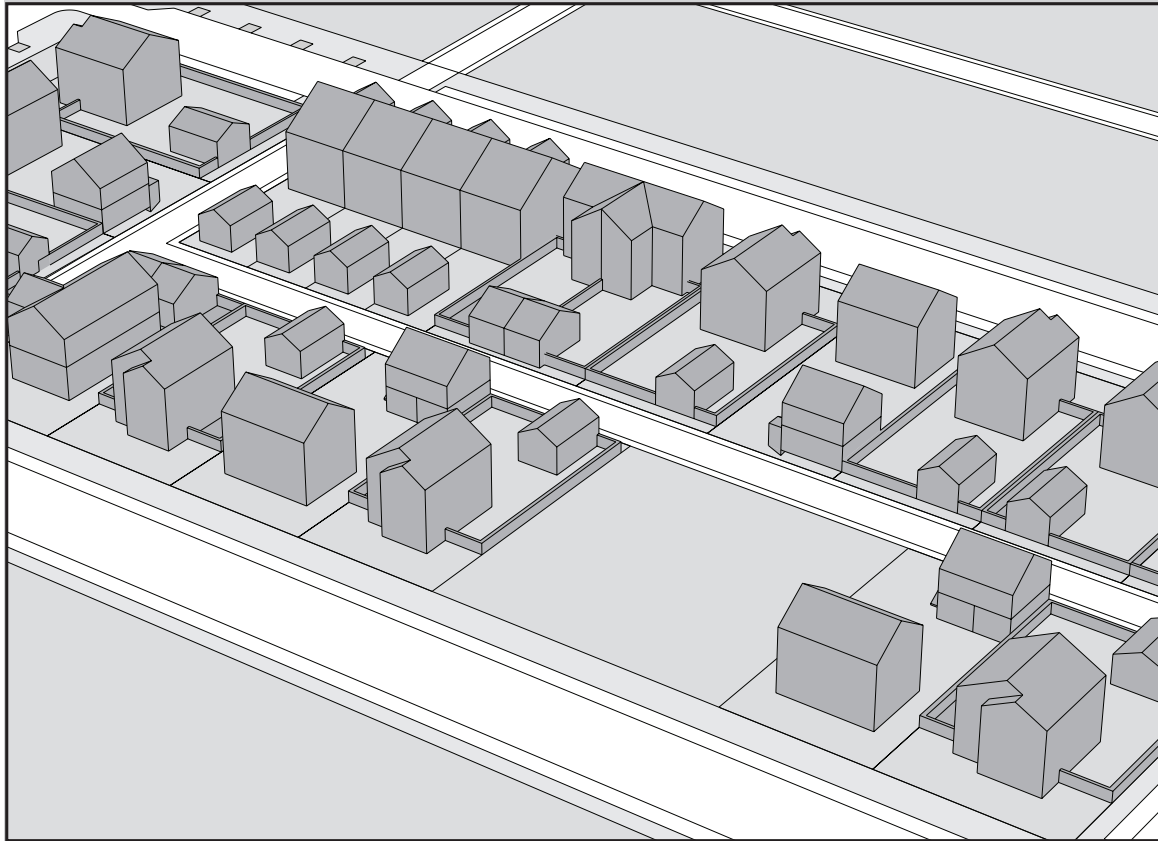
T# Allowed    T# Not Allowed

General Note: Photos on this page are illustrative, not regulatory.



Main Body		
Width	48' max.	A
Depth	48' max.	B
Secondary Wing(s)		
Width	30' max.	C
Depth	30' max.	D

# Case Study: Infill at 20 du/acre in Medium Density Zone



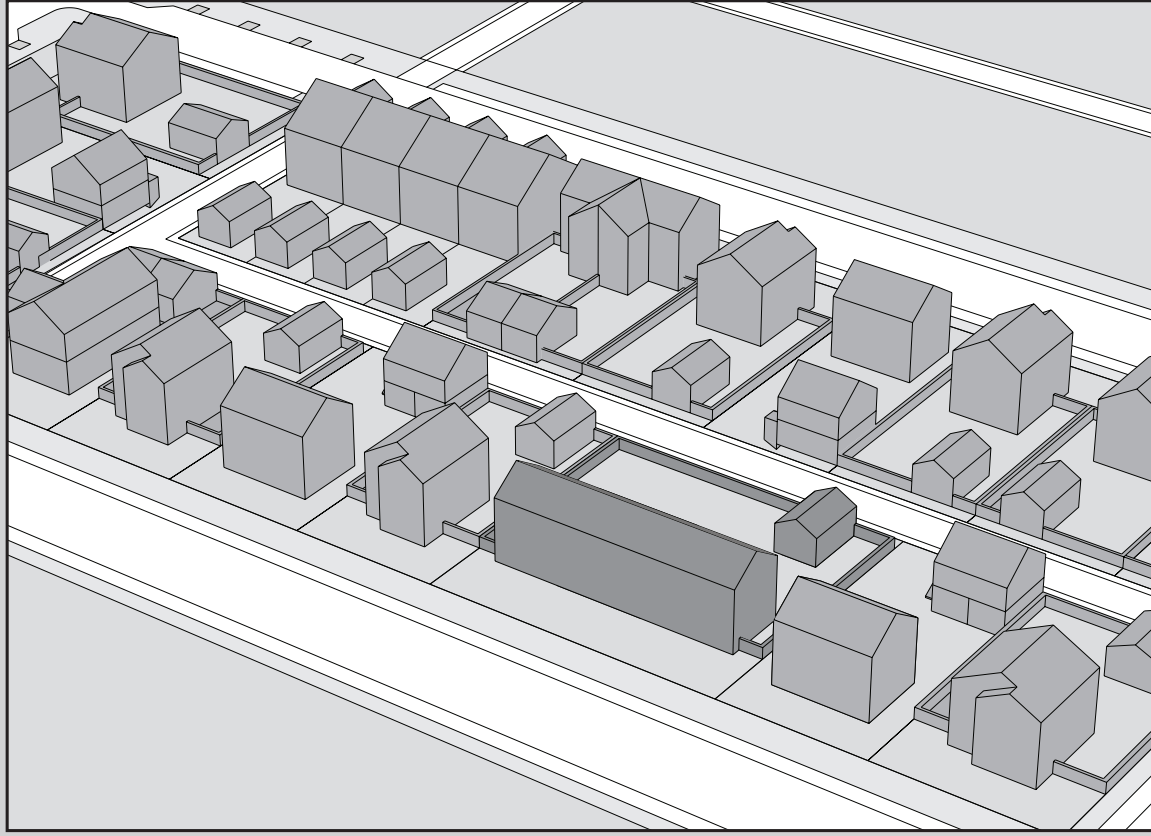
## Existing Conditions

Typical Lot: 150' deep x 100' wide = 15,000 sf

Existing zoning allows 20 du/acre = 6 units

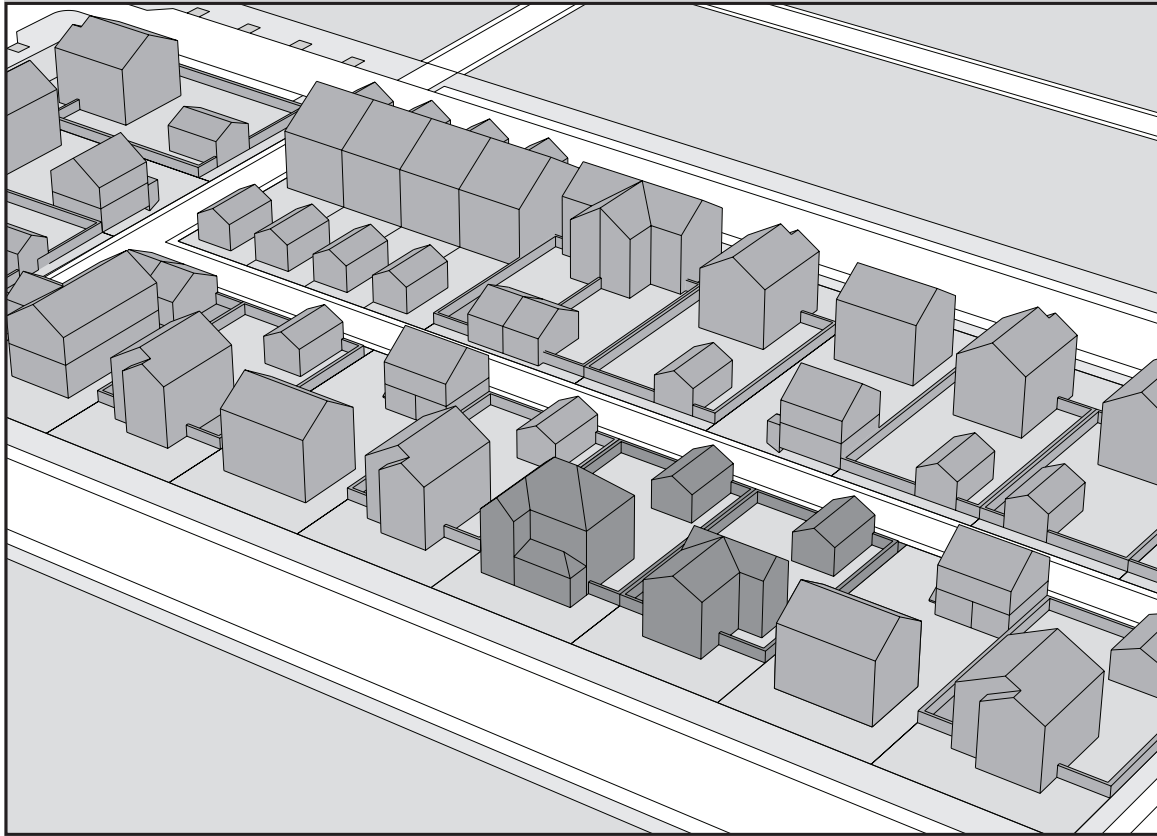
What does 20 du/acre look like?

