

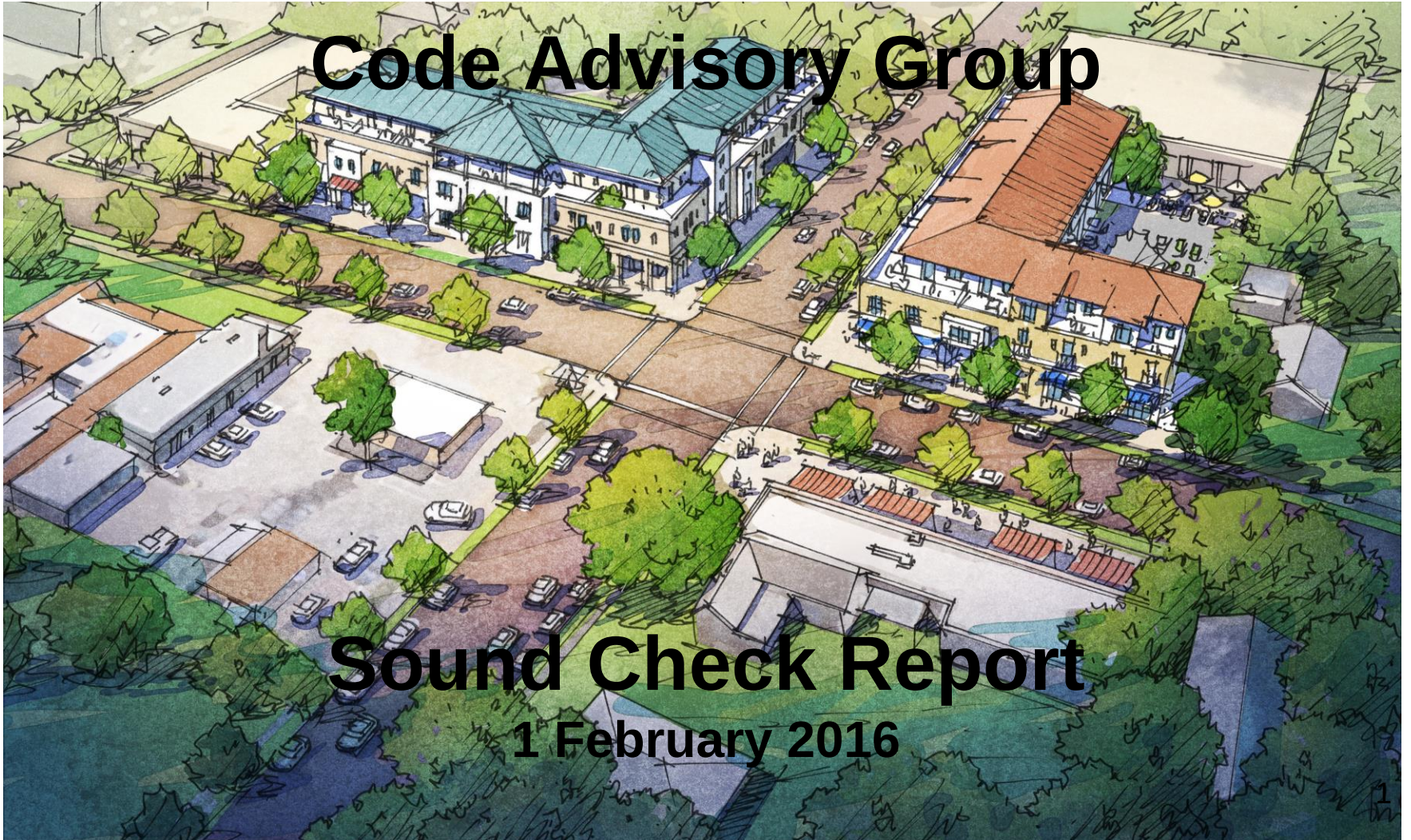


SHAPING THE AUSTIN WE IMAGINE

Code Advisory Group

Sound Check Report

1 February 2016



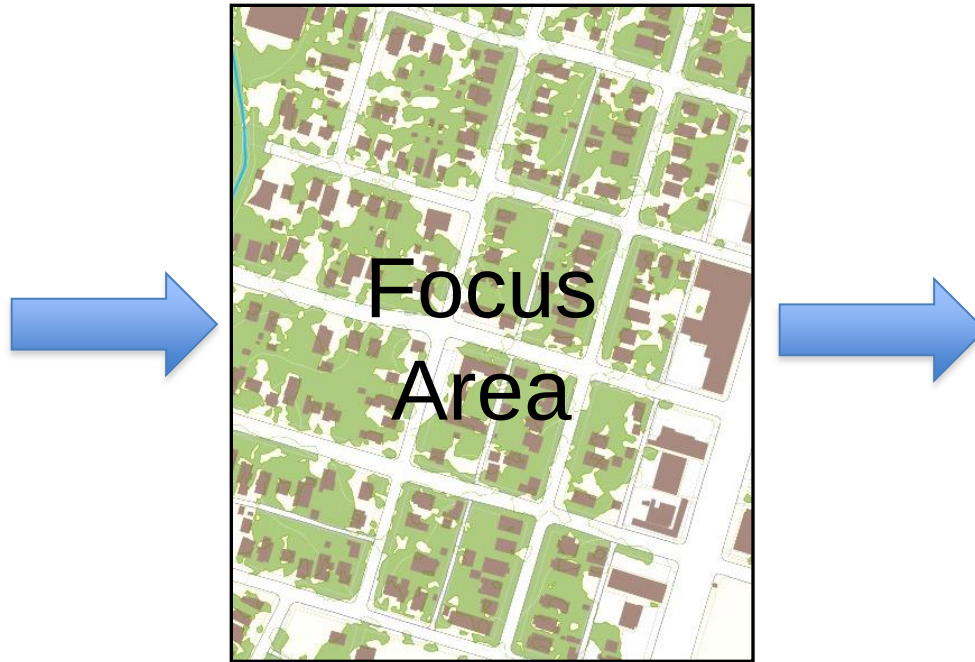
Topics:

- Summary of Sound Check.
- What we did.
- What we learned.
- Next steps.

