



C1

Dear Members of the Planning Commission:

The Austin Neighborhoods Council has been following closely the Imagine Austin comprehensive plan process since its inception. This month the process reached an important milestone before the Citizens Advisory Task Force and I wish to share with you a few observations, comments and recommendations at this juncture.

In summary, ANC's fundamental objective is to ensure that our city protect and nourish neighborhoods that are safe, affordable and livable places to call home. The city's effort to plan for long-term growth is laudable and – if done correctly and followed through – offers the promise of benefiting both those here now and those forecast to come in the future. Our belief is that any long range planning must view neighborhoods as one of the key amenities that make Austin so attractive. It should build upon the strength of neighborhoods and what they can offer to residents.

At this point, two crucial products of the Imagine Austin process have emerged: a preferred scenario map and a plan framework document. On February 8, 2011, the Citizens Advisory Task Force worked late into the evening on these products before voting on a series of specific items in them. On some of these items they reached a determination but on other items no determination was made. Instead, the item was sent to the "working groups" – new bodies of citizens and interested parties that are being formed now and that the city expects will begin operation later this spring. At the end of the night on February 8th, the Task Force took a final vote on whether to "endorse" the map and plan framework as amended. In the end, the Task Force declined to endorse them but rather voted to "forward" them to you with the adopted amendments and the understanding that the working groups have been charged with refining them, both in regard to the controversial items that were left without a determination and other issues raised by the community.

On behalf of the members of ANC, I recommend that the Planning Commission also decline to "endorse" the preferred scenario map and plan framework in light of the fact that they remain works in progress. They are potentially subject to significant revision by the working groups if the process continues. Instead, a more appropriate course might be your adoption of a resolution that acknowledges the hard work of the Task Force but notes that there remain many outstanding issues to be resolved. If the Planning Commission "forwards" the map and



framework draft to the City Council without endorsement then ANC would ask that the Commission recommend to Council that it also decline to endorse them.

In lieu of endorsement, a better course for the Commission and Council would be to set out criteria or benchmarks that would allow evaluation of whether the results of the working groups are sufficient to merit final acceptance of the preferred scenario map and plan framework. Among other things, these criteria or benchmarks should ensure that:

- The preferred scenario map contains basic and clear delineation of crucial features, both existing and projected, e.g., specification of projected density affecting neighborhoods would enable stakeholders to judge whether projected growth patterns are appropriate and consistent with neighborhood plans;
- The working groups reviewed and considered, in a documented process, the protections afforded to neighborhoods in the current comprehensive plan – the 1979 Austin Tomorrow Comprehensive Plan – and incorporated them into Imagine Austin as appropriate, e.g., the Austin Tomorrow provision that states that existing residential neighborhoods should be adequately protected from the potentially detrimental effects of new development;
- The preferred growth scenario is consistent with the population and density allowed in adopted neighborhood plans;
- Neighborhoods are affordable for moderate and lower income families to live in across the city; and
- The neighborhood planning process will be continued, allowing neighborhoods to continue to articulate their own aspirations for their areas.

In closing, I wish to acknowledge the cooperation of city staff thus far in this process. Much credit also goes to the members of the Task Force for their service. I look forward to continuing to work with all involved in a constructive manner. This statement was authorized and approved by the executive committee of ANC.

Steven Aleman
ANC President, 2010 – 2011

2.22.11

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Plan Framework & Preferred Scenario

Planning Commission

February 22, 2011

Overview

- Background on Imagine Austin
- Task Force Report
- Community Engagement
- Organization of the Plan Framework
- Content of the Plan Framework
- Components of the Preferred Scenario
- Assembling the Preferred Scenario map

Request for Commission action

Endorse the Plan Framework & Preferred Scenario

Plan Framework & Preferred Scenario

The policy guide for the entire planning area (City limits & Extra-Territorial Jurisdiction)

Three implementation tools

- Budget & spending
- Regulation authority
- Partnerships

What Imagine Austin Is

Phase 1
Project Kick-off
Completed
October 12

Phase 3
Comprehensive
Plan

Working Groups
begin in March

Phases of Imagine Austin

Plan Framework

Strategic
Directions

Comprehensive Plan

Prioritized actions

Working Groups
March – July 2011

Preferred Growth
Scenario

Growth Concept
Map

Role of Plan Framework & Preferred Scenario

Participants

CFS #1 — 5,892

CFS #2 — 4,211

CFS #3 — 4,761

TOTAL — 14,864
(Includes repeat participants)

Public Participation

10

As it approaches its 200th anniversary...

Austin is Livable

Austin is Natural and Sustainable

Austin is Mobile and Interconnected

Austin is Prosperous

Austin Values and Respects Its People

Austin is Creative

Austin is Educated

Vision

**Voted 22-2 to forward to
Planning Commission & City Council**

Modified N6 in Plan Framework (relation of neighborhood plans and Imagine Austin).

Removed unbuilt sections of SH-45 from Preferred Scenario.

Forwarded a few issues directly to the Working Groups to address in detail.

Task Force Report

A set of "topical" building blocks (land use and transportation, housing and neighborhoods, economy, etc.) identifying strategic directions for action to achieve the Imagine Austin Vision.

Will guide the working groups

What is the Plan Framework?

Sustainability—Equity, Environment, Economy

Getting there

Creativity & Innovation

Regional Cooperation

The result

Complete Communities in All Areas

Plan Framework Themes

Building Block Components

- A connection to the Vision
- Strategic directions
- How it connects to sustainability

Organization of the Plan Framework

Land Use & Transportation (including Urban Design)

Economy

Housing and Neighborhoods

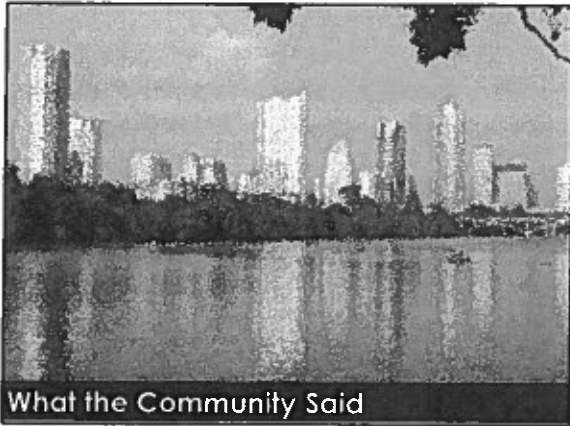
Conservation and Environmental Resources

City Facilities and Services (including Water, Wastewater, Drainage, and Solid Waste; Public Buildings, Services, and Facilities; and Recreation and Open Space)

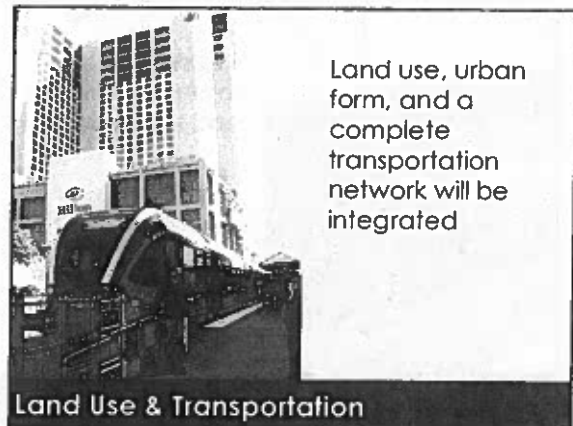
Society (including Families, Children, and Education and Health and Human Services)

Culture (including Arts, Culture, and Creativity and Historic and Cultural Preservation)

Organization of the Plan Framework



What the Community Said



Land use, urban form, and a complete transportation network will be integrated

Land Use & Transportation



A city of complete communities where people's daily needs are within a short trip

Land Use & Transportation



All parts of Austin will be accessible by all means of transportation

Land Use & Transportation



Austin is a city of diverse neighborhoods where housing is accessible and affordable to all citizens

Housing & Neighborhoods



Throughout Austin there is a variety of housing to meet the needs of a diverse and growing population

Housing & Neighborhoods



Housing will be resource-efficient and sustainable

Housing & Neighborhoods



Austin will be the economic hub of the region

Economy



High tech, biotech, green, emerging technologies...

Economy



...creative industries such as music, film, gaming, and digital media...

Economy



...as well as local business—big and small—will be the mainstay of our economy

Economy



Austin must conserve, protect, and support our natural resources, including water, environmentally sensitive areas...

Conservation & Environmental Resources



...and both
rangeland and
farmland

Conservation & Environmental Resources



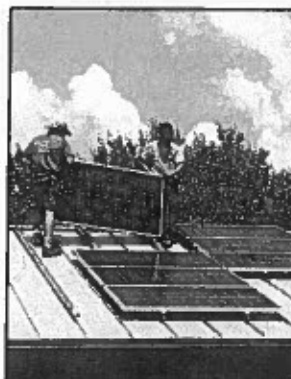
We need to
address the issues
of climate
change and air
pollution

Conservation & Environmental Resources



Our public
facilities need to
be accessible to
all residents and
serve as models
of sustainable
design

City Facilities & Services



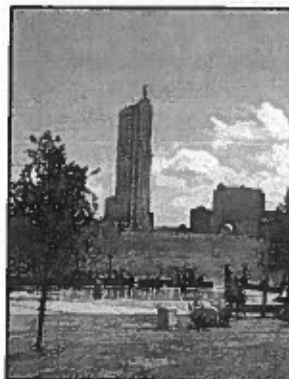
Continue to
provide reliable,
affordable utilities
to residents, while
promoting
efficiency,
conservation and
an ongoing shift
toward
renewable
resources

City Facilities & Services



Increase public
safety by
improving
collaboration with
the community
and public safety
providers

City Facilities & Services



Our parks and
recreation
system should
provide quality
recreational,
cultural, and
outdoor
experiences,...

City Facilities & Services



...promote healthy lifestyles, and provide access to natural areas.

City Facilities & Services



We will have a healthier community by promoting active and healthier lifestyles choices

Society



Improve community health through equal access to health care

Society



Create an educated and diverse workforce to sustain Austin as the region's economic engine

Society



Foster complete communities through access to community services, safe neighborhoods, and quality education

Society



We will support and value Austin's artistic, cultural, and creative communities as vital contributors to the city's identity, economy, and quality of life

Culture



We will preserve the historic buildings, neighborhoods, and sites which reflect our diverse historical, architectural, and cultural heritage

Culture

The overall concept for the direction of growth and preservation over the next 30 years in Austin and its ETJ, based on community input.

What is the Preferred Growth Scenario?

What the public has told us consistently

Compact development over sprawl
 Redevelopment over greenfield
 Preserving land that supports Edwards Aquifer recharge
 Protecting floodplains, particularly in the eastern ETJ
 Preserving neighborhood character
 Mixed over separated uses
 A complete transportation system over either/or choices

Preferred Growth Scenario

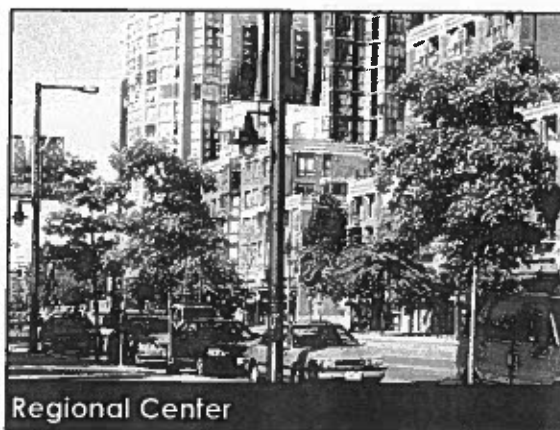
Components

Regional Centers
 Town Centers
 Neighborhood Centers
 Mixed Use Corridors
 Industrial Job Centers
 Infill Residential
 Greenfield Residential