# Inappropriate Infill at 20 du/acre: Building Too Big



Architecture alone cannot make this compatible

# Same Number of Units, But Appropriate Scale and Form



Building Footprint (width and depth) are the two most critical elements to regulate!

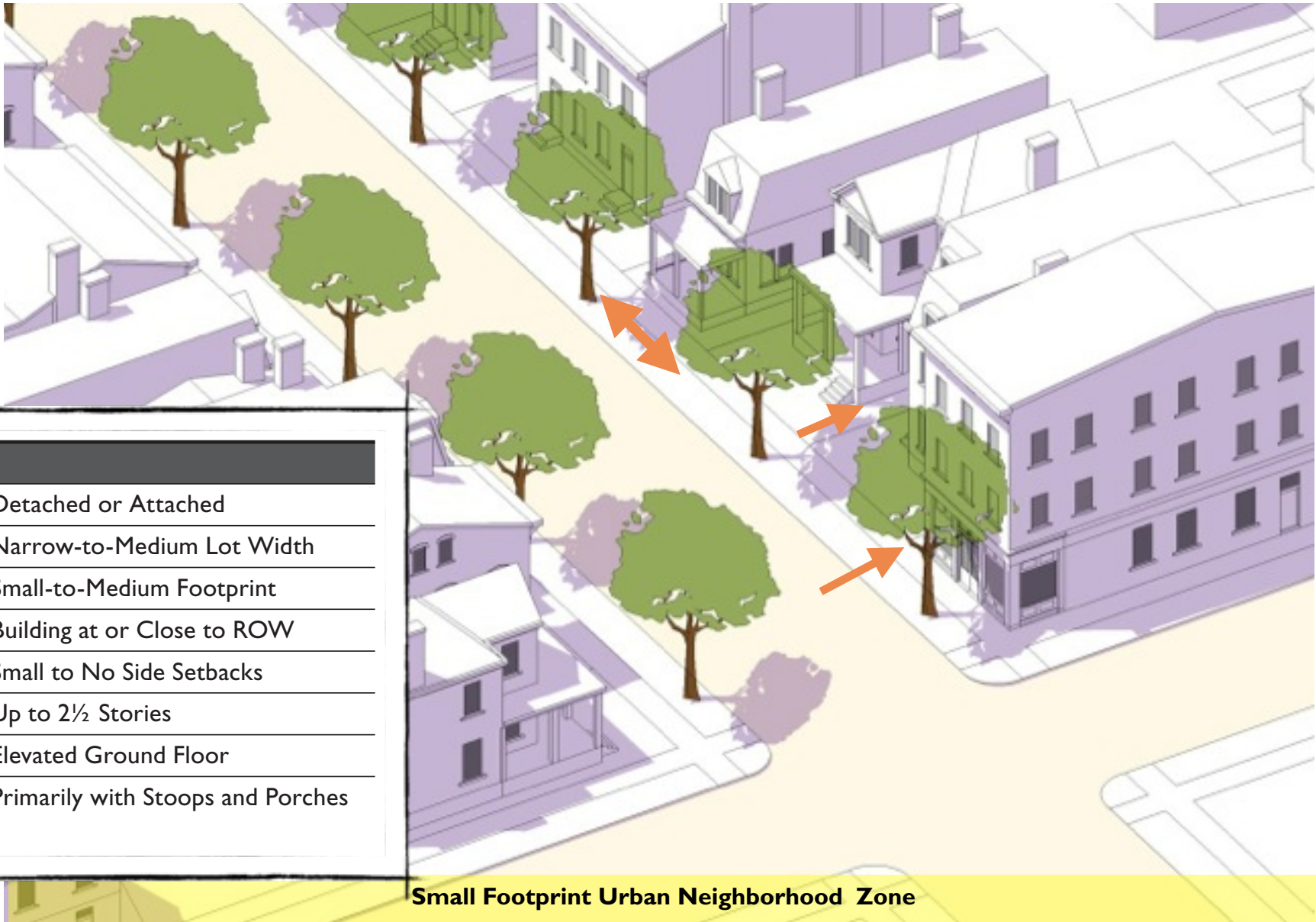


# Integrating Compatibility into Base Zoning Districts

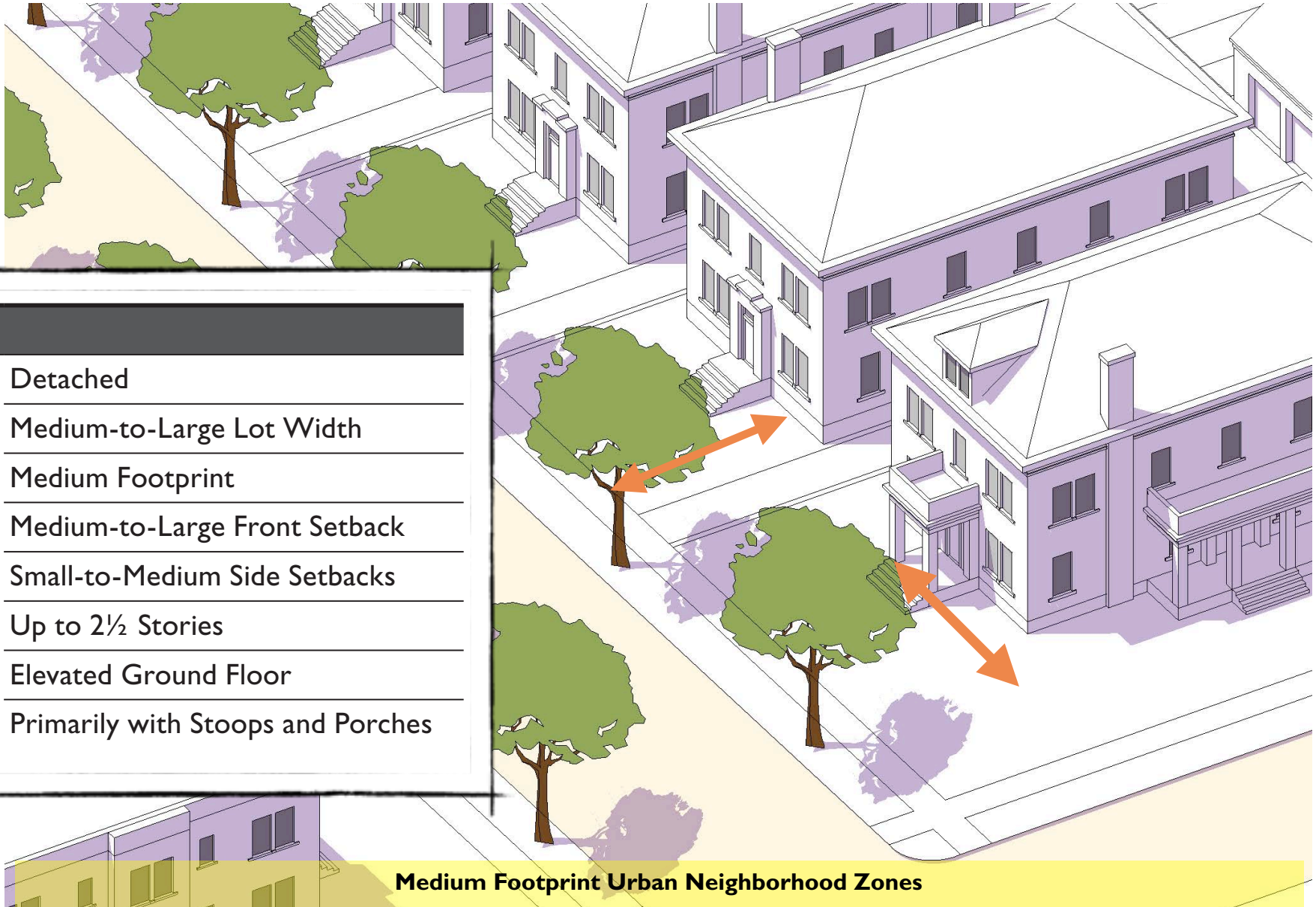
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More Clearly and Predictably  
Regulating by Context