Summary of Sound Check.

Draft Development Standards

Purpose

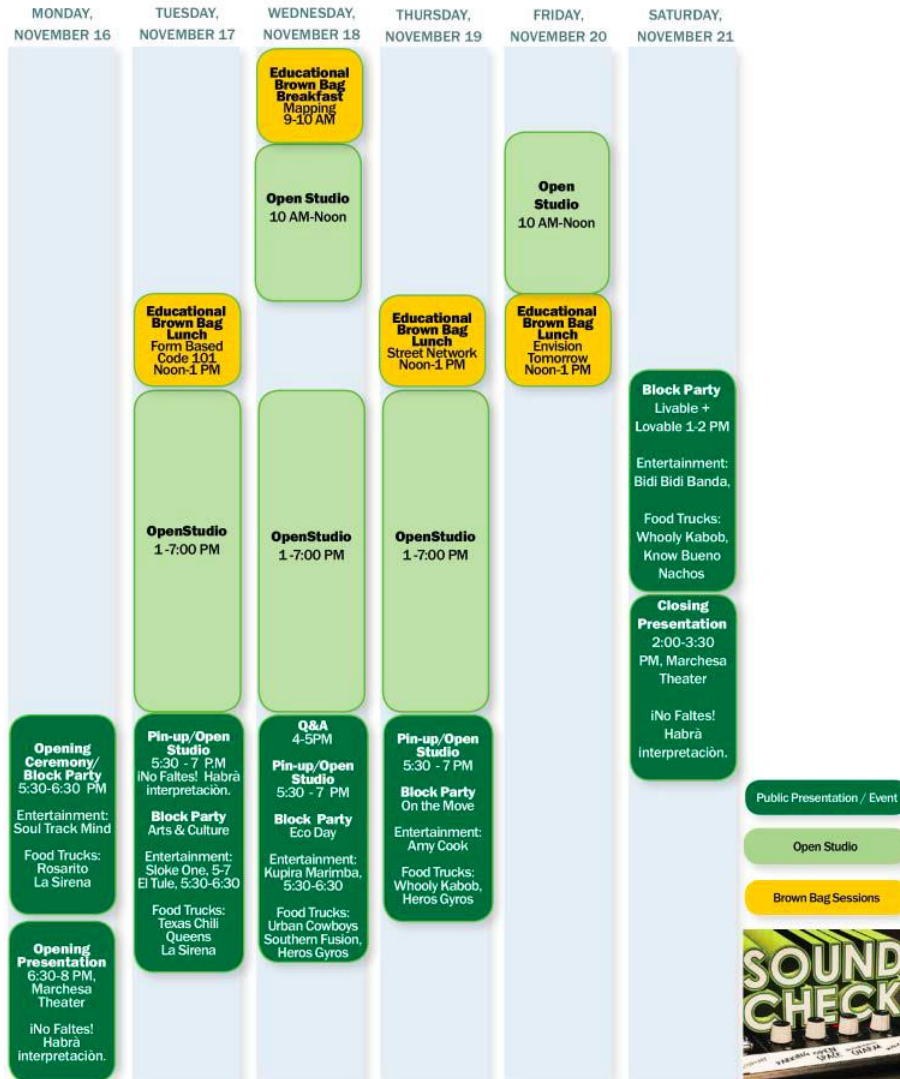


Outcomes (e.g.):

- Neighborhood Plan
- Financial Feasibility
- Green Infrastructure
- Transit Orientation
- Transitions

Summary of Sound Check.