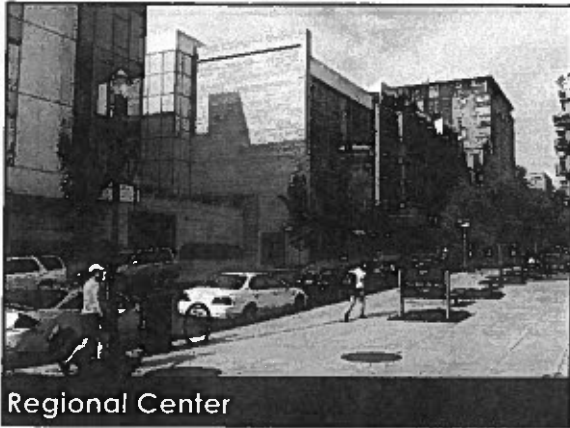
Preferred Growth Scenario



Mixed Use Centers



Regional Center



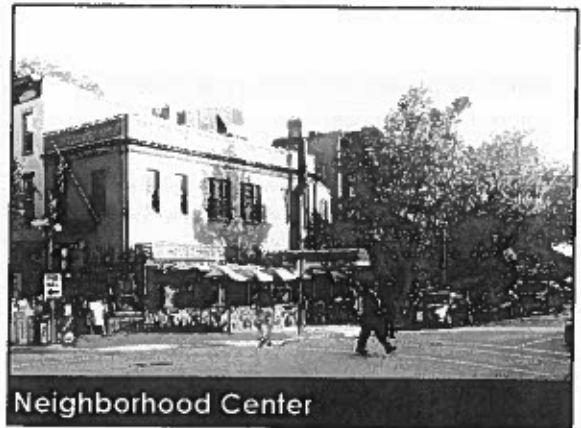
Regional Center



Town Center



Town Center



Neighborhood Center



Neighborhood Center



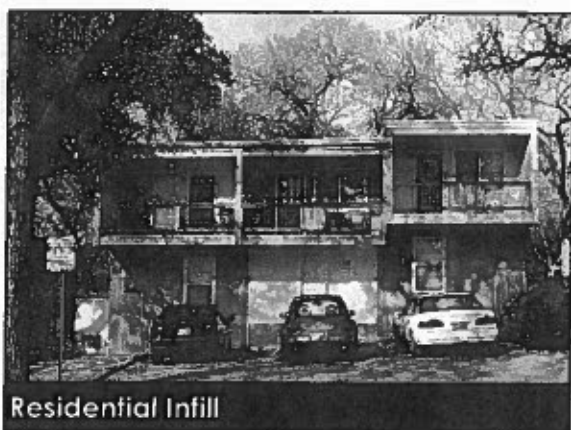
Mixed Use Corridor



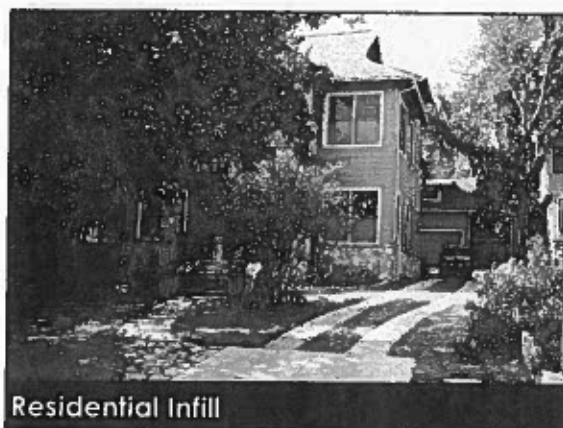
Mixed Use Corridor



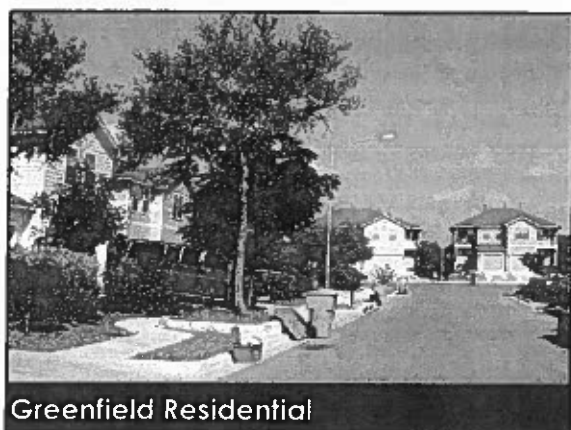
Industrial Job Centers



Residential Infill



Residential Infill



Greenfield Residential



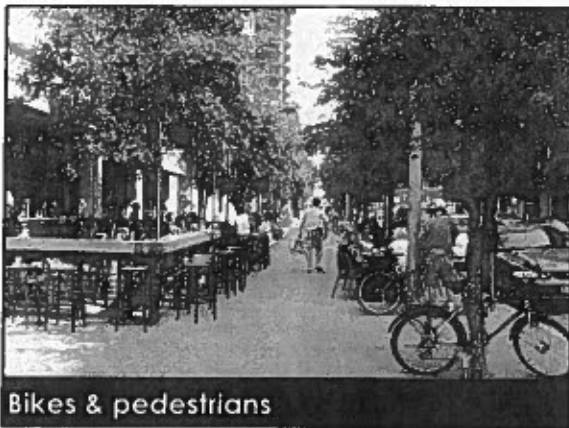
A complete transportation system



Roads



Transit




Bikes & pedestrians

450 participants created


63 maps that generally fit into

4 ways to accommodate future growth



Community Forum Series #2

Scenario	Result
A ("distributed")	10%
B ("crescent")	11%
C ("centers")	26%
D ("north-south linear")	46%
Trend	4%
None of these	3%



Putting the Preferred Scenario together

General Approach

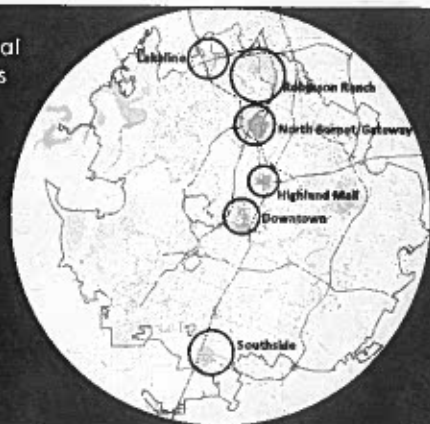
- Combining Scenarios D & C:
 - Shift to recognize centers and growth along and east of SH-130
- Other general changes:
 - Coordinate Future Land Use Map
 - Coordinate with CAMPO Centers Plan
 - Recognize likely developments (i.e., existing planned projects)
 - Recognize unlikely development
 - Better coordinate land use with transportation

Putting the Preferred Scenario together

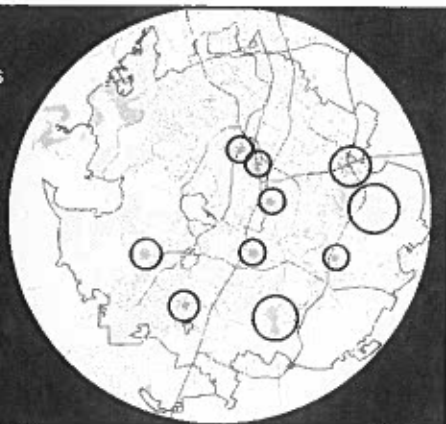
Aquifer & Floodplain



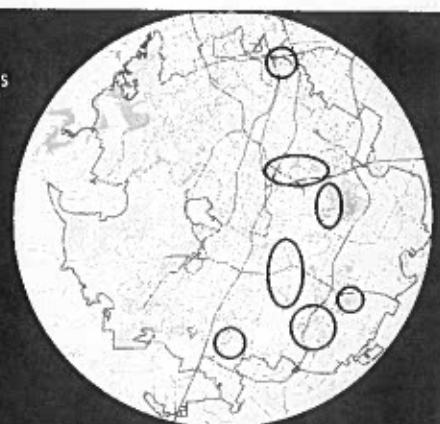
Regional Centers



Town Centers



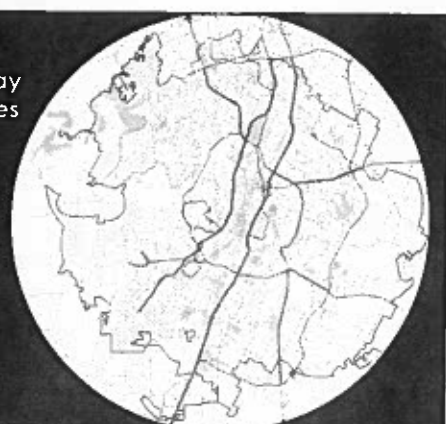
Job Centers

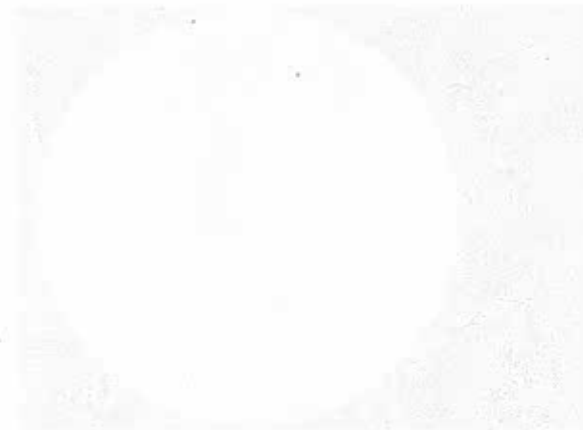
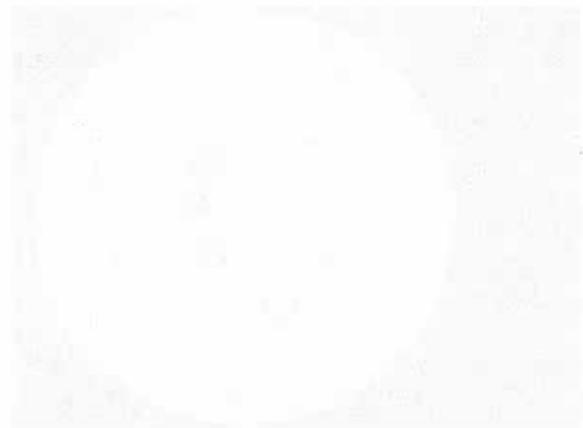
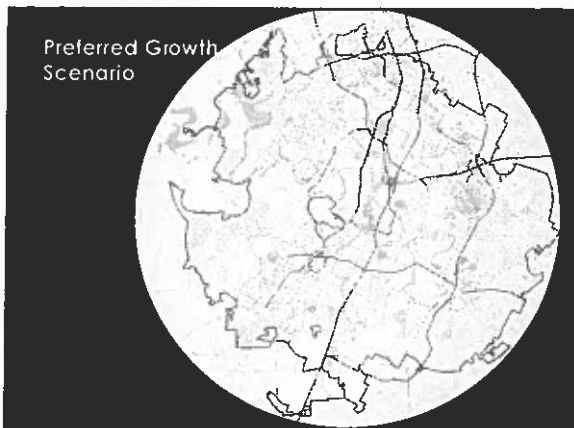
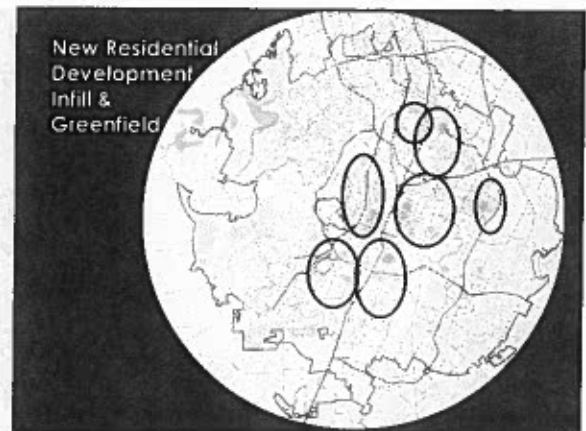
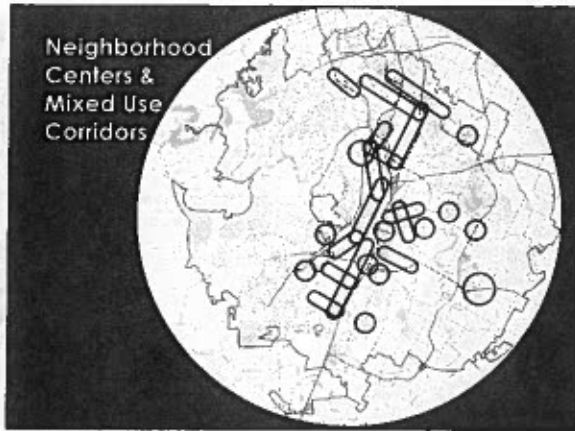


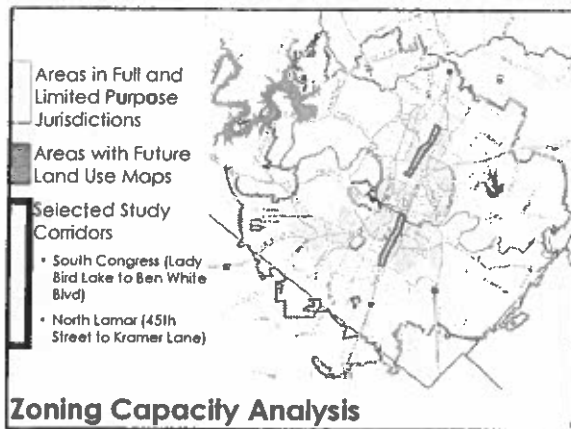
Major transit routes



Major roadway changes







	City Limits	Areas with Future Land Use Maps*
Current Population (2011 estimate)	805,000	294,000
Preferred Scenario Increment (in 2039)	550,000	190,000
FLUM Increment	n/a	564,000
Current Zoning Increment	450,000	247,000

Each row shows the increment in addition to current population
 * Not including North Burnet/Gateway and Heritage Hills/Wakear Hills

City Limits & Areas with FLUMs

	South Congress	North Lamar
Current (estimated) Population	9,000	13,000
Preferred Scenario Increment (in 2039)	19,000	20,000
FLUM Increment	52,000	45,000
Current Zoning Increment	28,000	11,000

Each row shows the increment in addition to current population

Mixed Use Corridors

March 3 & 10
 City Council briefing, hearing and action

Late March through July
 Working Groups develop recommendations for the Comprehensive Plan

October
 Community Forum Series #4

Early 2012
 Begin the adoption process

Next Steps

Request for Commission action
 Endorse the Plan Framework & Preferred Scenario

Today's request & motion sheet

Item C1

Scenario	Trend	A	B	C	D	Other Comments
Department Austin Aviation Dept	Significant roadway expansion north/south and east/west. Adds the most roadway expansion to and from the airport. Improves compatible land use around the airport by keeping residential development around the airport low. Development plan is generally centrally-located with progress eastward.	Roadway expansion is primarily north/south with little east/west expansion (HWY 290). No improvements to roadways serving the airport. Residential development on airport property or within the Airport Overlay Zones is prohibited. Development is dispersed throughout the planning area.	Development in this scenario is similar to the trend scenario, however, there is minimal roadway expansion north/south and none east/west. No roadway improvements/expansion to serve the airport. Residential development on airport property or within the Airport Overlay Zones is prohibited.	Same as scenario B - No roadway expansion/improvements to and from the airport. Generally less development in the SE quadrant of the planning area. This scenario shows an increase in residential development on and around the airport (north). Residential development is a non-compatible land use near the airport. Residential development on airport property or within the Airport Overlay Zones is prohibited. Generally development is centralized along IH 35.	Similar to Scenario C - development is centrally located with a little expansion to the east. Some roadway expansion to and from the airport shown graphically, however, the text shows "no change". Generally, compatible land use development around the airport.	Airport passenger growth is currently forecasted at 2-3% per year for the next 5-10 year timeframe. No roadway expansion/improvements to/from the airport will negatively impact the airport and the City's economic base. The airport is the first and last impression a passenger will have of Austin. Compatible land use development (commercial, industrial, agricultural, etc) must be considered when developing around the airport.
Austin Climate Protection Program		The resources need to maintain this infrastructure improves will take away the cities ability to fund adaptation measures such as storm water mitigation and improved emergency services. The burgeoning growth patterns of scenario A and B would make it more difficult to protect land and decrease the ability to cultivate a diverse landscape. Consumes land with homes and roads makes it more likely that vulnerable communities would have a harder time accessing productive agricultural lands. Scenario A and B would discourage healthy and environmentally sensitive behaviors. The decentralized plan would make it more expensive to create a multi-modal regional and comprehensive network of transportation effective for the movement of all goods and services.	Same as A	This Scenario offers the greatest amount of land dedicated to open space. Additional open space can act as a buffer for stormwater surges and as a carbon sink. Plus, open space allows for trails and alternative non-motorized transportation.	Least amount of smog-forming air pollution & Carbon Dioxide. Least amount of Vehicle Miles Traveled per person each day & Vehicle Minutes Traveled. This results in decreases vehicle exhaust. Greatest % of employees & residents within a 1/4 mile of transit routes & stops. Least amount of Sq Miles of development within environmentally sensitive areas. Frees up land for agricultural use. Allows the community to choose land use patterns that best fit Austin's health lifestyle. Calls for the design of "right-sized" neighborhoods that better utilize the public right-of-ways & transportation corridors for mass transit & alternative forms of transportation. This could replace much of the single occupant vehicles trips. Encourages compact development patterns connected by public transit & trails. Ameliorate air quality & create a healthier environment for our children. Offers the best option to maintaining a rapidly renewable water source that is safe & clean for all people & their activities.	The smaller we can make our infrastructure footprint, the less modifications and maintenance we will need to make in the future. By designing with the natural system and preserving land, we can create resiliency in our regional landscape.