# Zone to Reinforce Small Footprint Forms in One Context



# Same Densities, Different Form: Fine Tune Regulations for Place



# Differences in Contexts are Reinforced by Zone Standards

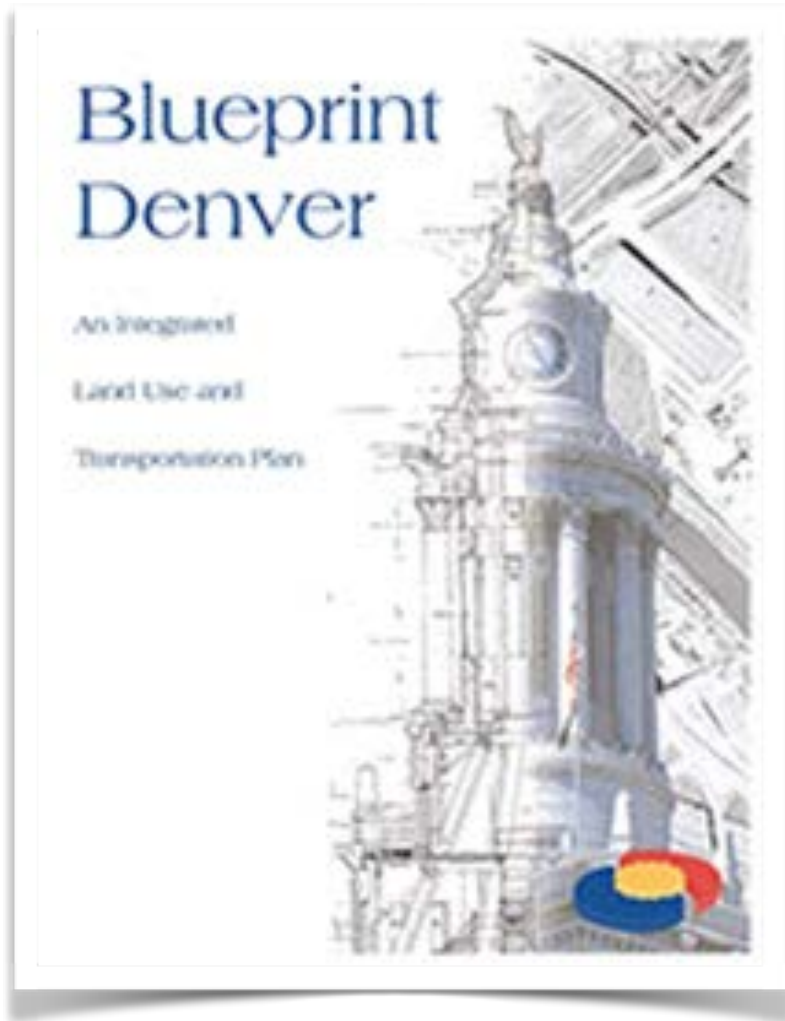


**Small Footprint Urban Neighborhood Zone**



**Medium Footprint Urban Neighborhood Zones**

# DENVER



# AUSTIN





**DENVER**<sup>®</sup>  
THE MILE HIGH CITY

# THE NEW ZONING CODE

PUTTING BLUEPRINT DENVER TO WORK



**IT'S ALL ABOUT CONTEXT**

# Context-based Approach

## TYPOLGY A1



SNAPSHOT AREA - KEY



SNAPSHOT AREA - AERIAL PHOTOGRAPH

### DESCRIPTION

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

Differs from other traditional typologies:-

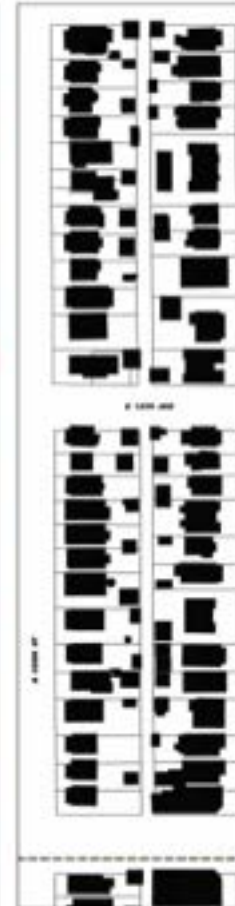
- Very high lot coverage and narrow streets
- No front accessed parking
- Very consistent pattern of street trees



SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM



EXTRACT OF THE SNAPSHOT AREA - AERIAL PHOTOGRAPH (LEFT)



EXTRACT OF THE SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM (RIGHT)



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



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



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



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



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



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



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



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

### FRAMEWORK FEATURES

STREET PATTERN:	REGULAR RECTILINEAR GRID
STREET WIDTH:	MEDIUM AVENUES & NARROWER STREETS
SIDEWALK LOCATION:	DETACHED
ALLEYS:	CONSISTENT
STREET TREES:	Yes - Regular Pattern
BLOCK WIDTH:	RELATIVELY CONSISTENT 300' BY 600'
CONSISTENCY/DIVERSITY:	RELATIVELY CONSISTENT

### LOT FEATURES

LOT SIZE:	3540' BY 145'
LOT SHAPE & ORIENTATION:	LONG, NARROW, PERP. TO STREET
LOT WIDTH:	NARROW, WITH SOME EXCEPTIONS
LOT COVERAGE:	50% & GREATER
BUILDING ORIENTATION:	GEN. WITH LOT
BUILDING PLACEMENT:	FORWARD
PARKING ACCESS/LOCATION:	GEN. REAR ACCESS

### BUILDING PLACEMENT

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

### BUILDING FORM

Building Height:	2-2.5
Plate Height:	15'-22'
Roof Ridge Height:	25'-35'
Roof Form:	FRONT GABLE, SOME HIP
Entry (Porch/Door Orientation):	CONSISTENT FRONT PORCH
Transparency (Window Location & %):	30-60% Transparency



# Context-based Approach

## TYPOLGY D2



SNAPSHOT AREA - KEY



SNAPSHOT AREA - AERIAL PHOTOGRAPH



EXTRACT OF THE SNAPSHOT AREA - AERIAL PHOTOGRAPH



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



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



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



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



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

### DESCRIPTION

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

Differs from D1 typology:

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



SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM



EXTRACT OF THE SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM

### FRAMEWORK FEATURES

STREET PATTERN:	CURVILINEAR GRID WITH CUL-DE-SACS
STREET WIDTH:	WIDE
SIDEWALK LOCATION:	ATTACHED
ALLEYS:	NONE
STREET TREES:	NONE, TREES IN NARROW FRONT YARDS
BLOCK WIDTH:	250' BY 1200' AVE. VARIABLE
CONNECTIVITY/DIVERSITY:	BOTH

### LOT FEATURES

LOT SIZE:	75' BY 125'
LOT SHAPE & ORIENTATION:	RECT. TO SQUARE
LOT WIDTH:	75' AVE BUT VARIES WITH ST. PATTERN
LOT COVERAGE:	40-50%
BUILDING ORIENTATION:	LONG AXIS PARALLEL TO STREET
BUILDING PLACEMENT:	CENTRAL & FORWARD
PARKING ACCESS/LOCATION:	FRONT, ATTACHED PROTRUDING GARAGES