Structure/Schedule



- Four brown bag topic-specific presentations.
- 17 hours of open studio.
- Three pin-up sessions.
- Opening and closing presentations.

Summary of Sound Check.

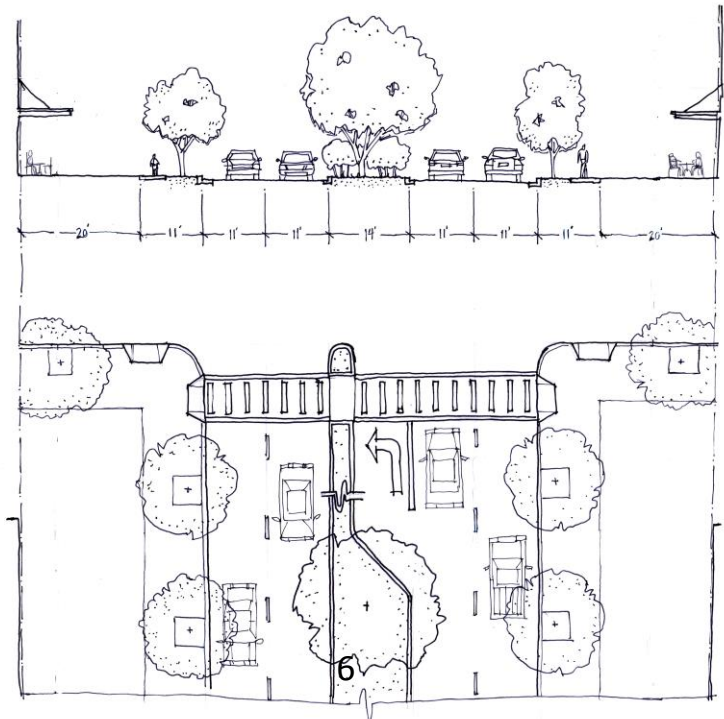
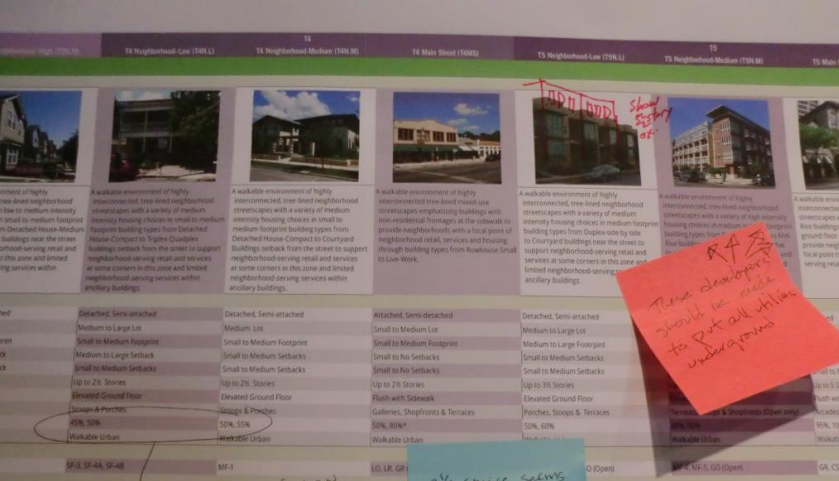
Attendance



- About 600 sign-ins.
- Two Council members and the Mayor.
- Numerous CAG, PC, and ZAP members.