Scenario	Trend	A	B	C	D	Other Comments
Austin Energy	Construction of transmission to serve new substations and associated distribution will be necessary to serve load, especially as development moves outward. Existing facilities may also need to be upgraded or extended to serve new load in existing areas. As the load in the downtown area increases in density, upgrades to the existing downtown network will be necessary. Difficulty in expanding existing facilities or constructing new substations may arise in established areas. There may be more of a push to place facilities underground, which will be very costly and may not be feasible in certain areas.	Similar to Trend, but may have less of an impact on the electrical infrastructure needs and associated issues due to the limited redevelopment of the Central City. The AE electrical system is built to address growth in an outward pattern similar to this scenario	New facilities and/or expansion or upgrade of existing electrical facilities to serve the load will be needed especially to the east. Expansion or upgrade of existing facilities may be necessary to serve the redevelopment within the urban core. Difficulty in expanding existing facilities or constructing new substation may arise in established areas. There may be more of a push to place facilities underground, which will be very costly and may not be feasible in certain areas	It may be necessary for AE to consider modifying their standard accommodation design to better accommodate areas with higher load densities and a compact growth pattern. Cost will significantly increase especially if more compact GIS substations need to be constructed. The capability to construct new substations to serve the dense load centers will be very difficult if transmission cannot be extended to the site or if land cannot be acquired. Coordination between AE and developers will be necessary so that the necessary facilities can be constructed to accommodate the new loads while still meeting the aesthetic vision of these new more compact communities. This scenario creates challenges on how to serve the denser load while trying to expand the electrical system.	Similar concerns to Scenario C. However, of the five scenarios this one may be the most costly from an electrical infrastructure standpoint, with the development focusing in the urban core area expanding facilities or constructing new ones will be very challenging.	
Austin River Daps	Current development trends would require the construction of multiple new stations and additional new units at many existing stations.	This scenario requires the construction of multiple new stations and additional units at several existing stations.	This scenario requires the construction of multiple new stations and additional units at several existing stations.	This scenario requires the construction of fewer new stations but more additional units would be required at existing stations.	This scenario would require the construction of the fewest new stations but the largest number of additional units at existing stations.	Growth policies intended to promote mixed-use, high density residential structures will place an increased emphasis on fire code regulations, inspections and prevention programs, and require the development of a comprehensive pre-fire planning program. Given the age and condition of many of our existing stations, locating additional units at these stations would require a major overhaul at some facilities and possible relocation and new station construction in other cases.

Scenario	Trend	A	B	C	D	Other Comments
Austin Police Department		Because the distribution of population varies across the scenarios, scenarios where new development (residential or business) occurs away will affect the department somewhat differently than in-fill scenarios.		High-density housing, although crime in high-density housing may lead to more dense crime, it doesn't necessarily result in more per-capita crime. Therefore, no particular increase in crime is expected with high-density housing. Mixed-use development: the primary advantage of mixed-use is the presence of residents during more hours. Unoccupied residences are at increased risk of burglaries during the day and retail businesses are at increased risk of burglary at night. Because mixed-used developments result in resident/shopper presence for more hours of the day/night, they may help deter these types of property crime.	Same as C	All five scenarios involve the same population increase. APD's response would likely focus on population distribution and new facilities. Police officers are less tied to physical facilities. For example, five and EMS facilities must be open on "Day 1" in order to provide service to newly annexed areas. While police officers operate out of substations, they are in the field for the majority of their shifts. The placement of a police substation is based more on population density and development as it emerges compared to Fire/EMS stations located on a grid that covers every square mile of the city, including undeveloped areas.
Austin Transportation Department	Transportation Systems Ranking 6. Although current CAMPO 2011 - 2014 TTP contains some projects to serve Trend Scenario, generally the most difficult challenges are presented to transportation service because the scenario projects the lowest average pop density per sq. mile and lowest percentage of all residents living within 1.4 mile of a transit route and stop. It exhibits the least proportion of mixed use residential and job development. Forecast with the highest hours of delay (\$43,000) and greatest value of time lost each year to this delay (\$3.8 billion), the Trend scenario is the most difficult and expensive to serve with roadway, transit, bicycle, pedestrian and trail infrastructure.	Transportation Systems Ranking 4. In many respects Scenario A is comparable to the Trend in terms of Transportation Infrastructure, with the second greatest hours of delay per day, greatest average distance in miles for all residents to the closest job (.20 miles), and the same value of time lost each year to travel delays (\$3.8 billion). These characteristics produce the highest projected daily VMT (36.2 million). This Scenario, like the Trend, supports auto-centric development patterns, a need to construct extensive freeway & arterial systems, and land use consumption that can not efficiently be served by multi-modal transportation.	This Scenario begins to provide more sustainable mixes of residences and jobs in terms of new development (52%). While increasing the percentage of residents within 1.4 mile of transit routes and stops (50.2%) it shows a projected reduction in hours of daily delay from the Trend and Scenario A. These benefits are evident in increased transit and bicycle-pedestrian trips per day, 255,200 and 185,410, respectively. The Scenario begins to represent a more sustainable development pattern in terms of transportation infrastructure provision, allowing greater success of multiple modes of transport, and more efficient people-moving capability.	Transportation Systems Ranking 2. With higher population density per square mile of new development (14,400) and increasing proportion of residents within 1.4 mile of transit routes and stops, significant benefits associated with the challenges of transportation provision are obvious: increased daily trips by transit and bike-pedestrian (273,500 and 215,545, respectively), less daily VMT (35.7 million), and average distance to the closest job (.15 mile). A mix of transportation modes will be better able to serve this development pattern, at lower societal cost, and reduction in greenhouse gas emissions.	Transportation Systems Ranking 1. This Scenario performs best by reducing congestion and environmental impacts of greenhouse gas emissions, offers supportive patterns for multi-modal transportation systems and reduction of auto dependency. With the highest percentage of new mixed use development (71%) and population density of new development (15,200), it offers the greatest potential for alternative travel modes, reduction in congestion and daily hours of delay (388,000), and overall reduction in daily VMT per person (20.5). Alternatives will reduce the need for all trips to become auto trips by offering choices. This is evidenced by the higher number of forecast daily trips by transit and bike-pedestrian modes, as well as the highest percentage of employees within 1/4 mile of transit routes and stops.	We identified the most preferred as least risk of negative impact to the public's health.
Austin Travis County Health Department	Creates less desirable outcome than C and D	Same as the Trend	Same as the Trend	Creates the second best outcomes for land use, environmental, City facilities and services, and transportation indicators	Creates the best outcomes for land use, environmental, City facilities and services, and transportation indicators	

Scenario	Trend	A	B	C	D	Other Comments
Austin-Travis County ZMAS					Because of the addition of mixed use corridors in existing service areas with medium & high density residential above commercial structures, and the projected increase in high density residential housing, additional personnel, equipment, ambulances and stations would be needed.	Traffic flow in high growth areas will impact response time compliance due to increased population, construction and the expansion of commuter rail. Wireless network coverage could be an issue if the cellular network industry does not build-out infrastructure at the same rate of growth. This impacts the Mobile Data Computers and Electronic Patient Care Report Computers in ambulances and command vehicles. Annexation of areas that are currently receiving fire protection and EMS first response services from fire departments affect the funding model of those taxing districts and their ability to continue to provide services in areas adjacent to annexed
Austin Water Utility	Water Systems Ranking: 3. Wastewater Systems Ranking: 3. Reclaimed Water Systems Ranking: 4.--The trend scenario is ranked relatively high and also generally makes effective use of the existing and planned infrastructure systems.	Water Systems Ranking: 5. Wastewater Systems Ranking: 5. Reclaimed Water Systems Ranking: 1--This scenario includes development in the western portions of Austin's EITJ outside of Austin a water or wastewater impact fee service area (along FM 2244, in the Steiner Ranch area, etc.). AWU has no plans to extend W&WW services into these areas.	Water Systems Ranking: 4. Wastewater Systems Ranking: 5. Reclaimed Water Systems Ranking: 1--This scenario ranked lower in comparison due to the location of more of the projected growth to occur in currently undeveloped areas. This configuration would be expected to require an increased amount of new facilities to serve in new areas as compared to the other scenarios. In this scenario, the cluster of industrial development around ABIA would make good use of existing and near term CIP expansion of the reclaimed water system from the South Austin Regional Wastewater Treatment Plant.	Water Systems Ranking: 2. Wastewater Systems Ranking: 2. Reclaimed Water Systems Ranking: 3	Water Systems Ranking: 1. Wastewater Systems Ranking: 1. Reclaimed Water Systems Ranking: 1 ---This scenario ranked first for water, wastewater and reclaimed water systems indicating that it effectively uses the existing and planned AWU infrastructure.	Improvements include rehabilitation/upgrade of infrastructure and construction of new facilities to extend services to expansion areas. All of the proposed growth scenarios could be accommodated within AWU infrastructure plans (excluding the areas in Scenario A that fall outside of the service area). AWU's infrastructure plans include utility improvements to support development in these areas. Due to the limited existing wastewater systems in the SH 130 corridor, extensions including wastewater treatment capabilities will be required. The scenarios with more intensive development in the SH 130 corridor may tend to accelerate timing of the need to extend this infrastructure. Based on the estimated average annual water demand for the five economic, Austin's current water supplies are projected to be sufficient to serve all
Chief Sustainability Officer						

Scenario	Trend	A	B	C	D	Other Comments
ECR&SO		Next to the Trend Scenario, seems to offer the best opportunity for development of an inland port around ABIA. I would question the feasibility of expanding IH-35 by two lanes in each direction.	Generally reflects the reality that denser mixed-use development nodes are already planned (and largely, entitled) along the extension of Slaughter Lane to 183 (Goodnight and Cerma Easton developments) and around FM 969 / SH 180 (Indian Hills and Whisper Valley). The infrastructure needed to support such dense mixed-use development is critical to its success. The proposed express bus along the extension of Slaughter Lane to Congress Avenue and the proposed Lone Star Rail station on Slaughter Lane would be very beneficial. The design of the Slaughter Lane extension should accommodate future dedicated bus / light rail lanes.	Provides more development opportunities. What role in this development the City will take will define the work load for our redevelopment group as well as the team(s) working on revitalization projects where economic development staff is also involved. Scenario C provides more density at activity centers which provides opportunity for small businesses which translates into more work for the Small Business Development Program. These activity centers could also impact the amount of work for the Art in Public Places Program staff. Hybrid C & D – distribute music venues in Centers. The Downtown Central Core has been the primary location for the iconic museums, cultural institutions, venues – With the emphasis on activity centers displayed in Scenario C thought should be given to how the arts can play a role in anchoring or	Overall, this seems to offer the best direction forward, although some of the Sustainability. This appears to have the best overall sustainability performance of all the scenarios. Scenario D provide more development opportunities. What role in this development the City will take will define the work load for our redevelopment group as well as the team(s) working on revitalization projects where economic development staff is also involved. This provides more density at activity centers which provides opportunity for small businesses which translates into more work for the Small Business Development Program. These activity centers could also impact the amount of work for the Art in Public Places Program staff. The Downtown Central Core has been the primary location for the iconic museums, cultural institutions, venues	The quicker the rail line goes to Mueller the sooner the Town Center there will become more dense and activated. Don't put housing and music venues nearby each other. Arts go where affordability exists
Financial & Administrative Services						
Fleet Services						The future of the Fleet Services is tied directly to the future of those departments such as APD, AFD, EMS, SWS, AE, etc that serve the taxpayers directly. Fleet Services is simply a part of the system that supports those departments. We would not plan any growth, relocation, etc independent of the growth or expansion of those
Health Care District						
Human Resources Dept	Human Resource offices are currently within high density locations indicated for residences and jobs and are also located on existing transportation lines. Corporate HR offices are located in the regional downtown area. If an urban rail line is developed between ABIA, downtown, and the Mueller area, City employees would be more able to use public transportation to attend training at the City's Learning and Research Center at	HRD would need to consider locating employment offices in growth areas near the intersections of US 183 and MoPac, and at SH 71 and Interstate 35.	Same as A	Most of the corporate HRD offices are already located within the town center. This scenario most closely matches current HRD office locations.	Satellite employment offices or digital kiosks could be placed in each of the new activity centers. These offices/kiosks could also be used by employees to conduct City business without necessitating a trip to the corporate offices.	