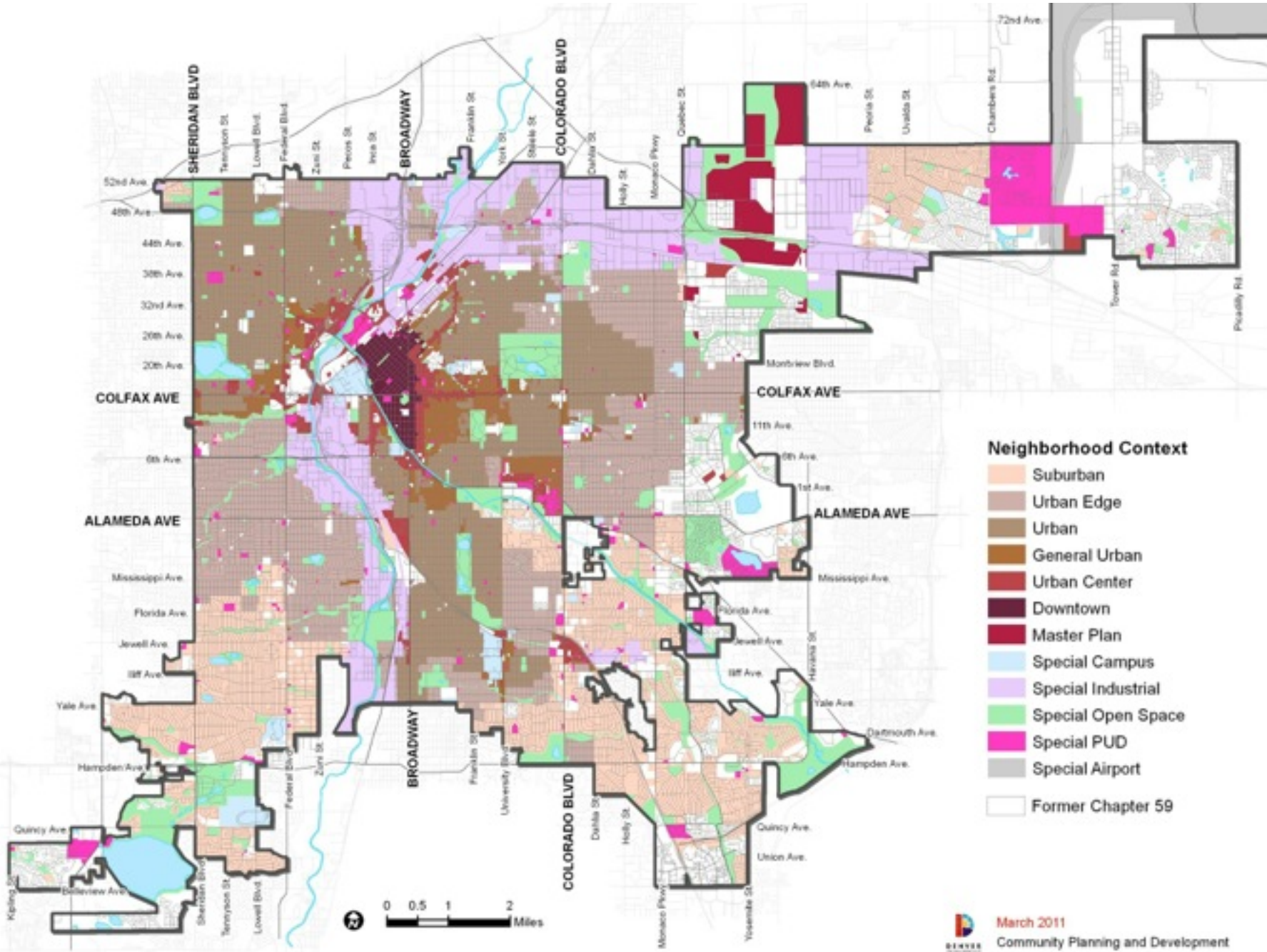
### BUILDING PLACEMENT

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

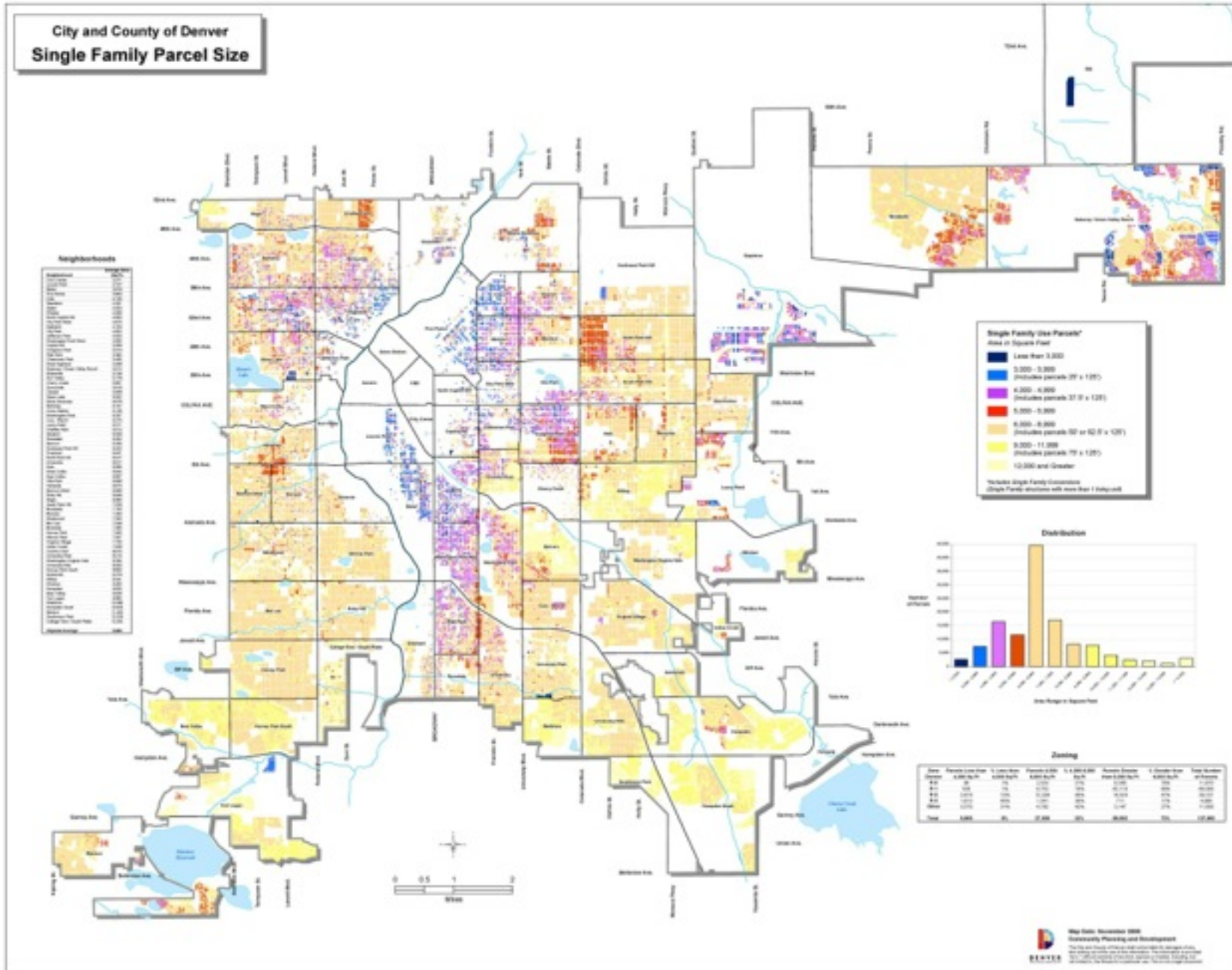
### BUILDING FORM

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

# Context Based

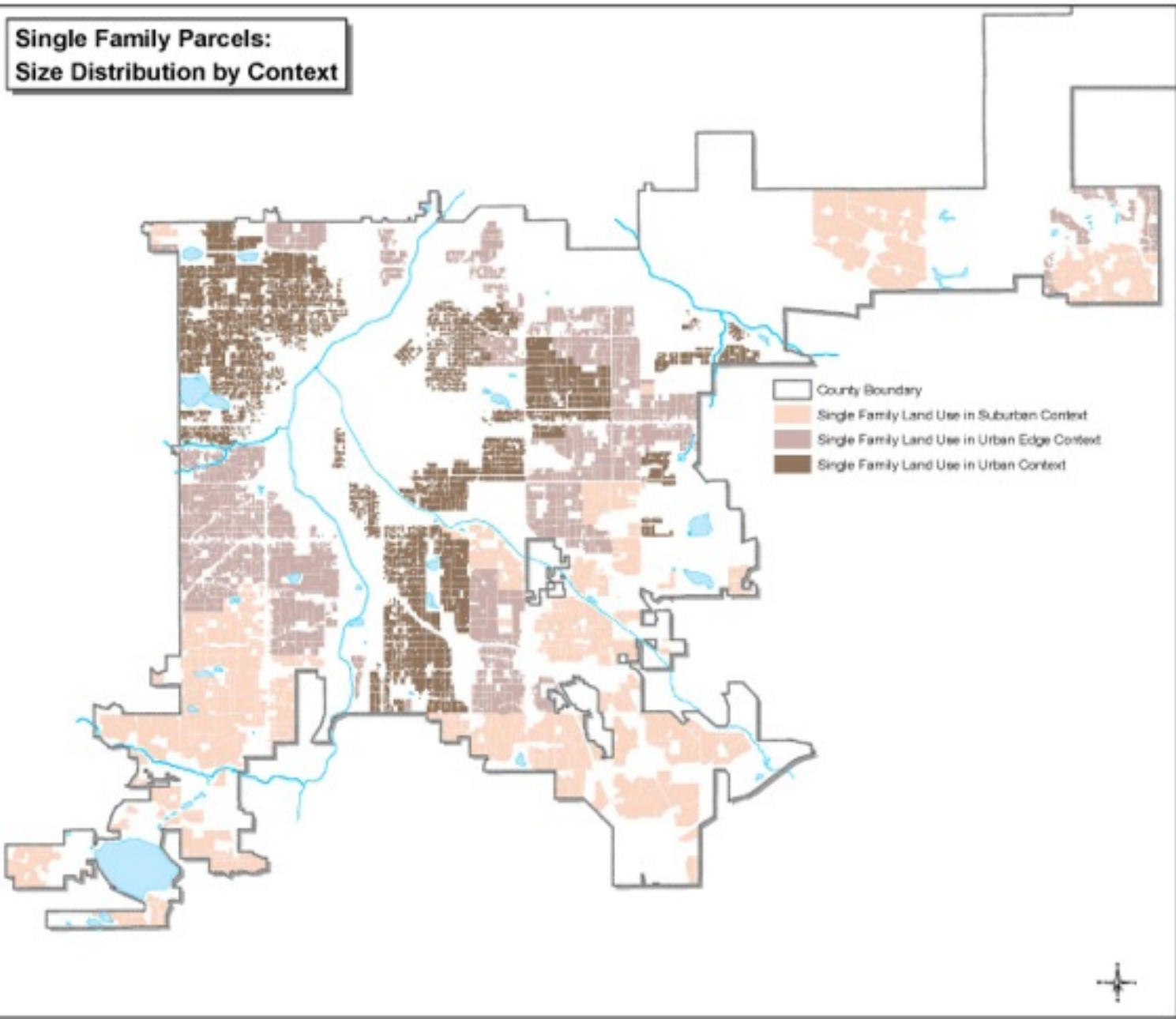


# Context Based

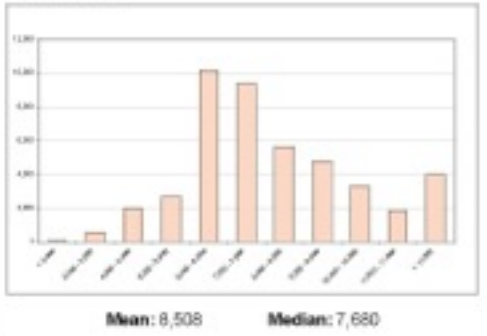


# Context Based

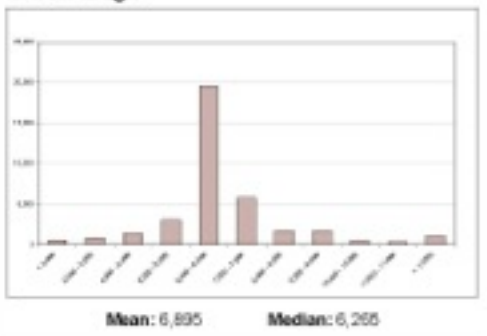
**Single Family Parcels:  
Size Distribution by Context**