Scenario	Trend	A	B	C	D	Other Comments
<i>Labor Relations Office</i>						None of the scenarios will affect our office directly. However, since our office is responsible for overseeing the contracts for the Austin Police Association, the Austin Firefighter's Association and the Austin/Texas County EMS Employees' Association, any impact on these departments may eventually affect some terms of our contracts such as hours of work, recruiting/hiring, wages and benefits, etc. The immediate impact on these departments would be the additional need for civilian and sworn staffing and equipment to support the addition of 750,000 new residents and new open space. Transportation changes will affect the Police Department's Highway Enforcement division and funding associated with Transportation Federal Funding.
<i>Library Department</i>	This scenario represents the most demanding future growth possibility for service provision by the Library Department. With the population growth entailed in this scenario occurring on the outskirts of the City, the sites of these larger Resource Libraries will be pulled to the municipal periphery causing a strain on our Delivery Services Division to keep up with the daily moving of materials between locations. Additional operational costs include the need to add vehicles and personnel for additional runs to these far flung library locations, and the need to replace vehicles more often due to the wear and tear of driving through longer distances.	Same as the Trend	Scenario B possesses a greater number of public transit improvements, both rail and bus. The Library Department will be providing library services to a more contained municipality, thereby incurring less mileage and wear on its departmental vehicle fleet. It may prove possible to locate one or more of our planned Resource Libraries in the new and developed centers along major roads and transit lines, which will help in achieving the LEED silver rating required for all City of Austin construction projects in the future.	Our department would have the advantage of providing library services to a more contained municipal area, necessitating less mileage, wear and fuel costs for the Library fleet of vehicles. The more robust public transit system called for should assist the Library Department with placing its new Resource Libraries on transit routes in order to earn points toward a LEED silver building rating.	This redevelopment/fill of existing residential neighborhoods and the development of mixed-use centers affords the Library Department very similar advantages to those entailed by Scenario C. Those advantages include serving a more compact City (less fleet services operational costs) and greater ease in locating our future Resource Libraries on a transit route in order to garner the LEED - New Building points necessary for a silver rating.	
<i>Municipal Buildings</i>						

Scenario	Trend	A	B	C	D	Other Comments
Neighborhood Housing & Community Development	Minimize Development Costs/ Decrease Regulatory Barriers. The Trend presents a challenge due to its encouragement of development primarily in East Austin. This would potentially conflict with the department's goal to encourage the dispersion of affordable housing across the city including areas to the west that have traditionally not included affordable housing. East Austin has a higher concentration of affordable housing than other parts	Minimize Development Costs/ Decrease Regulatory Barriers. Minimize Racial/Ethnic Segregation & Poverty Concentration	Scenario B presents a challenge due to its encouragement of development primarily in East Austin. This would potentially conflict with the department's goal to encourage the dispersion of affordable housing across the city including areas to the west that have traditionally not included affordable housing. East Austin has a higher concentration of affordable housing than other parts of the city	Minimize Development Costs/ Decrease Regulatory Barriers	Maximize Density of Housing Product. Minimize Development Costs/ Decrease Regulatory Barriers. Minimize Racial/Ethnic Segregation & Poverty Concentration. Minimize Cost Impact on Operations.	Determining the scenario that most minimizes development costs and regulatory barriers proved difficult. While a green field development may provide the most inexpensive land costs, infrastructure costs may be minimized under the most compact scenario.
Parks & Recreation Dept		Scenario A and B will require PARC to provide more neighborhood and pocket parks. The more lower densities, the more the Parks Department will be stretched. As it is, our 2006 Bond program will only address about 6 neighborhood infill projects. We have about 24 priority areas that are further than 1/2 mile away from any major park facility. Major park facility includes a park with at least 3 amenities (such as parking, picnic facilities, playscape, restrooms, etc...)	Same as A	Scenario C and D reflect a more concentrated residential areas, that will leave less neighborhoods being further away than 1/4 mile from a major park. In addition, park dedication funds or land required from these developments could benefit more of the population.	Most consistent with Long Range Plan. Most cost effective for parks. This more dense neighborhoods, the less demand for multiple parks scattered throughout the city. PARC can concentrate in development more metropolitan parks and investing major funds for water parks, skate parks, dog parks, etc... rather than at the neighborhood or pocket park level. The maintenance costs of the neighborhood and pocket parks over exceed our capacity to keep up with the maintenance demands. The more maintenance centers we need to store equipment and staff. Scenario C and D reflect a more concentrated residential areas, that will leave less neighborhoods being further away than 1/4 mile from a major park. In addition, park dedication funds or land required from these developments could benefit more of the population.	We will need to construct additional support facilities to maintain additional parkland and to reduce vehicle mile trips (Dept. Climate Protection Plan). We will need to master plan and develop additional parkland. We will need an increase to our budget to acquire, maintain and operate increases to park inventory. Overall, the impacts of the scenarios across the board is similar.

Scenario	Item	A	B	C	D	Other Comments
<p>Planning & Development Review: Annexation Program</p>	<p>The growth nodes in the northeast planning area is the most practical under current annexation laws. Job growth on US 290 West is located in an area where the availability of wastewater services is limited. Therefore, it will be difficult for Austin to annex this area and enact land use controls. Much of the land on the east side is shown as undeveloped, making it difficult to annex, serve, and regulate the isolated nodes of jobs and housing located there. To achieve this land use pattern may require the creation of special districts to finance utilities to the nodes and a delay of full purpose annexation due to the high cost of special district taxes. Regulatory control in isolated areas may be achieved through limited purpose annexation, but then only with property owner consent. Delay of full purpose annexation of developed areas can result in inadequate service to residents and strain on City resources.</p>	<p>This scenario shows significant "leap-frog" development, which is a major barrier to annexation. Annexation and provision of municipal services along RM 2244, RM 620, and US 290 West will require major investments in wastewater infrastructure, which is needed to achieve moderate or high density mixed use. The growth in the northeast and near southeast quadrants will be the easiest to accommodate under the current annexation program. However, there are severe utility constraints in the southeast.</p>	<p>Except for a node on SH 71 West, this scenario avoids placing significant growth in hard-to-serve, hard-to-annex areas of western Travis County and fills in more of the close-in northern, eastern, and southern parts of EITJ. This pattern will make it easier to provide efficient public safety services. However, barriers to annexation remain in the farthest reaches of the EITJ, where the presence of other water supply corporations with limited water capacity and no wastewater treatment facilities constrain development.</p>	<p>This scenario impacts less land outside the city limits than the first three scenarios, so one would assume that less annexation would be required. In fact, because of the distance of the centers from the existing city limits, the absence of wastewater infrastructure where the centers are located, and the apparent desire to prevent development of the in-between land, it may be impossible to annex much of the growth in these centers. As a result, the centers will exist in a regulatory and service vacuum, and it will be difficult for the City to recoup the costs of growth. Alternative models will be needed to support growth, such as special districts, but care should be taken to minimize the fracturing of service provision among multiple entities. Regulatory controls will be necessary to prevent "backfilling" of development into the gaps, but it is not clear how that can be achieved without annexation.</p>	<p>This scenario impacts very little land outside the city limits and largely avoids leap-frog development. The nodes of growth shown near Manor, the Robinson Ranch (McNeil Crossing), and US 183 South could probably be annexed and served by the City under existing annexation laws and service extension policies. The node of growth along South IH-35 is adjacent to the City, but it is not in Austin Water's service area, and new investment in public safety services would be required due to the access challenges created by the limited-access highway.</p>	<p>Same as C</p>
<p>Planning & Development Review: Urban Design Section</p>				<p>More compact scenarios would likely require more staff to assist in the creation/modification of codes and design standards to ensure that new compact development is of high quality, feasible, and contributes to the creation of a more sustainable life.</p>		
<p>Public Works Solid Waste Services</p>	<p>With the current trend scenario SWS would be doubling its current service area and number of residential customers. This trend would cause the greatest increase in operational costs to SWS. As of 2010, the City of Austin's Solid Waste Services Department is currently responsible for city-wide litter abatement and collection of solid waste from 163,965 residential customers, 234,966 anti-litter customers, and 2,603 commercial customers, which includes small multi-family dwellings of 4 units or less and a limited number of qualifying small businesses.</p>	<p>Scenario A shows the highest levels of new growth in the east and west that would need to be met with new SWS collection routes and significant Zero Waste education to new residential customers. Scenario A shows the second highest increase in new development that is mixed use and thus would require the least amount of change in current SWS services other than an increased operational area, more collection trucks, and a greater amount of Zero Waste outreach and education.</p>	<p>Scenario B is very similar to Scenario A in that it would still need to be met with new SWS collection routes and significant Zero Waste education to new residential customers. The redevelopment within the urban core would likely not have such a profound effect on current SWS services because it would simply be incorporated into our current service area and would not likely require additional equipment.</p>	<p>Scenarios C & D would allow SWS to be the most creative with new services. Both scenarios are very compact, have a great amount of mixed use development and therefore would require specialized services from SWS. Zero Waste education would be a key component in both Scenario C & D and would most likely lead to the creation and incorporation of public recycling stations and perhaps community gardens and compost bins.</p>	<p>Scenarios C & D would allow SWS to be the most creative with new services. Both scenarios are very compact, have a great amount of mixed use development and therefore would require specialized services from SWS. Zero Waste education would be a key component in both Scenario C & D and would most likely lead to the creation and incorporation of public recycling stations and perhaps community gardens and compost bins.</p>	

Scenario	Trend	A	B	C	D	Other Comments
Watershed Protection	Trend shows high levels of new growth in the east and west and would create the most significant/expensive impacts to the protection of eastern creeks and floodplains. Scenarios with the most extensive land area developed (Trend, A, & B) result in the greatest increase to the City's service area. Trend shows high increase in roadways and thus would likely have the greatest negative watershed impacts.	Scenario A shows high levels of new growth in the east and west and would create the most significant and expensive impacts to the protection of eastern creeks and floodplains. Scenarios with the most extensive land area developed (Trend, A, & B) result in the greatest increase to the City's service area. Scenario A shows the high increase in roadways and thus would likely have the greatest negative watershed impacts.	Scenario B shows high levels of new growth in the east and west and would create the most significant and expensive impacts to the protection of eastern creeks and floodplains. Scenarios with the most extensive land area developed (Trend, A, & B) result in the greatest increase to the City's service area.	Scenarios C and D are the preferable alternatives for preservation of open space within headwaters and floodplains, especially east of IH-35. Smaller service areas would have less of an increase in operational costs and would potentially reduce future annexation costs. Scenarios with the greatest inflow density will require the greatest set-aside for these upgrades. Scenario C and D show the least development in the sensitive western watersheds.	Same as C	

Zoning Capacity and Redevelopment Analysis (V. 9)

Background

City staff estimates that Austin could experience a population increase of 750,000 people over the next thirty years within its entire planning jurisdiction, which includes the City limits and its Extra-Territorial Jurisdiction (ETJ) area, which extends up to five miles from the City limits. This projection has been used throughout the ongoing Imagine Austin Comprehensive Plan effort. During this effort, City Council directed staff to measure the impact of various scenarios on environmental, economic, and transportation infrastructure sustainability. However, certain stakeholders have also asked staff to measure a concept they call zoning capacity. This is defined as a future number of dwelling units and non-residential floor area, or development potential, that might be expected given certain assumptions about the zoning ordinances. Since zoning only applies in the City Limits, this study does not include development potential in the ETJ areas.

There are several issues to consider in this study. First, it is not clear whether the zoning ordinances truly reflect a realistic development potential suitable for planning purposes. This is primarily due to the fact that properties are seldom built to their maximum potential because of the property owner's intentions or market conditions. Also, in some areas, the current zoning map belies the true nature of what can be developed. Some residential developments exist in older commercial districts because the previous zoning ordinance, which existed before 1985 and allowed that situation, has been carried over to the current zoning map. The City has corrected these zoning inconsistencies in a number of neighborhoods, but there are still many areas where the zoning map does not reflect what the property is currently or will ultimately be used for.

More importantly, the outcome of a City-wide zoning capacity study depends on broad assumptions. It is impossible to calculate the specific development potential for each and every property given the myriad of zoning regulations. For example, certain areas are subject to height limitations that supersede those stated in the base zoning ordinance. Some properties also have special ordinances with altered limits on the maximum number of dwelling units or the floor area. The zoning capacity study is also complicated by additional development regulations that are outside of the zoning ordinances. Specifically, certain watershed ordinances place limits on impervious cover that are more restrictive than zoning regulations. A number of developments are also subject to compatibility standards that reduce allowed building height in addition to what is allowed in the zoning ordinance. Most developments must also provide adequate parking, open space and drainage areas that reduce the development potential. Finally, community support for or against certain developments may affect what is ultimately built. All together, these additional considerations tend to reduce the scale of development well below what can be achieved under base zoning.

Terminology

Base Districts – general zoning districts that establish basic site development regulations and performance standards that are intended to promote compatible land use patterns

Commercial Base Districts - areas designated for commercial use that provide for a broad range of commercial densities (stated in FAR) consistent with the Comprehensive Plan and standards of public health, safety, and welfare. For the purpose of this study, this includes non-residential uses, such as office and industrial uses

Zoning Capacity and Redevelopment Analysis (V. 9)

Floor Area – the total enclosed area of all floors in a non-residential building. This includes loading docks and excludes atria airspace, parking facilities, driveways, and enclosed loading berths and off-street maneuvering areas. For the purposes of this study, the floor area represents a total amount covering the study area, and not a single building.

Floor-to-area ratio (FAR) - means the ratio of gross floor area to gross site area. Represents the rate at which a development can be built in a commercial base district

Development Potential – the potential amount of development given a wide variety of factors, not necessarily zoning

Dwelling Unit - means a residential unit other than a mobile home providing complete, independent living facilities including permanent provisions for living, sleeping, eating, and cooking. For the purposes of this study, dwelling unit represents a total amount covering the study area, and not a single dwelling unit.

Environmental Areas - areas with steep slopes, flood plains, and stream buffer setbacks

Gross Area - represents all land area in each zoning district

Net Area – is the Gross Areas, less environmental areas for the purpose of establishing the area that is suitable for building

North Burnet/Gateway (NBG) district - designation for an identified area of existing low density, auto-oriented commercial, warehouse, and industrial uses that is the subject of an approved master plan for redevelopment of the area into a higher density urban mixed-use neighborhood that is more pedestrian friendly and takes advantage of the links to commuter rail transit and the area's key position in the urban core

Planned Unit Development (PUD) district - designation for a large or complex single or multi-use development that is planned as a single contiguous project and that is under unified control

Persons Per Household (PPU) – the average number of persons occupying dwelling units for an area

Residential Base Districts - areas designated for residential occupancy that provide for a broad range of residential densities (stated in UPA) and variety of housing types consistent with the Comprehensive Plan and standards of public health, safety, and welfare

Transit oriented development (TOD) district - designation for an identified transit station and the area around it. The district provides for development that is compatible with and supportive of public transit and a pedestrian-oriented environment

Units Per Acre (UPA) - the number of dwelling units that are possible given the total acreage of a site, or of an aggregation of sites. Represents the rate at which a development or developments can be built in a residential base district.