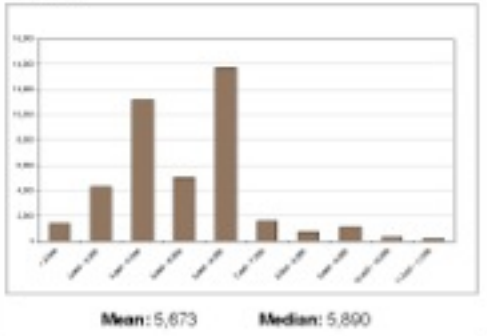
**Suburban**



**Urban Edge**



**Urban**



# Context Based

Suburban Neighborhood

Urban Edge Neighborhood

Urban Neighborhood

Curving Streets and Cul-de-sacs

Mixed Street Pattern



Grid and Alley

Shopping Centers

Shopettes

Main Streets

# Context Based

**General Urban Neighborhood**

**Urban Center Neighborhood**

**Downtown Neighborhood**

**Grid and Alleys**

**High Pedestrian Activity**

**Transit Hub**

**Main Streets**

**Mixed Use**

**Structured Parking**

US

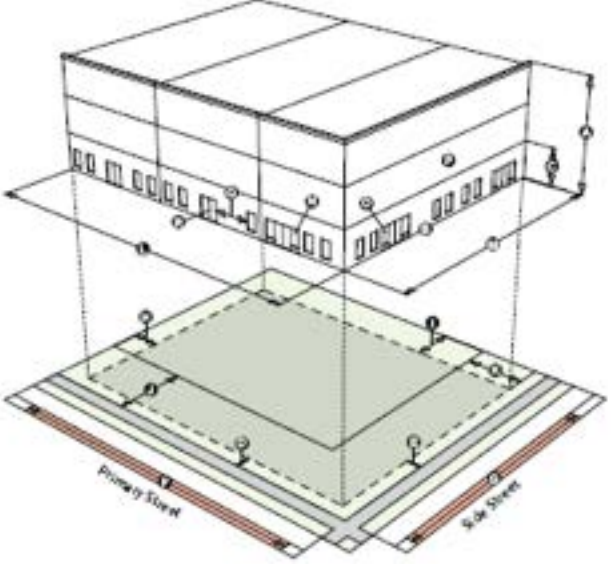
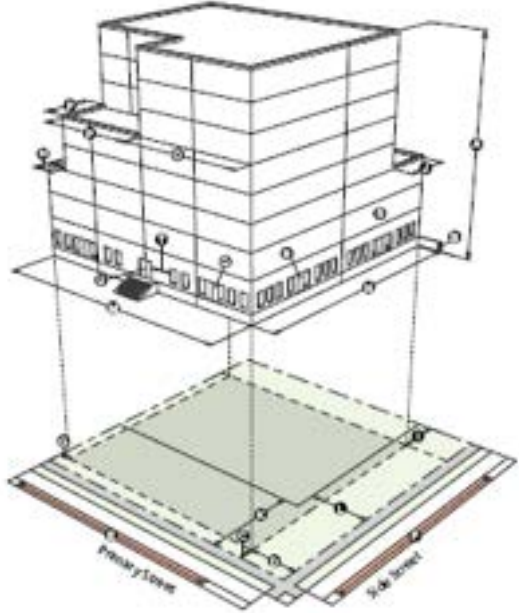
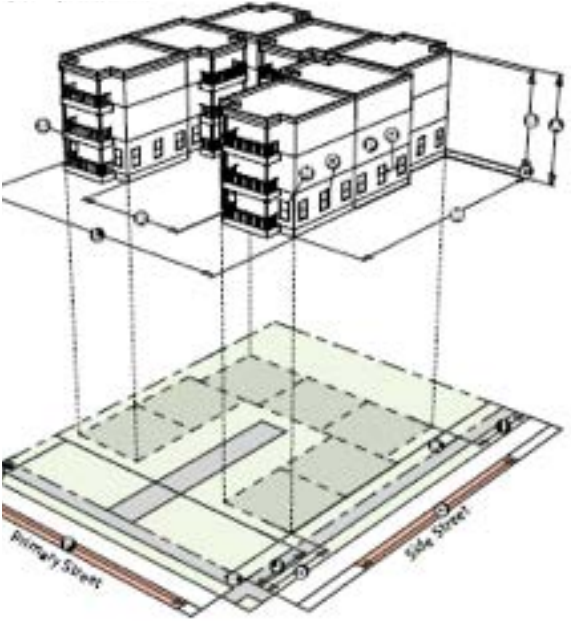
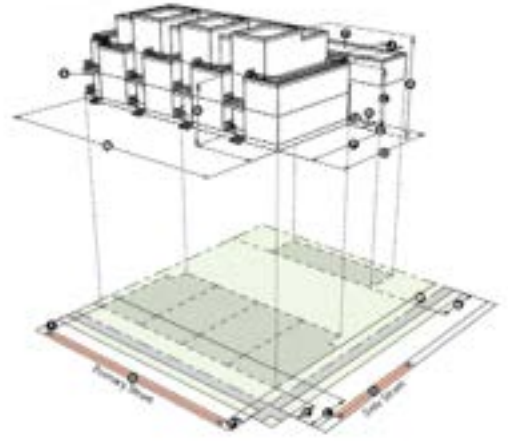
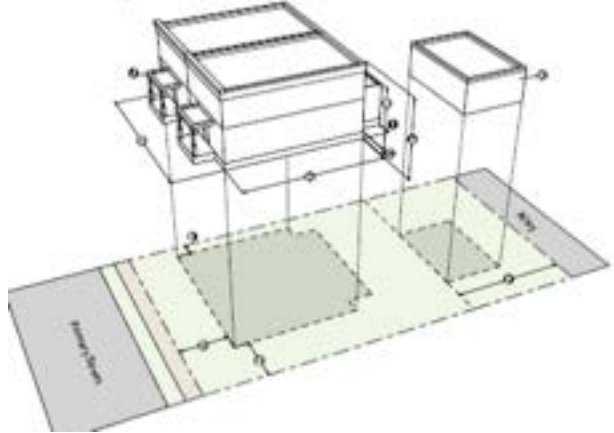
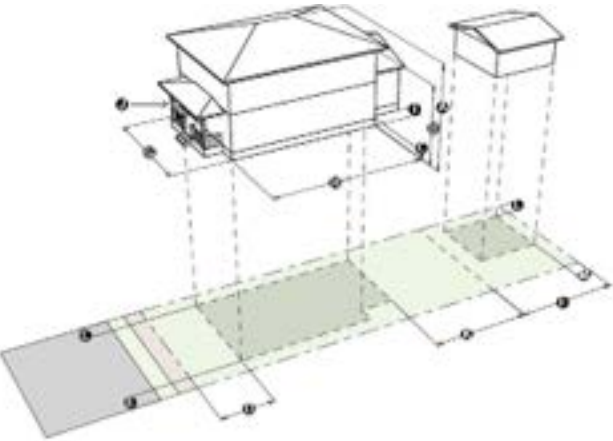
form

USE &  
FORM



Clarity=Confidence

# Clarity=Confidence

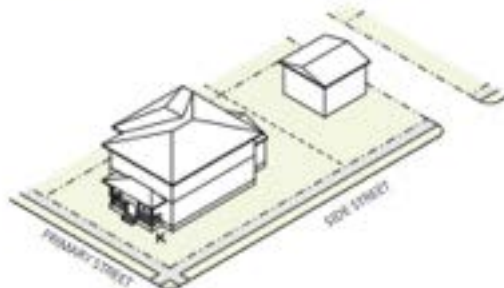
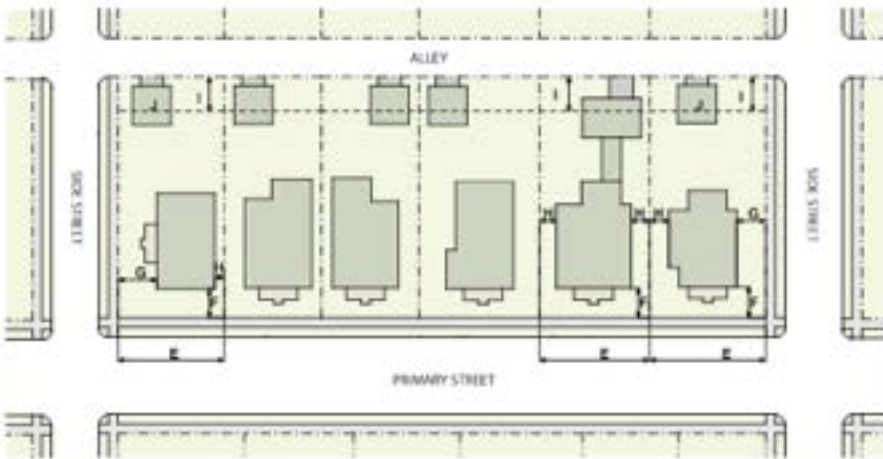
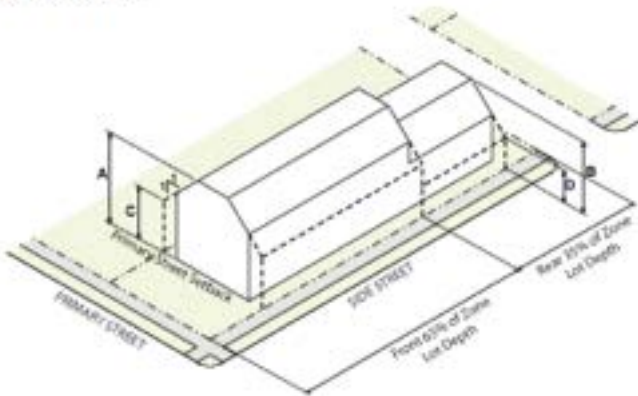