Zoning Capacity and Redevelopment Analysis (V. 9)

Zoning – mechanism to regulate use and site development standards (height, setbacks, building coverage, impervious cover, parking, and others)

Two Methods to Measure Zoning Capacity

Two schools of thought have emerged during conversations with stakeholders on how to create a zoning capacity study, and this report addresses these two methods. While both methods differ to a large degree, they both share certain common elements. In particular, they both:

- Summarize the amount of land area in each major zoning district and reduce that amount by the environmental areas in each district. The exception is the Gross Areas calculation in Method 1
- Multiply the remaining net land areas by the assumed UPA and FAR rates. The exception is Method 1, which simply adds up the number of lots in most single family districts
- Do not include the land areas for non-traditionally zoned areas in the calculations, including TOD, PUD, and NBG. Instead, we use the planned or projected number of dwelling unit and floor area projections the City has on most of these developments. Since the City does not have complete information on some projects, assumptions about UPA and FAR were made for these developments in the calculations for Neighborhood Planning Areas (NPA)
- Exclude areas in the City Limits zoned Public (P), such as property owned by the City, County, State or the University of Texas

Method 1

Staff met with certain stakeholders on September 8, 2010 regarding zoning capacity. At the end of that meeting, these stakeholders requested staff to provide a “Gross Areas” and “Net Areas” zoning capacity calculation. This method has also been referred to as the “Legal Limits” method. The Gross Areas represents a development potential for all areas, and does not subtract environmentally sensitive areas from the calculations. The Net Areas calculation subtracts the environmentally sensitive areas from the Gross Areas before making the development potential calculations. This method also uses the traditional base zoning districts, and does not make assumptions about mixed use and vertical mixed used combining districts.

The theory behind this methodology is that the stated maximum UPA and FAR limits in the zoning ordinances are the correct rates to use when computing development potential. However, as mentioned previously, development potential is a function of a myriad of requirements, and not just the stated maximum rates. Specifically, the rates used in measuring capacity should reflect restrictions that fall into four areas – base zoning districts, overlay and combining districts, additional development ordinances, and site specific issues. Base zoning establishes limits on FAR and UPA, but also limits on impervious cover, building coverage, setbacks, lot width, and height. Many base zoning districts are also subject to overlay and combining districts that alter the amount of development allowed, or limit the types of uses allowed in the base district regulations. Additional development ordinances that should be considered include provisions on parking, open space, compatibility standards, and additional impervious cover restrictions in certain watershed areas. Finally, site issues, such as topography, lot configuration, and environmental features unique to a site (ex. sinkholes, heritage trees and flood plains) can alter the amount of development built.

Zoning Capacity and Redevelopment Analysis (V. 9)

The Method 1 calculations work as follows:

For Residential Zones:

- The total number of lots was added together for each Single Family (SF) zoned lot, and it was assumed that each lot can have one dwelling unit. An exception is made for residential lots zoned SF-3 and over 7000 square feet. In those cases, the total area of all of these lots is added together, and then divided by 7000 to obtain the number of lots. The number of lots was multiplied by 2, assuming that 2 dwelling units were allowed on each SF-3 lot of at least 7000 square feet. This technique to summarize dwelling units is used for both the Gross and Net Area calculations.
- Multi-family (MF) dwelling units are obtained by adding up the total acreage into their respective (MF) base zones, and multiplying that by the maximum units per acre (UPA) allowed in each zone.
- Add the previously mentioned TOD, PUD, and NBG projections to the total dwelling unit totals

For Non-residential Zones

- Aggregate the acreage all non-residential zones into their respective base zones and multiply by the maximum FAR ratios. In the case of the Net Areas, the environmental areas were removed from the total acreage, and then multiplied by the FAR.
- Add the previously mentioned TOD, PUD, and NBG projections to the floor area for SF and MF.

Table 1: Zoning Capacity Using Method 1

	GROSS AREAS	NET AREAS	CURRENT TOTALS
RESIDENTIAL			
SINGLE FAMILY ZONED LOTS	90,542	90,542	
PROJECTION OF SF-3 UNITS IN LOTS > 7000	107,177	107,177	
SF-3 ZONED LOTS < 7000	20,407	20,407	
PROJECTION OF MF UNITS	241,617	166,663	
PROJECTION OF TOD, PUDS, NBG	110,881	110,881	
TOTAL DWELLING UNITS	570,625	495,670	360,302
NON-RESIDENTIAL			
PROJECTION OF BASE ZONED AREAS	2,056,934,126	1,427,012,428	
PROJECTION OF TOD, PUDS, NBG	84,239,295	84,239,295	
TOTAL FLOOR AREA (SQ. FT.)	2,141,173,421	1,511,251,723	193,963,498

The current totals column provides the amount of development in each category that exists on the ground as of year 2008.

Zoning Capacity and Redevelopment Analysis (V. 9)

Method 2

Method 2 differs from Method 1 by using reasonable maximum UPA and FAR rates that account for the myriad of regulations that have been mentioned. This method has also been referred to as the "Reasonable Limits" method. These assumed rates are based on actual data from existing and future developments, and an in-depth 1987 study of FAR, which reviewed actual FAR by zoning district. In their research, Staff discovered that a number of developments throughout the City have FAR and UPA that are much lower than the maximum allowed rates. For example, Staff chose to use an FAR rate of .45:1 for General Commercial Services (CS) districts, even though a majority of projects in this zone typically have FAR's of 0.2:1.

Method 1 also assumed that all existing developed areas would be redeveloped to the maximum UPA and FAR rates. Method 2 differs from this by assuming that only 10 percent of developed areas will be redeveloped. The remaining ninety percent of the developed areas will be accounted for by taking the existing number of residential dwelling units and adding them to the number of Additional units to get a total capacity. The exception to this is that all areas zoned with a Mixed Use (MU) or Vertically Mixed Use (VMU) combining districts will be redeveloped. MU and VMU areas are also broken down into residential and commercial area splits: 50/50 for MU and 60/40 for VMU.

Also excluded from this analysis are properties zoned Central Business District (CBD) and Downtown Mixed Use (DMU). The City has provided separate analyses for the downtown area which projects an additional total square footage of 37 Million. This includes both commercial and residential development.

The Method 2 calculations work as follows:

For Residential Zones:

- The gross site areas for residential zones are totaled and separated into developed and undeveloped totals by acreage, including SF-3 zoned tracts.
- Environmentally sensitive areas are subtracted from both totals
- Both totals are multiplied by assumptions for UPA to obtain the number of additional dwelling units
- The dwelling units achieved through redevelopment are obtained by multiplying 10% of the developed areas by the UPA rates

For Non-residential Zones

- The gross site area for commercial zones are totaled
- The areas deemed to be environmentally sensitive are subtracted from these totals to get the net site areas
- Both totals are multiplied by the assumptions for FAR to obtain the additional floor area
- The dwelling units achieved through redevelopment are obtained by multiplying 10% of the developed areas by the FAR rates

For Mixed Use Areas

- The gross site area for all zones are totaled, but not separated into developed and undeveloped areas. In other words, both types of areas will be developed to the given assumptions
- The areas deemed to be environmentally sensitive are subtracted from these totals

Zoning Capacity and Redevelopment Analysis (V. 9)

- To obtain floor area, 50 % of MU districts and 40 % of VMU districts of the remaining net square feet are taken from the total net square feet, and multiplied by the FAR assumptions staff has observed. This is added to the floor area totals
- To obtain dwelling units, the remaining net site acres is multiplied by the UPA assumptions staff has observed

For All Areas

- The totals for existing dwelling units currently on the ground are added
- Add the most recent projection of dwelling units in TOD, PUD, and NBG

Table 2: Zoning Capacity Using Method 2

Residential	
From:	Dwelling Units
Undeveloped Areas	35,222
All Mixed Use Areas	56,708
10% of Developed SF and MF Areas	21,719
Projection of TOD, PUDS, NBG	110,881
Additional	224,530
Existing	354,455
Total Potential	578,985
Non-residential	
From:	Floor Area (Sq Ft)
Undeveloped	150,353,335
All Mixed Use	28,125,460
20% of Developed Commercial	70,200,010
Projection of TOD, PUDS, NBG	84,239,295
Additional	332,918,099
Existing	191,992,723
Total Potential	524,910,822

Zoning Capacity and Redevelopment Analysis (V. 9)

Zoning Capacity by Neighborhood Planning Areas

Certain stakeholders also requested the City provide zoning capacity information by Neighborhood Planning Areas (NPA's), and to project the future population and population density that might be accommodated in those areas. Staff used Method 2 to calculate these numbers. However, additional assumptions were also made about areas zoned Transit Oriented Districts (TOD), Planned Unit Development (PUD), and North Burnet Gateway (NBG) since there is not a complete list of some of the smaller developments that fall into these categories.

The issues raised before about accuracy are more pronounced when providing this information on a NPA level. Each NPA has unique characteristics and specific regulatory issues that are not directly addressed using the broad City-wide assumptions used in this study. It could be said that each NPA deserves a separate study to ensure that these nuances are captured. Areas that have unique issues include the East and West Oak Hill Planning that are subject to much stricter impervious cover restrictions than are other neighborhoods. The West University NPA is subject to permissive height regulations which allow for much greater density than what is stated here. A number of neighborhoods have differing vertical mixed use options, allowing for a wide variety of development density. A final example of unique neighborhoods are the St. Johns and Coronado Hills areas that have a number of existing multi-family developments that are currently zoned commercial.

It is also worth noting that the assumptions for persons per household can change over time. For example, there has been a trend towards smaller households in some areas of the City, and larger ones in other areas that might reduce or increase future population.

The following table contains:

Dwelling Units – Existing: a current estimate of the number of dwelling units, based on 2008-2009 data from the City and Travis Central Appraisal District

Dwelling Units - Potential Additional: the additional dwelling units that might be achieved through the method 2 methodology

Dwelling Units - Total Potential: the sum of the existing and potential additional dwelling units to equal the total potential dwelling units

PPU: an assumption about the number of persons living in each unit. It was obtained by dividing an estimate of population provided by the City Demographer in 2005 by the existing number of units from 2008-2009 data

Population - Existing: an estimate of future population calculated by multiplying the Dwelling Unit Total Potential times the Assumed Persons per Unit

Population - Total Projected: an estimate of future population calculated by multiplying the Dwelling Unit Total Potential times the Assumed Persons per Unit

Zoning Capacity and Redevelopment Analysis (V. 9)

Population – Remaining: the remaining amount of population that might be accommodated given the difference between the Total Projected and Existing Populations

Table 3: Residential Dwelling Unit Potential and Population by Neighborhood Planning Areas

Neighborhood Planning Area	Dwelling Units			PPU	Population		
	Existing	Potential	Total		Existing	Projected	Remaining
ALLANDALE	3,536	2,567	6,103	1.8	6,467	11,161	4,694
BARTON HILLS	5,113	1,087	6,200	1.7	8,511	10,320	1,809
BOULDIN CREEK	2,819	1,478	4,297	2.2	6,170	9,404	3,234
BRENTWOOD	4,144	4,182	8,326	2.0	8,214	16,504	8,290
CENTRAL EAST AUSTIN	1,976	2,036	4,012	2.6	5,181	10,521	5,340
CHESTNUT	635	479	1,114	2.9	1,832	3,213	1,381
CORONADO HILLS	1,601	307	1,908	2.3	3,739	4,457	718
CRESTVIEW	2,152	1,374	3,526	1.9	4,079	6,684	2,605
DAWSON	1,406	1,247	2,653	2.5	3,539	6,678	3,139
EAST CESAR CHAVEZ	1,263	1,180	2,443	3.1	3,899	7,542	3,643
EAST CONGRESS	1,537	1,454	2,991	2.3	3,495	6,802	3,307
EAST OAK HILL	7,175	7,290	14,465	1.9	13,890	28,002	14,112
FRANKLIN PARK	4,493	1,563	6,056	3.7	16,739	22,563	5,824
GALINDO	2,001	830	2,831	2.0	4,084	5,777	1,693
GARRISON PARK	4,932	1,514	6,446	2.4	11,710	15,305	3,595
GEORGIAN ACRES	3,906	1,219	5,125	2.2	8,680	11,389	2,709
GOVALLE	1,424	2,919	4,343	3.5	4,946	15,085	10,139
HANCOCK	2,610	1,072	3,682	2.0	5,168	7,290	2,122
HERITAGE HILLS	2,389	306	2,695	2.3	5,377	6,066	689
HIGHLAND	2,165	4,709	6,874	2.1	4,600	14,605	10,005
HOLLY	1,553	2,435	3,988	2.9	4,551	11,687	7,136
HYDE PARK	3,548	384	3,932	1.8	6,330	7,015	685
JOHNSTON TERRACE	608	1,843	2,451	3.2	1,956	7,887	5,931
MCKINNEY	1,128	962	2,090	3.4	3,827	7,092	3,265
MLK	1,882	2,903	4,785	3.1	5,747	14,612	8,865
MLK-183	2,858	4,272	7,130	2.8	8,083	20,164	12,081
MONTOPOLIS	3,339	4,957	8,296	2.7	9,030	22,435	13,405
NORTH AUSTIN CIVIC ASSOCIATION	11,228	1,462	12,690	2.5	27,525	31,110	3,585
NORTH LAMAR	2,257	767	3,024	2.6	5,931	7,946	2,015
NORTH LOOP	2,793	1,709	4,502	2.1	5,814	9,371	3,557
NORTH SHOAL CREEK	2,164	687	2,851	1.8	3,949	5,203	1,254
NORTH UNIVERSITY	2,762	311	3,073	1.7	4,754	5,288	534
OLD ENFIELD	659	187	846	1.8	1,186	1,523	337
OLD WEST AUSTIN	3,252	1,256	4,508	1.4	4,508	6,249	1,741
PARKER LANE	5,003	2,107	7,110	1.8	9,224	13,109	3,885
PECAN SPRINGS-SPRINGDALE	1,709	2,748	4,457	3.3	5,564	14,510	8,946
PLEASANT VALLEY	6,320	2,147	8,467	1.8	11,381	15,248	3,867
RIVERSIDE	7,592	1,551	9,143	2.1	16,285	19,612	3,327
ROSEDALE	3,392	895	4,287	1.8	6,132	7,750	1,618

Zoning Capacity and Redevelopment Analysis (V. 9)