# Clarity=Confidence

## 5.3.3.2 District Specific Standards

### A. Urban House

Not to Scale



## URBAN HOUSE

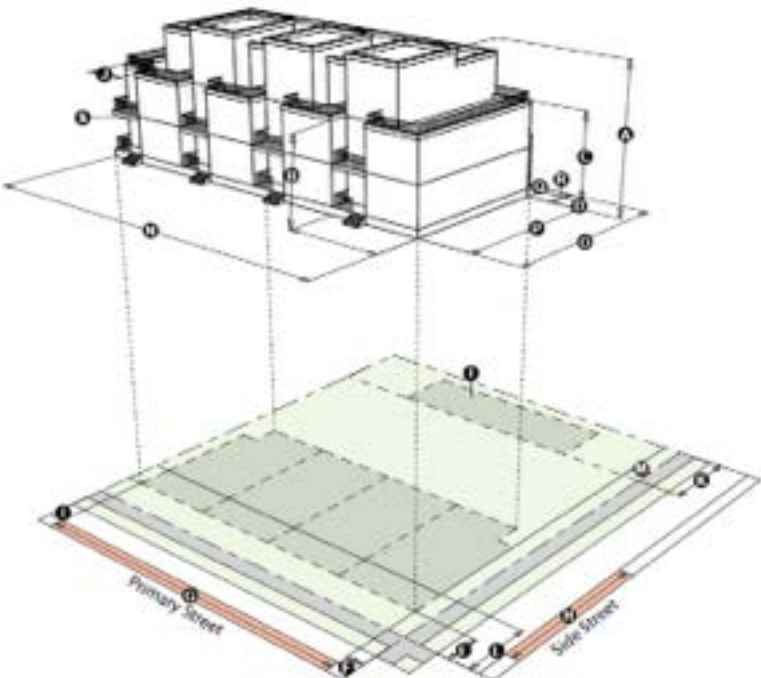
	U-SU-A U-SU-A1 U-SU-A2	U-SU-B U-SU-B1 U-SU-B2	U-SU-C U-SU-C1 U-SU-C2	U-SU-E U-SU-E1	U-SU-H U-SU-H1	U-TU-B U-TU-B2 U-TU-C	U-RH-2.5 U-RH-3A
<b>HEIGHT</b>							
Stories (max)	2.5	2.5	2.5	2.5	3	2.5	2.5
A Feet, front 65% of lot depth (max)	30'	30'	30'	30'	30'	30'	30'
Feet, front 65% of lot depth, allowable height increase	1" for every 5' increase in lot width over 50' up to a maximum height of 35'						
B Feet, rear 35% of lot depth (max)	17'	17'	17'	17'	17'	17'	17'
Feet, rear 35% of lot depth, allowable height increase	1" for every 3' increase in side setback up to a maximum height of 19'						
C Bulk Plane Vertical Height at Side Interior and Side street zone lot line in front 65% of lot	17'	17'	17'	17'	17'	17'	17'
D Bulk Plane Vertical Height at Side Interior and Side street zone lot line in rear 35% of lot	10'	10'	10'	10'	10'	10'	10'
Bulk Plane Slope from Side Interior and side street zone lot line	45°	45°	45°	45°	45°	45°	45°

	U-SU-A, A1, A2 U-TU-B, B2	U-SU- B, B1, B2 U-TU-C	U-SU- C, C1, C2	U-SU- E, E1	U-SU- H, H1	U-TU- B, B2 U-TU-C	U-RH-2.5 U-RH-3A
<b>SITING</b>							
<b>ZONE LOT</b>							
Zone Lot Size (min)	3,000 ft <sup>2</sup>	4,500 ft <sup>2</sup>	5,500 ft <sup>2</sup>	7,000 ft <sup>2</sup>	10,000 ft <sup>2</sup>	4,500 ft <sup>2</sup>	5,500 ft <sup>2</sup>
E Zone Lot Width (min)	25'	35'	50'	50'	75'	35'	50'
Dwelling Units per Primary Structure (min/max)	1/1	1/1	1/1	1/1	1/1	1/2	1/2

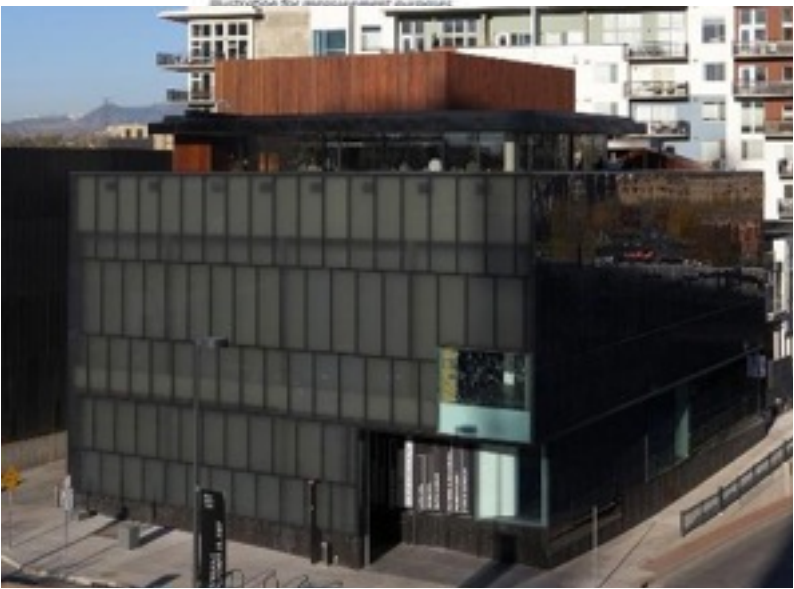
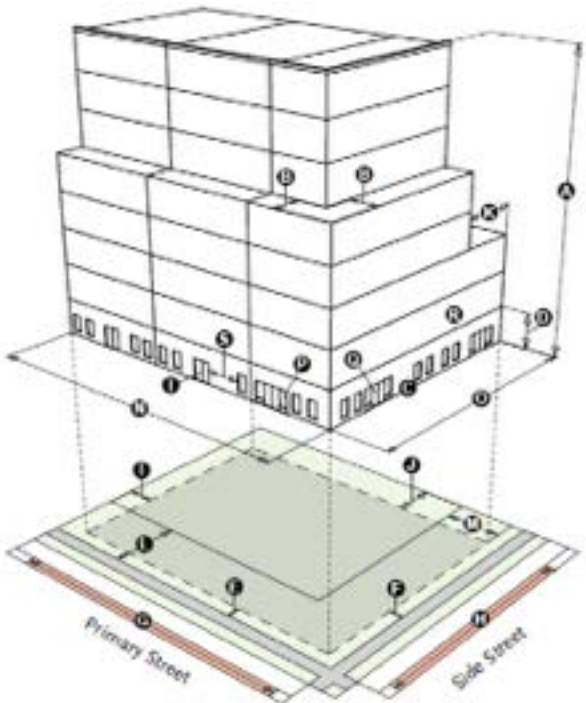
	All U-SU, TU, RH Districts			
	30' or Less	31' to 40'	41' to 74'	75' or Greater
<b>SETBACKS AND BUILDING COVERAGE BY ZONE LOT WIDTH</b>				
<b>LOT WIDTH</b>				
F Primary Street, block sensitive setback required (See Sec. 13.1.2.3)	yes	yes	yes	yes
F Primary Street, where block sensitive setback does not apply (min)	20'	20'	20'	20'
G Side Street (min)	3'	5'	5'	7.5'
H Side Interior (min)	3'	3' min one side/10' min combined	5'	10'
I Rear, alley/no alley (min)	12'/20'	12'/20'	12'/20'	12'/20'
Building Coverage, including all accessory structures (max)	50%	37.5%	37.5%	37.5%
<b>PARKING BY ZONE LOT WIDTH</b>				
Parking and Drive Lot Coverage in Primary Street Setback (max)	2 Spaces and 320 ft <sup>2</sup>	2 Spaces and 320 ft <sup>2</sup>	33%	33%
Vehicle Access	From alley; or Street access allowed when no alley present. See Sec. 5.3.7.6			
<b>ACCESSORY STRUCTURES</b>				
J Detached Accessory Structures Allowed	see Sec. 5.3.4			

	U-SU-A U-SU-A1 U-SU-A2	U-SU-B U-SU-B1 U-SU-B2	U-SU-C U-SU-C1 U-SU-C2	U-SU-E U-SU-E1	U-SU-H U-SU-H1	U-TU-B U-TU-B2 U-TU-C	U-RH-2.5 U-RH-3A
<b>DESIGN ELEMENTS</b>							
<b>BUILDING CONFIGURATION</b>							
Attached Garage Allowed	(1) Shall not project closer to the front line of the zone lot than does any other part of the front facade of the dwelling (2) If located entirely within the rear 35% of the zone lot depth, the attached garage shall comply with the Detached Garage building form standards						
Primary Street Facing Attached Garage Door Width in front 30% of lot depth (max)	35% of the entire width of the facade of the dwelling or 16', whichever is greater						
<b>GROUND STORY ACTIVATION</b>							
K Pedestrian Access, Primary Street	Entry Feature						

# Clarity AND Flexibility



# Clarity AND Flexibility



# Design Diversity

- **Context and Form-based Standards:**
  - DO NOT “lock-in” architectural style
  - DO allow for future reinvestment to accommodate market demands
  - DO facilitate change that is compatible with existing building forms in a neighborhood