Neighborhood Planning Area	Dwelling Units			PPU	Population		
	Existing	Potential	Total		Existing	Total	Remaining
		Additional	Potential		Projected		
ROSEWOOD	1,739	1,873	3,612	2.8	4,853	10,080	5,227
SOUTH LAMAR	4,881	2,756	7,637	2.0	9,549	14,940	5,391
SOUTH MANCHACA	3,049	2,257	5,306	2.4	7,179	12,494	5,315
SOUTH RIVER CITY	3,682	1,597	5,279	1.9	7,067	10,132	3,065
SOUTHEAST	628	1,865	2,493	2.9	1,830	7,264	5,434
ST. EDWARDS	2,337	3,420	5,757	2.0	4,701	11,580	6,879
ST. JOHNS	3,354	505	3,859	3.0	9,917	11,411	1,494
SWEETBRIAR	1,966	4,045	6,011	3.0	5,938	18,155	12,217
UNIVERSITY HILLS	1,954	1,481	3,435	2.7	5,343	9,392	4,049
UPPER BOGGY CREEK	2,795	2,002	4,797	2.0	5,649	9,695	4,046
WEST AUSTIN NEIGH	5,806	1,109	6,915	1.8	10,451	12,447	1,996
WEST CONGRESS	947	2,567	3,514	3.3	3,107	11,530	8,423
WEST OAK HILL	6,038	8,419	14,457	2.7	16,004	38,320	22,316
WEST UNIVERSITY	7,464	1,375	8,839	1.7	12,691	15,029	2,338
WESTGATE	1,740	276	2,016	2.4	4,132	4,788	656
WINDSOR HILLS	2,793	647	3,440	2.4	6,682	8,231	1,549
WINDSOR PARK	6,641	6,812	13,453	2.6	17,337	35,120	17,783
WINDSOR ROAD	1,371	564	1,935	3.1	4,274	6,032	1,758
WOOTEN	2,148	1,547	3,695	2.8	5,957	10,248	4,291
ZILKER	3,311	1,902	5,213	1.9	6,308	9,931	3,623
TOTALS	185,968	119,416	305,384		421,066	713,998	292,932

Current West Austin Neighborhood Group and Old Enfield were not established in 2005, so population totals were not available. The persons per unit assumption for these are based on similar neighborhoods

The following table contains:

Population - Existing: same as the above table

Population - Total Projected: same as the above table

Total Acres: the total acres of the Neighborhood Planning Area

Persons Per Acre – Existing: the Existing Population divided by the Total Acres

Persons Per Acre – Projected: the Projected Population divided by the Total Acres

Table 4: Residential Gross Density (Persons per Acre) in Neighborhood Planning Areas

Neighborhood Planning Area	Population		Total Acres	Persons Per Acre	
	Existing	Projected		Existing	Projected
ALLANDALE	6,467	11,161	1,301	5.0	8.6
BARTON HILLS	8,511	10,320	2,041	4.2	5.1
BOULDIN CREEK	6,170	9,404	764	8.1	12.3

Zoning Capacity and Redevelopment Analysis (V. 9)

Neighborhood Planning Area	Population		Total Acres	Persons Per Acre	
	Existing	Projected		Existing	Projected
BRENTWOOD	8,214	16,504	1,015	8.1	16.3
CENTRAL EAST AUSTIN	5,181	10,521	619	8.4	17.0
CHESTNUT	1,832	3,213	181	10.1	17.7
CORONADO HILLS	3,739	4,457	353	10.6	12.6
CRESTVIEW	4,079	6,684	652	6.3	10.2
DAWSON	3,539	6,678	317	11.2	21.1
EAST CESAR CHAVEZ	3,899	7,542	436	8.9	17.3
EAST CONGRESS	3,495	6,802	772	4.5	8.8
EAST OAK HILL	13,890	28,002	4,968	2.8	5.6
FRANKLIN PARK	16,739	22,563	1,402	11.9	16.1
GALINDO	4,084	5,777	436	9.4	13.2
GARRISON PARK	11,710	15,305	1,258	9.3	12.2
GEORGIAN ACRES	8,680	11,389	670	13.0	17.0
GOVALLE	4,946	15,085	1,010	4.9	14.9
HANCOCK	5,168	7,290	541	9.5	13.5
HERITAGE HILLS	5,377	6,066	879	6.1	6.9
HIGHLAND	4,600	14,605	864	5.3	16.9
HOLLY	4,551	11,687	456	10.0	25.6
HYDE PARK	6,330	7,015	485	13.0	14.5
JOHNSTON TERRACE	1,956	7,887	618	3.2	12.8
MCKINNEY	3,827	7,092	1,708	2.2	4.2
MLK	5,747	14,612	989	5.8	14.8
MLK-183	8,083	20,164	2,130	3.8	9.5
MONTOPOLIS	9,030	22,435	1,421	6.4	15.8
NORTH AUSTIN CIVIC ASSOCIATION	27,525	31,110	1,962	14.0	15.9
NORTH LAMAR	5,931	7,946	627	9.5	12.7
NORTH LOOP	5,814	9,371	615	9.5	15.2
NORTH SHOAL CREEK	3,949	5,203	656	6.0	7.9
NORTH UNIVERSITY	4,754	5,288	235	20.2	22.5
OLD ENFIELD	1,186	1,523	210	5.6	7.2
OLD WEST AUSTIN	4,508	6,249	597	7.5	10.5
PARKER LANE	9,224	13,109	1,131	8.2	11.6
PECAN SPRINGS-SPRINGDALE	5,564	14,510	978	5.7	14.8
PLEASANT VALLEY	11,381	15,248	1,462	7.8	10.4
RIVERSIDE	16,285	19,612	730	22.3	26.9
ROSEDALE	6,132	7,750	846	7.2	9.2
ROSEWOOD	4,853	10,080	572	8.5	17.6
SOUTH LAMAR	9,549	14,940	777	12.3	19.2
SOUTH MANCHACA	7,179	12,494	889	8.1	14.1
SOUTH RIVER CITY	7,067	10,132	725	9.7	14.0
SOUTHEAST	1,830	7,264	1,800	1.0	4.0
ST. EDWARDS	4,701	11,580	726	6.5	15.9
ST. JOHNS	9,917	11,411	763	13.0	15.0
SWEETBRIAR	5,938	18,155	601	9.9	30.2
UNIVERSITY HILLS	5,343	9,392	726	7.4	12.9

Zoning Capacity and Redevelopment Analysis (V. 9)

	Population		Total Acres	Persons Per Acre	
	Existing	Projected		Existing	Projected
Neighborhood Planning Area					
UPPER BOGGY CREEK	5,649	9,695	713	7.9	13.6
WEST AUSTIN NEIGHBORHOOD GROUP	10,451	12,447	2,033	5.1	6.1
WEST CONGRESS	3,107	11,530	375	8.3	30.7
WEST OAK HILL	16,004	38,320	6,155	2.6	6.2
WEST UNIVERSITY	12,691	15,029	473	26.9	31.8
WESTGATE	4,132	4,788	537	7.7	8.9
WINDSOR HILLS	6,682	8,231	789	8.5	10.4
WINDSOR PARK	17,337	35,120	1,525	11.4	23.0
WINDSOR ROAD	4,274	6,032	545	7.8	11.1
WOOTEN	5,957	10,248	614	9.7	16.7
ZILKER	6,308	9,931	743	8.5	13.4
TOTALS	421,066	713,998	60,418	7.0	11.8

Table 5: Non-residential Floor Area Potential by Neighborhood Planning Areas

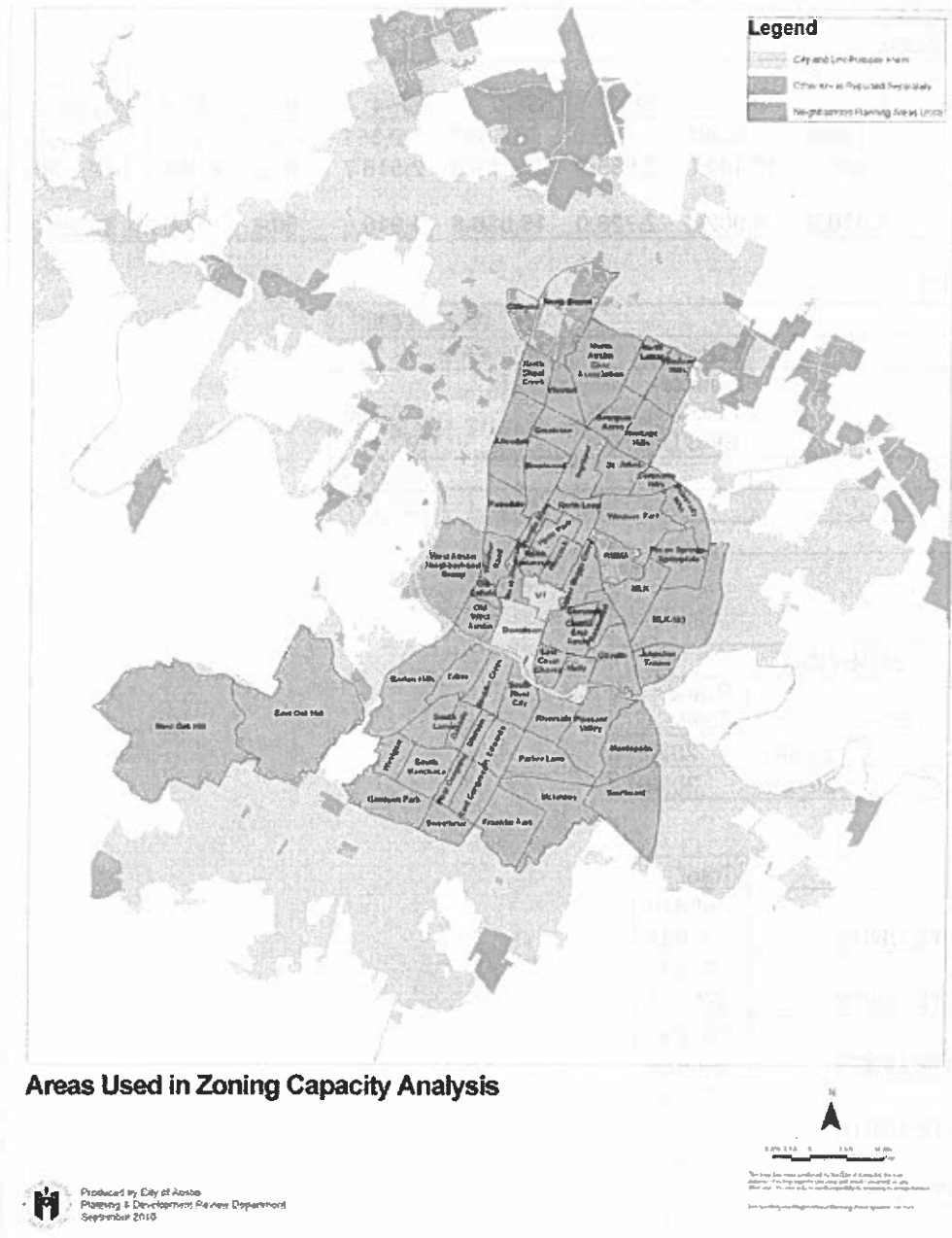
Neighborhood Planning Area	Total Floor Area Potential
ALLANDALE	2,510,801
BARTON HILLS	3,775,867
BOULDIN CREEK	2,317,988
BRENTWOOD	2,478,548
CENTRAL EAST AUSTIN	1,496,890
CHESTNUT	229,868
CORONADO HILLS	446,926
CRESTVIEW	1,645,972
DAWSON	844,451
EAST CESAR CHAVEZ	1,198,628
EAST CONGRESS	5,339,920
EAST OAK HILL	12,593,669
FRANKLIN PARK	5,958,314
GALINDO	581,837
GARRISON PARK	1,558,531
GEORGIAN ACRES	2,769,029
GOVALLE	3,040,118
HANCOCK	2,179,006
HIGHLAND	4,876,687
HOLLY	1,728,573
HYDE PARK	300,321
JOHNSTON TERRACE	2,132,591
MCKINNEY	15,662,865
MLK	1,151,974
MLK-183	6,010,399
MONTOPOLIS	5,266,383
NORTH AUSTIN CIVIC ASSOCIATION	5,592,150
NORTH LAMAR	2,724,467

Zoning Capacity and Redevelopment Analysis (V. 9)

Neighborhood Planning Area	Total Floor Area Potential
NORTH LOOP	2,382,376
NORTH SHOAL CREEK	3,921,545
NORTH UNIVERSITY	361,011
OLD WEST AUSTIN	1,808,869
PARKER LANE	6,406,229
PECAN SPRINGS-SPRINGDALE	1,519,173
PLEASANT VALLEY	2,975,529
RIVERSIDE	1,904,917
ROSEDALE	1,429,154
ROSEWOOD	656,017
SOUTH LAMAR	2,384,463
SOUTH MANCHACA	1,890,172
SOUTH RIVER CITY	2,206,738
SOUTHEAST	19,625,175
ST. EDWARDS	4,861,427
ST. JOHNS	4,216,123
SWEETBRIAR	1,820,137
TRIANGLE STATE	767,037
UNIVERSITY HILLS	971,334
UPPER BOGGY CREEK	966,608
WEST AUSTIN NEIGH. GROUP	521,238
WEST CONGRESS	1,270,591
WEST OAK HILL	11,840,380
WEST UNIVERSITY	2,860,847
WESTGATE	1,162,386
WINDSOR HILLS	1,806,245
WINDSOR PARK	3,621,070
WINDSOR ROAD	1,320,668
WOOTEN	2,376,779
ZILKER	2,167,277
TOTAL	194,258,543

Zoning Capacity and Redevelopment Analysis (V. 9)

Appendix



Zoning Capacity data was calculated for the areas in green and yellow. Areas in pink represent the PUD's, TOD's, and NBG areas where estimates of future development were previously provided, and added to the zoning capacity analyses. The areas in green represent Neighborhood Planning areas.