# Colfax Corridor Plan

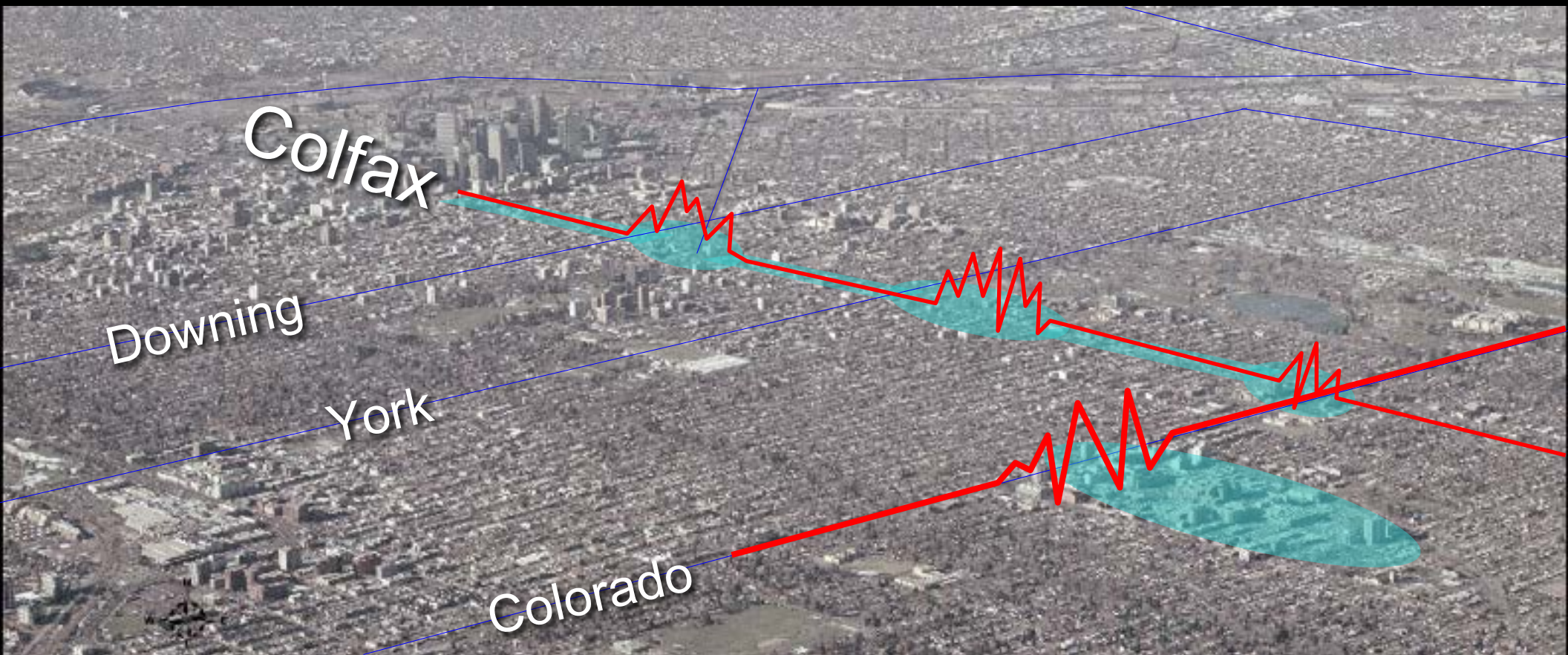
Strengthen the relationship between the corridor and adjacent land use and neighborhoods.





# Colfax Corridor Plan

Identify pulse points as catalyst sites for investment



# B-4: What could be built?



# B-4: What couldn't be built?



# B-4: FAR and Accommodating the Automobile

- Coupled with FAR, parking requirements limited amount of development
- Historic development patterns could not be maintained replicated
- Low density, single-use, auto-oriented development patterns resulted



# Main Street Zoning: KEY ELEMENTS

- Building placement
- Street activation
- Height/transition to context
- Mixed use

# Main Street Returns to Main Street

















Washington St  
700 E

ONE WAY

Arrogant  
WINE & LIQUOR

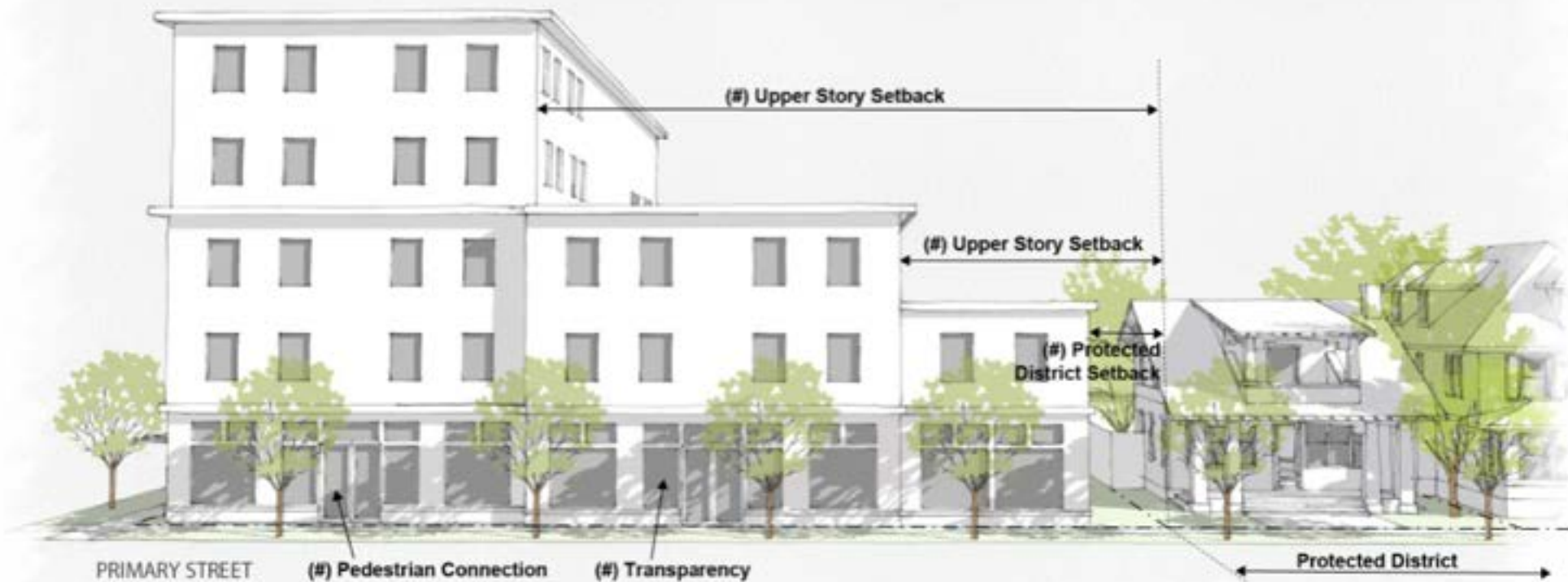
SLICEWORKS  
eat. drink. relax.