Zoning Capacity and Redevelopment Analysis (V. 9)

Data Supporting Table 1

Single Family Zones

	BASE ZONE							
Data	LA	RR	SF-1	SF-2	SF-4	SF-5	SF-6	Grand Total
LOTS	1,638	3,061	7,321	67,067	9,161	123	2,171	90,542
Sum of ACRES	2,341.1	17,142.0	3,585.0	21,055.5	2,516.7	89.2	2,468.7	49,198.3
Sum of NETSITEACRES	1,010.6	6,002.6	2,728.0	15,036.8	1,916.9	50.6	1,550.3	28,295.7

SF-3 ZONES > 7000 SQ FT

		BASE ZONE
SF3_LOTSIZE	Data	SF-3
>7000	Sum of FREQUENCY	53,395
	SF-3 UNITS	107,177
Total Sum of FREQUENCY		53,395
Total SF-3 UNITS		107,177

SF-3 ZONES < 7000 SQ FT

Sum of FREQUENCY	BASEZONE	
SF3_LOTSIZE	SF-3	Grand Total
<7000	20,407	20,407
Grand Total	20,407	20,407

MF ZONES

BASEZONE	Data	Total
MF-1	UNITS	14,319
	NET SITE UNITS	8,981
MF-2	UNITS	77,834
	NET SITE UNITS	57,374
MF-3	UNITS	102,641
	NET SITE UNITS	64,410
MF-4	UNITS	40,030
	NET SITE UNITS	31,124
MF-5	UNITS	5,492
	NET SITE UNITS	3,785
MF-6	UNITS	1,301
	NET SITE UNITS	989
Total UNITS		241,617
Total NET SITE UNITS		166,663

Zoning Capacity and Redevelopment Analysis (V. 9)

Data Supporting Table 1 (cont)

**COMMERCIAL
ZONES**

BASEZONE	Data	Total
CBD	FLOOR AREA	79,943,150
	NET FLOOR AREA	72,156,870
CH	FLOOR AREA	53,701,431
	NET FLOOR AREA	43,190,897
CR	FLOOR AREA	5,553,148
	NET FLOOR AREA	22,377
CS	FLOOR AREA	552,184,718
	NET FLOOR AREA	457,619,619
CS-1	FLOOR AREA	4,581,242
	NET FLOOR AREA	3,208,842
DMU	FLOOR AREA	19,105,752
	NET FLOOR AREA	15,774,047
DR	FLOOR AREA	363,465,577
	NET FLOOR AREA	73,082,398
GO	FLOOR AREA	102,592,157
	NET FLOOR AREA	74,095,318
GR	FLOOR AREA	330,407,331
	NET FLOOR AREA	253,843,301
I	FLOOR AREA	75,633
	NET FLOOR AREA	24,360
IP	FLOOR AREA	95,779,434
	NET FLOOR AREA	79,640,828
L	FLOOR AREA	5,643,192
	NET FLOOR AREA	3,974,901
LI	FLOOR AREA	318,485,828
	NET FLOOR AREA	256,773,449
LO	FLOOR AREA	60,683,297
	NET FLOOR AREA	44,199,461
LR	FLOOR AREA	21,415,446
	NET FLOOR AREA	16,681,752
MI	FLOOR AREA	4,112,613
	NET FLOOR AREA	4,099,286
NO	FLOOR AREA	2,718,440
	NET FLOOR AREA	2,199,349
R&D	FLOOR AREA	33,360,624
	NET FLOOR AREA	24,114,544
W/LO	FLOOR AREA	3,125,114
	NET FLOOR AREA	2,310,828
Total FLOOR AREA		2,056,934,126
Total NET FLOOR AREA		1,427,012,428

Zoning Capacity and Redevelopment Analysis (V. 9)

Residential Data Supporting Table 2										
BASEZONE	Undeveloped					Developed				
	ACRES			UNITS		ACRES			UNITS	
	TOTAL	UNBUILDABLE	BUILDABLE	PERACRE	YIELD	TOTAL	UNBUILDABLE	BUILDABLE	PERACRE	YIELD
SF-1	283.5	80.4	203.1	2	406	2,973.1	582.9	2,390.2	2	4,780
SF-2	2,810.8	737.1	1,873.8	3	5,621	18,558.2	3,888.5	12,889.7	3	38,889
SF-3	1,003.3	322.2	681.1	5	3,406	17,674.9	4,217.0	13,458.0	5	67,290
SF-4	1,310.6	331.8	978.8	6	5,873	971.8	96.5	875.3	6	5,252
SF-5	3.6	1.3	2.3	7	16	50.9	17.2	33.7	7	236
SF-6	580.8	173.0	407.7	7	2,854	1,452.8	348.0	1,104.8	7	7,734
LA	738.4	375.6	362.8	1	181	1,301.7	663.0	638.7	1	639
MH	19.6	2.3	17.2	4	69	606.2	170.9	435.2	4	1,741
RR	4,016.8	1,384.5	2,632.3	1	2,632	4,804.8	1,549.8	3,255.0	1	3,255
MF-1	220.9	90.0	130.9	12	1,571	538.5	141.3	397.2	10	3,972
MF-2	548.6	160.3	388.3	18	6,989	2,743.1	653.5	2,089.6	16	33,434
MF-3	275.3	116.9	158.4	24	3,802	2,314.3	687.2	1,627.1	20	32,542
MF-4	82.3	23.6	58.7	30	1,762	641.1	126.6	514.4	30	15,433
MF-5	2.1	0.6	1.5	26	39	99.5	31.1	68.4	20	1,368
MF-6				50		23.7	5.4	18.3	46	843
Totals	11,696.4	3,799.6	7,896.8		35,222	52,754.5	12,958.8	39,795.7		217,187

Commercial Data Supporting Table 2										
BASEZONE	Undeveloped					Developed				
	SQ FEET			FLOOR AREA		SQ FEET			FLOOR AREA	
	TOTAL	UNBUILDABLE	BUILDABLE	RATIO (FAR)	YIELD	TOTAL	UNBUILDABLE	BUILDABLE	RATIO (FAR)	YIELD
CH	10,220,322	1,562,617	8,657,706	1.50	12,986,558	5,332,725	599,328	4,733,397.2	1.50	7,100,096
CR	153,892	113,161	40,731	0.15	6,110	46,919	3,802	43,116.1	0.15	6,467
CS	36,573,032	3,145,591	33,427,441	0.45	15,042,348	136,704,758	19,070,559	117,634,199.3	0.45	52,935,390
CS-1	141,890	77,691	64,199	0.45	28,889	2,030,236	544,135	1,486,100.8	0.45	668,745
DR	45,802,262	17,453,499	28,348,763	0.50	14,174,382	61,435,634	18,007,117	43,428,517.2	0.50	21,714,259
GO	23,360,701	6,073,424	17,287,277	0.75	12,965,458	53,008,208	11,563,443	41,444,764.2	0.75	31,083,573
GR	53,679,171	9,698,370	43,980,801	0.60	26,388,480	184,825,671	34,699,607	150,126,064.8	0.60	90,075,639
IP	33,102,086	3,708,936	29,393,150	0.50	14,696,575	59,880,435	10,396,185	49,484,250.1	0.50	24,742,125
L	6,612	6,612		4.00		402,649	86,063	316,586.2	4.00	1,266,345
LI	118,491,385	32,263,355	86,228,031	0.40	34,491,212	193,952,487	26,345,179	167,607,307.8	0.40	67,042,923
LO	14,118,176	3,892,177	10,225,999	0.50	5,112,999	59,243,309	14,171,751	45,071,558.3	0.50	22,535,779
LR	11,166,027	2,829,919	8,336,108	0.40	3,334,443	22,252,489	4,209,901	18,042,587.3	0.40	7,217,035
MI				0.60		4,112,613	13,327	4,099,286.4	0.60	2,459,572
NO	4,119,382	587,492	3,531,890	0.40	1,412,756	2,355,491	479,674	1,875,816.9	0.40	750,327
R&D	5,342,229	759,035	4,583,194	1.00	4,583,194	23,382,369	6,093,978	17,288,391.2	1.00	17,288,391
W/O	7,113,071	1,983,142	5,129,929	1.00	5,129,929	5,387,384	1,274,002	4,113,382.5	1.00	4,113,382
TOTALS	363,390,238	84,155,019	279,235,219		150,353,335	814,353,378	147,558,052	666,795,326		351,000,048

Zoning Capacity and Redevelopment Analysis (V. 9)

Mixed Use Data Supporting Table 2										
	SQ FEET				COMMERCIAL			RESIDENTIAL		
BASEZONE	TOTAL	UNBUILDABLE	BUILDABLE	PERCENT	BASE_SQFT	RATIO (FAR)	YIELD	ACRES	PERACRE	YIELD
CH-V	142,300	0	142,300	0.40	56,920	1.75	99,610	2.0	42	82
CS-MU	56,846,641	11,065,091	45,781,550	0.50	22,890,775	0.30	6,867,233	525.5	30	15,765
CS-V	39,732,177	10,251,467	29,480,710	0.40	11,792,284	0.30	3,537,685	406.1	42	17,055
CS-1-MU				0.50		0.30			30	
CS-1-V				0.40		0.30			42	
LO-MU	6,432,899	1,523,619	4,909,281	0.50	2,454,640	0.40	981,856	56.4	16	902
LO-V	2,917,373	600,834	2,316,539	0.40	926,616	0.45	416,977	31.9	20	638
LR-MU	6,708,164	986,127	5,722,038	0.50	2,861,019	0.30	858,306	65.7	6	394
LR-V	1,077,304	391,758	685,546	0.40	274,218	0.35	95,976	9.4	10	94
NO-MU	912,665	203,568	709,097	0.50	354,549	0.30	106,365	8.1	16	130
NO-V	121,808	16,035	105,773	0.40	42,309	0.35	14,808	1.5	20	29
GO-MU	16,305,485	5,292,824	11,012,661	0.50	5,506,331	0.65	3,579,115	126.4	12	1,517
GO-V	4,962,279	926,315	4,035,964	0.40	1,614,386	0.60	968,631	55.6	14	778
GR-MU	61,463,894	15,806,839	45,657,056	0.50	22,828,528	0.40	9,131,411	524.1	28	14,674
GR-V	14,185,246	3,806,213	10,379,033	0.40	4,151,613	0.35	1,453,065	143.0	32	4,575
L-V	296,137	115,861	180,276	0.40	72,111	0.20	14,422	2.5	30	74
TOTALS	212,104,373	50,986,548	161,117,825		75,826,299		28,125,460	1958.0		56,708

Data Supporting Table 3

Zone	UPA	FAR	% Residential	% Commercial
CH	0	1.50	0.0	1.0
CH-V	42	1.75	0.6	0.4
CR	0	0.15	0.0	1.0
CS	0	0.45	0.0	1.0
CS-1	0	0.45	0.0	1.0
CS-1-MU	30	0.30	0.5	0.5
CS-1-V	42	0.30	0.6	0.4
CS-MU	30	0.30	0.5	0.5
CS-V	42	0.30	0.6	0.4
DR	0	0.00	0.0	0.0
GO	0	0.75	0.0	1.0
GO-MU	12	0.65	0.5	0.5
GO-V	14	0.60	0.6	0.4
GR	0	0.60	0.0	1.0
GR-MU	28	0.40	0.5	0.5
GR-V	32	0.35	0.6	0.4
H	0	0.00	0.0	0.0
IP	0	0.50	0.0	1.0
L	0	4.00	0.0	1.0
LA	1	0.00	1.0	0.0
LI	0	0.40	0.0	1.0
LO	0	0.50	0.0	1.0
LO-MU	16	0.40	0.5	0.5
LO-V	20	0.45	0.6	0.4

Zoning Capacity and Redevelopment Analysis (V. 9)

Zone	UPA	FAR	% Residential	% Commercial
LR	0	0.40	0.0	1.0
LR-MU	6	0.30	0.5	0.5
LR-V	10	0.35	0.6	0.4
L-V	30	0.20	0.6	0.4
MF-1	10	0.00	1.0	0.0
MF-2	16	0.00	1.0	0.0
MF-3	20	0.00	1.0	0.0
MF-4	30	0.00	1.0	0.0
MF-5	20	0.00	1.0	0.0
MF-6	46	0.00	1.0	0.0
MH	4	0.00	1.0	0.0
MI	0	0.60	0.0	1.0
NBG	30	0.30	0.6	0.4
NO	0	1.00	0.0	1.0
NO-MU	16	0.30	0.5	0.5
NO-V	20	0.35	0.6	0.4
P	0	0.00	0.0	0.0
PUD	16	0.30	0.7	0.3
R&D	0	1.00	0.0	1.0
RR	1	0.00	1.0	0.0
SF-1	2	0.00	1.0	0.0
SF-2	3	0.00	1.0	0.0
SF-3	5	0.00	1.0	0.0
SF-4	6	0.00	1.0	0.0
SF-5	7	0.00	1.0	0.0
SF-6	7	0.00	1.0	0.0
TOD	30	0.30	0.6	0.4
UNZ	0	0.00	0.0	0.0
W/LO	0	0.10	0.0	1.0

Zoning Capacity and Redevelopment Analysis (V. 9)

Calculations of Existing Units Used for Table 1 and Table 2

Sum of UNITS	
GENERAL_US	Total
Multi-family	170,053
Single Family	175,608
Mobile Homes	4,738
Large-lot Single Family	244
Mixed Use	3,812
Resource Extraction	0
Grand Total	354,455
Sum of BLDG SQFT	
GENERAL_US	Total
Civic	5,696,054
Commercial	64,263,226
Sum of BLDG SQFT GENERAL_US	Total
Utilities	310,895
Mixed Use	2,769,270
Resource Extraction	325,484
Grand Total	191,992,723

Zoning Capacity and Redevelopment Analysis (V. 9)

Selected Documents from City Zoning Regulations

Site Development Standards

Residential Zoning Districts

	LA	RR	SF-1	SF-2	SF-3	SF-4A	SF-4B	SF-5	SF-6	MF-1	MF-2	MF-3	MF-4	MF-5	MF-6	MH
Minimum Lot Size (Square Feet)	43,560	43,560	10,000	5,750	5,750	3,600**	**	5,750	5,750	8,000	8,000	8,000	8,000	8,000	8,000	--
Minimum Lot Width	100	100	60	50	50	40	**	50	50	50	50	50	50	50	50	--
Maximum Dwelling Units Per Lot	1	1	1	1	**	1	**	--	--	**	**	**	**	**	**	--
Maximum Height	35	35	35	35	35	35	**	35	35	40	40 or 3 stories	40	60	60	90	--
Minimum Setbacks																
Front Yard	40	40	25	25	25	15	**	25	25	25	25	25	15	15	15	--
Street Side Yard	25	25	15	15	15	10	**	15	15	15	15	15	15	15	15	--
Interior Side Yard	10	10	5	5	5	**	10	5	5	5	5	5	5	5	5	--
Rear Yard	20	20	10	10	10	**	**	10	10	10	10	10	10	10	10	--
Maximum Building Coverage	--	20%	35%	40%	40%	55%	40%	40%	40%	45%	50%	55%	60%	60%	70%	--
Maximum Impervious Cover	**	25%	40%	45%	45%	65%	60%	55%	55%	55%	60%	65%	70%	70%	80%	--
Maximum Floor Area Ratio	--	--	--	--	--	--	--	--	--	--	--	0.75:1	0.75:1	1:1	--	--
Maximum Units Per Acre	--	--	--	--	--	--	--	--	--	17	23	36	36-54**	54	--	--

Commercial Zoning Districts

	NO	LO	GO	CR	LR	GR	L	CBD	DMU	W/O	CS	CS-1	CH	IP	MI	LI	R&D	DR	AV	AG	P
Minimum Lot Size (Square Feet)	5,750	5,750	5,750	20,000	5,750	5,750	5,750	--	--	43,560	5,750	5,750	20,000	43,560	50 acres	5,750	--	10 acres	**	10 acres	**
Minimum Lot Width	50	50	50	100	50	50	50	--	--	100	50	50	100	100	250	50	100	100	**	--	**
Maximum Height	35 or 2 stories	40 or 3 stories	60	40	40 or 3 stories	60	200	**	120	25 or 1 story	60	60	**	60	120	60	45	35	**	60	**
Minimum Setbacks																					
Front Yard	25	25	15	50	25	10	10	--	--	25	10	10	50	25	--	--	75	25	**	100	**
Street Side Yard	15	15	15	50	15	10	10	--	--	25	10	10	50	25	--	--	**	25	**	100	**
Interior Side Yard	5	5	5	20	--	--	--	--	--	5	--	--	25	**	**	**	**	10	**	100	**
Rear Yard	5	5	5	20	--	--	--	--	--	25	--	--	25	**	**	**	**	10	**	100	**
Maximum Building Coverage	35%	50%	60%	25%	50%	75%	50%	100%	100%	--	95%	95%	85%	50%	75%	75%	40%	12,000	**	--	**
Maximum Impervious Cover	60%	70%	80%	60%	80%	90%	50%	100%	100%	70%	95%	95%	85%	80%	80%	80%	**	15,000	**	--	**
Maximum Floor Area Ratio	0.35:1	0.7:1	1:1	0.25:1	0.5:1	1:1	8:1	8:1	5:1	0.25:1	2:1	2:1	3:1	1:1	1:1	1:1	**	--	**	--	**

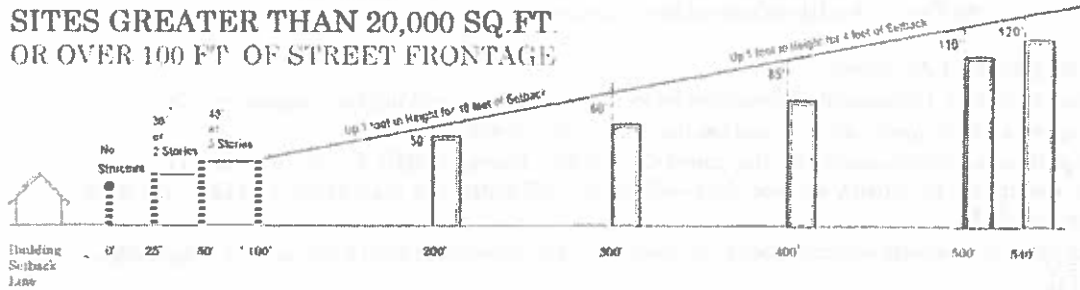
** See Austin City Code Volume III (Land Development Code)

Updated 2/23/2006

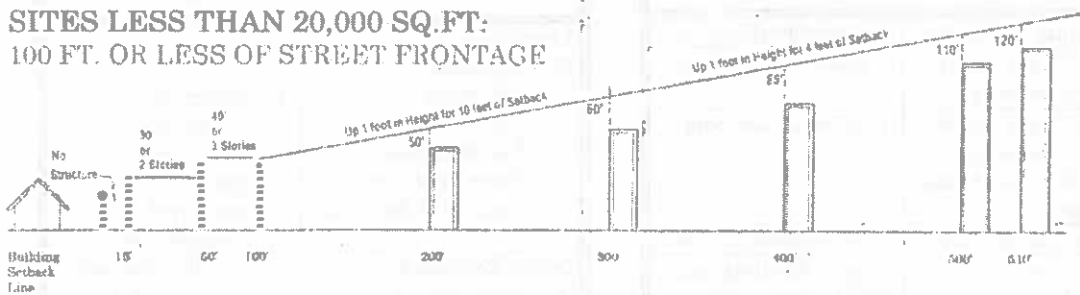
Zoning Capacity and Redevelopment Analysis (V. 9)

COMPATIBILITY: HEIGHT + SETBACKS

**SITES GREATER THAN 20,000 SQ. FT.
OR OVER 100 FT. OF STREET FRONTAGE**



**SITES LESS THAN 20,000 SQ. FT.
100 FT. OR LESS OF STREET FRONTAGE**



Notes:

Compatibility Standards are applicable to all property adjoining or across the street from a lot zoned or used as a SF-3 or more restrictive or within 5-10 feet from a lot zoned SF-6 or more restrictive.

Compatibility includes:

- (1) Height (2) Setback Provisions (3) Scale & Clustering (4) Buffering (5) Recognition of passive uses within flood plain (6) Design of Signs (7) Noise of Mechanical Equipment (8) Lighting (9) Parking & Driveways.

Zoning Capacity and Redevelopment Analysis (V. 9)

CITY OF AUSTIN PARKING RATIO REQUIREMENTS

(Excerpts from the Land Development Code Sec. 25-6 Appendix A)

Parking requirements for development in the City of Austin are based upon the proposed specific land use as identified in the tables below. For uses not listed below, refer to the Land Development Code, Sec. 25-6 Appendix A or visit the City of Austin website address at www.ci.austin.tx.us/development.

Other Parking Related Provisions:

- Sites with more than 12 spaces may designate up to 30 percent of the parking for compact vehicles.
- Handicapped parking spaces are required per the LDC, Sec. 25-6-474.
- Special parking provisions apply for sites zoned Central Bus. District (CBD), Downtown Mixed Use (DMU), Reductions in Urban Core, Sec. 25-6-478, and CURE districts in accordance with LDC Sec. 25-6-591 and 25-6-593.
- Loading space and bicycle parking spaces may be required in accordance with LDC Sec. 25-6 Appendix A

Residential

Land Use	Parking Ratio
Single Family Residential	2 spaces/dwelling unit
Duplex or Single Family Attached (Standard)	2 spaces/dwelling unit
Duplex or Single Family Attached (Greater than 4,000 sq. ft. or more than 6 bedrooms)	1 space per bedroom
Townhouse Residential	2 spaces/dwelling unit
Lodginghouse Residential (Bed and Breakfast)	1 space/dwelling unit plus 1 space/rented room

Land Use	Parking Ratio
Multifamily or Condominium	
Efficiency	1.0 spaces/unit
One Bedroom	1.5 spaces/unit
Two Bedroom	2.0 spaces/unit
Three Bedroom	2.5 spaces per unit
Each Addn Bedroom	0.5 spaces per bedroom per unit
Group Residential (Boarding House)	1 space/dwelling unit plus 1 space per 2 lodgers or tenants

Civic

Land Use	Parking Ratio
Convalescent Services	1 space per 4 beds patient cap. plus 1 per 2 employees max. shift
Guidance Services <ul style="list-style-type: none"> • Residential • Non-Residential 	1 space per 4 patients 1 space/275 sq. ft.
Day Care Services	1 space per employee
Hospital Services <ul style="list-style-type: none"> • General 	1 space/4 beds patient cap. plus 1 space/2 employees max. shift
Telecommunication Tower	Director Determination

Land Use	Parking Ratio
Religious Assembly <ul style="list-style-type: none"> • Within mixed use shopping ctr/bldg. • Stand-Alone Site 	1 space per 275 sq. ft.
<u>Fixed Seating</u>	1 space/10 seats in sanctuary (18" linear pew space equals 1 seat)
(or)	
<u>Non-Fixed Seating</u>	
Sanctuary/Lobby	1/70 s.f.
Fellowship Hall	1/150
Religious. Ed.	1/200
Kitchen	1/2000
Office	1/275 s.f.
Halls/Restrooms	None

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Commercial

Land Use	Parking Ratio
Admin./Prof. Office	1 space/275 sq. ft.
Automotive Repair	1 space/275 sq. ft.
Auto Sales or Rental	
Office	1/275 s.f.
Indoor Sales	1/500 s.f.
Outdoor Sales	1/750 s.f.
Indoor Warehs./Mfg.	1/1000 s.f.
Outdoor Storage	1/2000 s.f.
Auto Washing	
Automatic	1 space per 2 employees and 6 queue spaces per queue line
Manual (coin-op)	3 queue spaces per queue line (the car wash bay may be counted as 1 space)
Cocktail Lounge	
• up to 2,500 sq. ft.	1 space/100 sq. ft.
• 2,501 to 10,000 sq. ft.	1 space/50 sq. ft.
• 10,000+ sq. ft.	1 space/25 sq. ft.
Convenience Storage (Mini-warehouse)	1 space per 4,000 sq. ft.
Meeting Halls	1 space per 50 sq. ft.
Financial Services	1 space/275 sq. ft.
Drive-In	8 queue spaces/lane
Food Sales (Conv. Store)	1 space/275 sq. ft.
Furniture or Carpet Store	1 space/500 sq. ft.
General Retail Sales (Convenience or general)	1 space/275 sq. ft.
Hotel/Motel	1.1 spaces/room
• Other uses within hotel-motel	<ul style="list-style-type: none"> • If not an accessory use, 80% of parking otherwise required by the Code

Land Use	Parking Ratio
Indoor Sports and Rec. (except below)	1 space/500 sq. ft.
• Billiard Parlor	1 space/100 sq. ft.
• Bowling Alley	1 space/275 sq. ft.
Liquor Sales (Package Store)	1 space/275 sq. ft.
Medical Office	
• Free-standing clinic or office	1 space per 200 sq. ft.
• Within shopping ctr or mixed use bldg.	1 space per 275 sq. ft.
Personal Improvement Services	1 space/275 sq. ft.
Personal Services	1 space/275 sq. ft.
Pet Services	1 space/275 sq. ft.
Restaurant	
• <2,500 sq. ft.	1 space/100 sq. ft.
• 2,500+ sq. ft.	1 space/75 sq. ft.
• If no customer service or dining area provided	1 space/275 sq. ft.
• Drive-thru Lanes	§ queue spaces/lane
Service Station/Lube	1 space/bay plus 3 queuing spaces/bay
Warehouse/Mfg.	
Office	1 space per 275 sq. ft.
Indoor sales/serv.	1 space per 500 sq. ft.
Outdoor sales/serv.	1 space per 750 sq. ft.
Indoor storage.	1 space per 1,000 sq. ft.
mfg/serv.	1 space per 1,000 sq. ft.
Outdoor storage	1 space per 2,000 sq. ft.

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Zoning Capacity and Redevelopment Analysis (V. 9)

Watershed Protection Development Review

WATERSHED ORDINANCES

● Watershed Regulations Summary Table

IMPERVIOUS COVER	DESIRED DEVELOPMENT ZONE			DRINKING WATER PROTECTION ZONE		
	URBAN	SUBURBAN CITY LIMITS	SUBURBAN North Edwards/ETJ	WATER SUPPLY SUBURBAN	WATER SUPPLY RURAL	BARTON SPRINGS ZONE
Uplands (Net Site Area)						R = Recharge BC = Barton Creek C = Contributing
						R / BC / C
Single-Family	No Limitation	45-60%	45-60%	30-40%	1 Unit / 1-2 acres	15% / 20% / 25%
Multi-Family	No Limitation	60-70%	60-65%	40-55%	20-25%	15% / 20% / 25%
Commercial	No Limitation	80-90%	65-70%	40-55%	20-25%	15% / 20% / 25%
Water Quality Transition Zone	N/A	30%	30%	18%	1 SF Unit / 3 acres	1 SF Unit / 3 acres None over recharge
Transfers Allowed	No	Yes	Yes	Yes	Yes	No
WATERWAY CLASSIFICATIONS	URBAN	SUBURBAN CITY LIMITS	SUBURBAN North Edwards/ETJ	WATER SUPPLY SUBURBAN	WATER SUPPLY RURAL	BARTON SPRINGS ZONE
Minor	64 acres	320-640 acres	320-640 acres	128-320 acres	64-320 acres	64-320 acres
Intermediate	64 acres	640-1280 acres	640-1280 acres	320-640 acres	320-640 acres	320-640 acres

Zoning Capacity and Redevelopment Analysis (V. 9)

Major	64 acres	over 1280 acres	over 1280 acres	over 640 acres	over 640 acres	over 640 acres
						Williamson/Slaughter same as WSS
WATERWAY SEMIBACKS	URBAN	SUBURBAN CITY LIMITS	SUBURBAN North Edwards/EMJ	WATER SUPPLY SUBURBAN	WATER SUPPLY RURAL	BARTON SPRINGS ZONE
Critical Water Quality Zone						
Minor	50-400 ft.	50-100 ft.	50-100 ft.	50-100 ft.	50-100 ft.	50-100 ft.
Intermediate	50-400 ft.	100-200 ft.	100-200 ft.	100-200 ft.	100-200 ft.	100-200 ft.
Major	50-400 ft.	200-400 ft.	200-400 ft.	200-400 ft.	200-400 ft.	200-400 ft.
						Barton 400 ft. min.
Water Quality Transition Zone						
Minor	Not Required	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Intermediate	Not Required	200 ft.	200 ft.	200 ft.	200 ft.	200 ft.
Major	Not Required	300 ft.	300 ft.	300 ft.	300 ft.	300 ft.
WATER QUALITY CONTROLS	URBAN	SUBURBAN CITY LIMITS	SUBURBAN North Edwards/ETJ	WATER SUPPLY SUBURBAN	WATER SUPPLY RURAL	BARTON SPRINGS ZONE
Treatment Standard	Sed/Fil	Sed/Fil	Sed/Fil	Sed/Fil	Sed/Fil	Non-Degradation
Alternatives Strategies Allowed	Yes	Yes	Yes	Yes	Yes	No
Optional Payment-in-Lieu	Yes	No	No	No	No	No