SLICEWORKS

GOOD  
TIMES

Welcome  
GABF

303-993-8127  
TAKE OUT





# Proactively Rezone to Prioritize TOD



# Proactively Rezone to Prioritize TOD





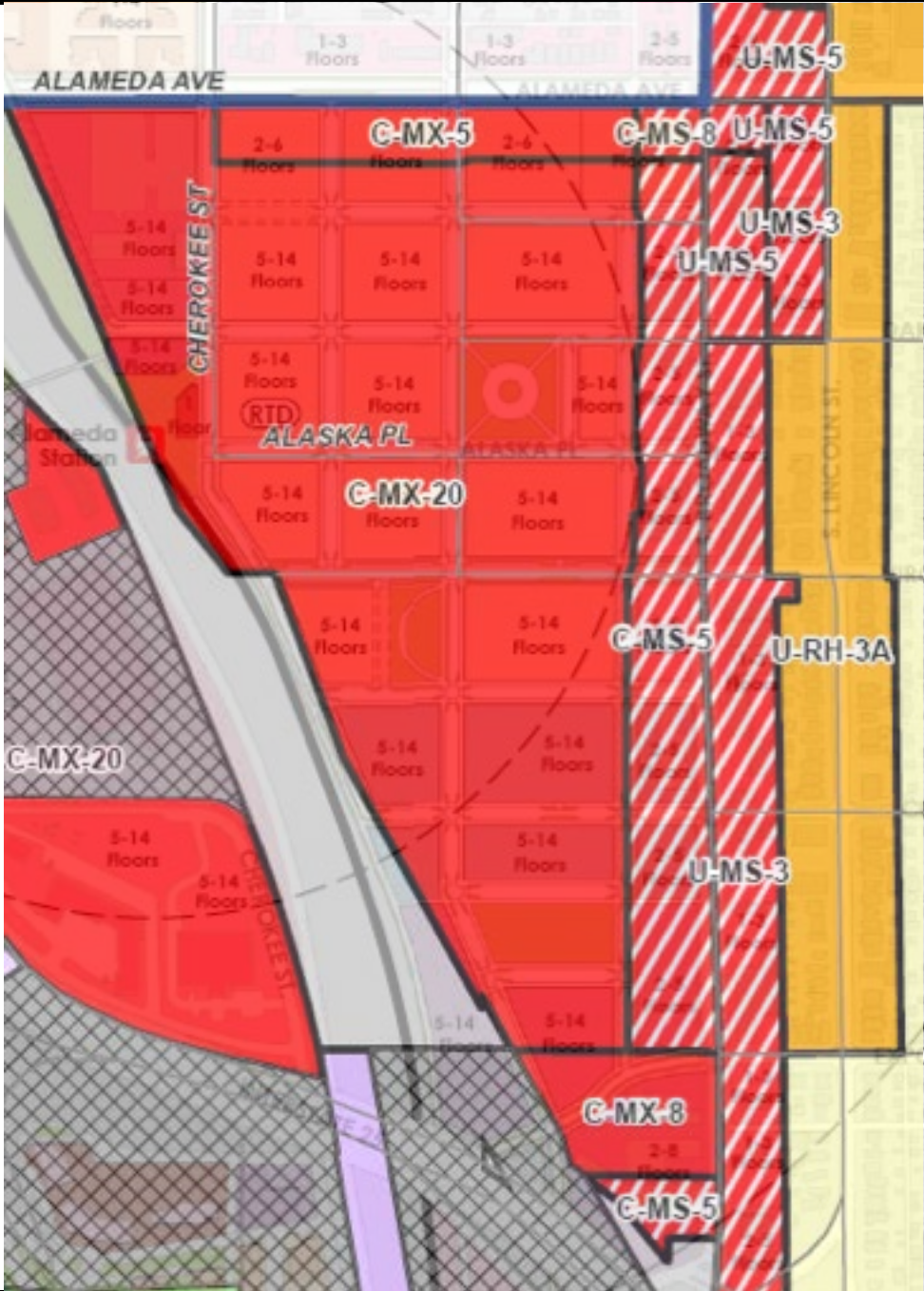
# Proactively Rezone to Prioritize TOD



# Proactively Rezone to Prioritize TOD

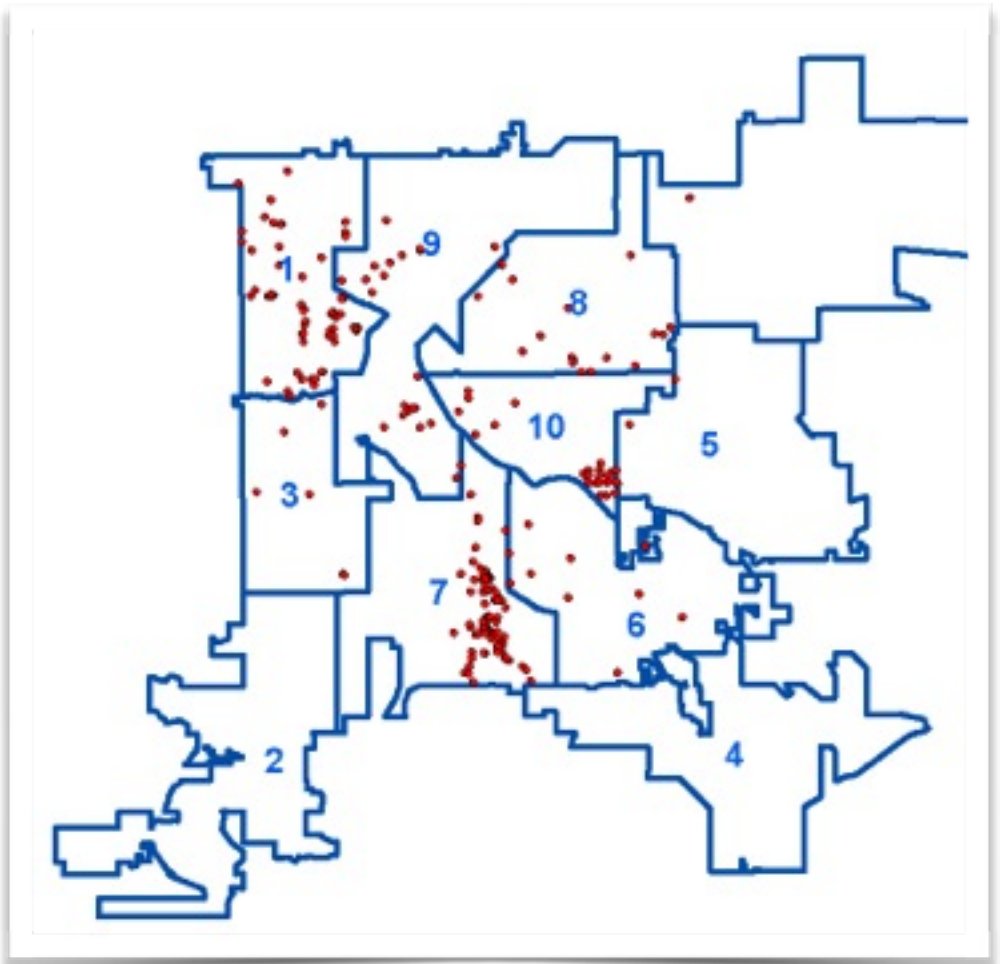


# Proactively Rezone to Prioritize TOD



# 10 ONE

Austin's Redistricting Portal





# A Few Concluding Thoughts

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# Most Cities Need to Sharpen Their Compatibility Tools



# Differences in Contexts are Reinforced by Zone Standards

## Walkable



## Transitional



## Drivable

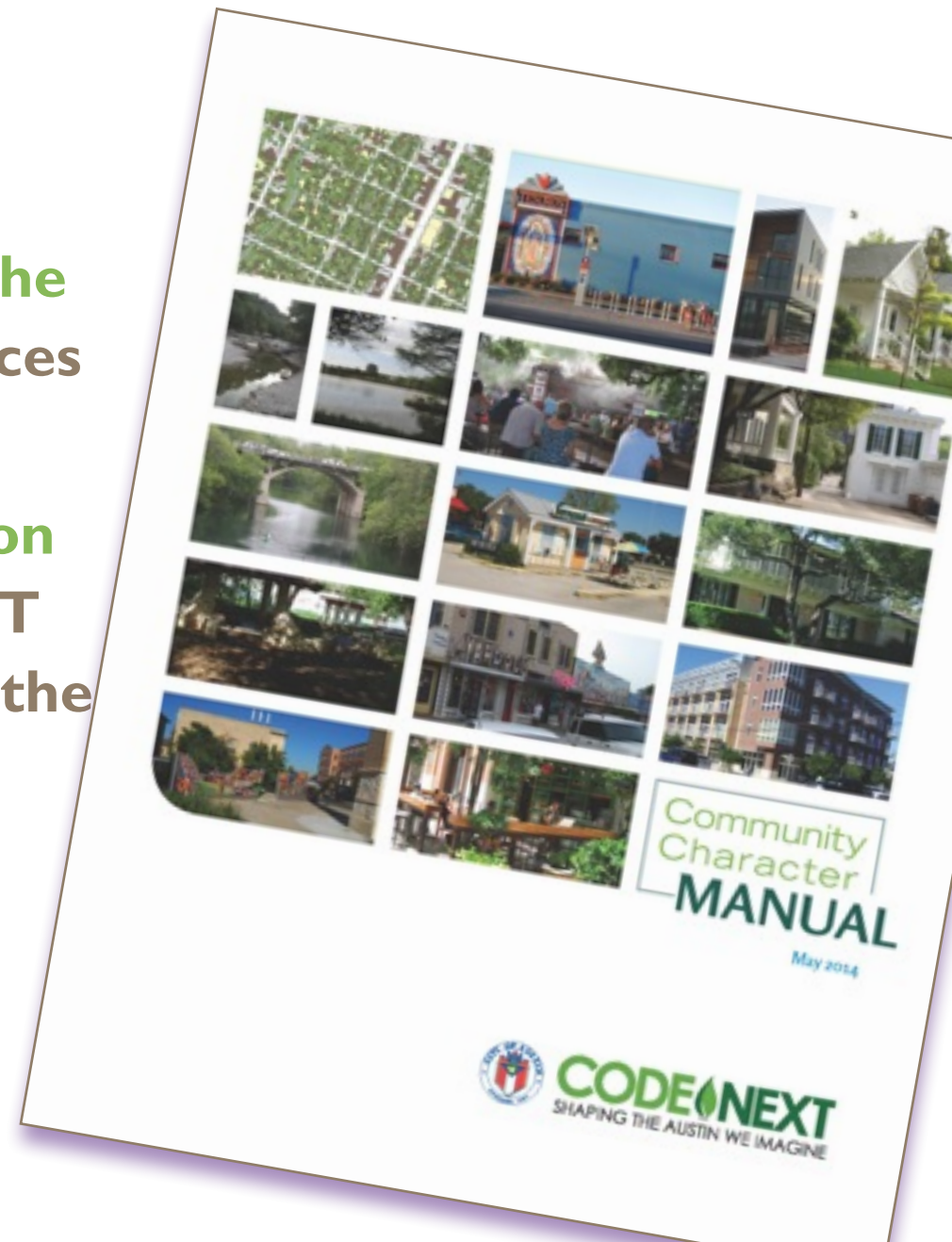




# Community Character Manual: **Intent**

## A Tool for Effective Planning

- **Provide an understanding of the range** of different types of places that exist throughout Austin.
- **Establish a common foundation and vocabulary** for CodeNEXT and future planning efforts in the City of Austin based on **Community Character**.



# Important: Need Different Pencils for Different Tasks



4

## Table Discussions

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5

## Response to Questions

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# NextSteps

## Community Character in a Box

- Round 2 due July 31st

## Code Approaches

- Public Draft released Mid-August

## CodeTALK

- Next CodeTALK in Late August / Early September
- Topic T.B.D.

**KEEP  
CALM  
AND  
HAVE  
PATIENCE**

Good character is not formed in a week or a month. It is created little by little, day by day. Protracted and patient effort is needed to develop good character. - Heraclit

THEWATERSHED.COM/BLOG

# CODE NEXT

SHAPING THE AUSTIN WE IMAGINE

<http://www.austintexas.gov/codenext>