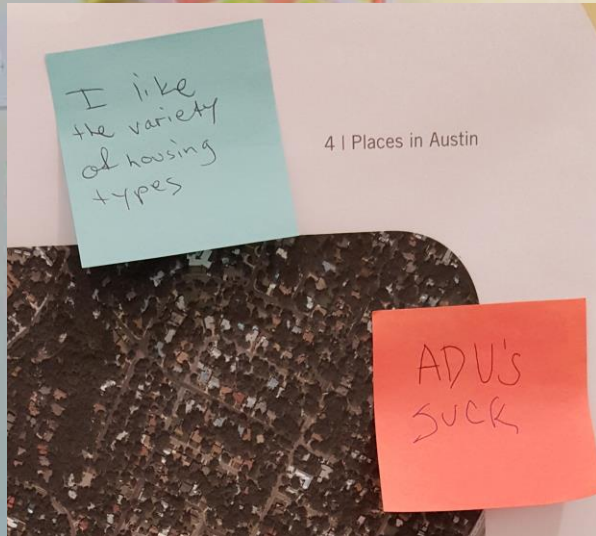
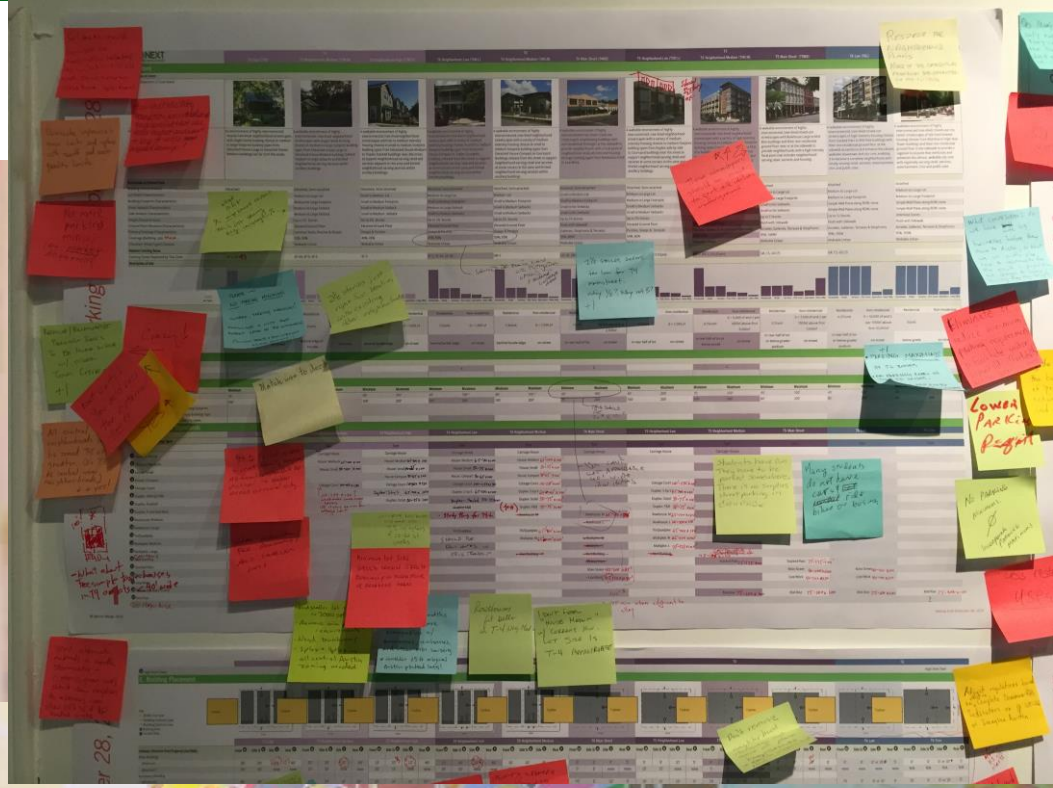
Summary of Sound Check.

Examples



Summary of Sound Check.

Input



Focus Areas

Place Type

Study Area

Minor/Neighborhood
Node

12th and Hargrave

Highway Node

183 and McNeil/Spicewood Springs

Minor
Corridor/Medium
Node

South First and Oltorff

Major Center

Manchaca and Slaughter

Major Corridor

Lamar and Justin

Neighborhood Node
(Urban)

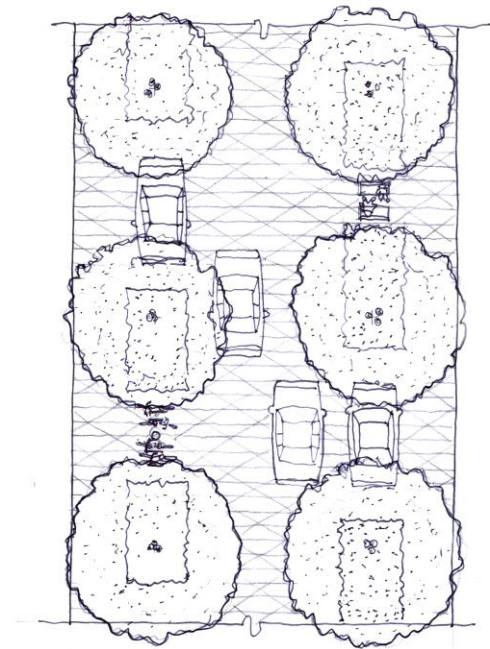
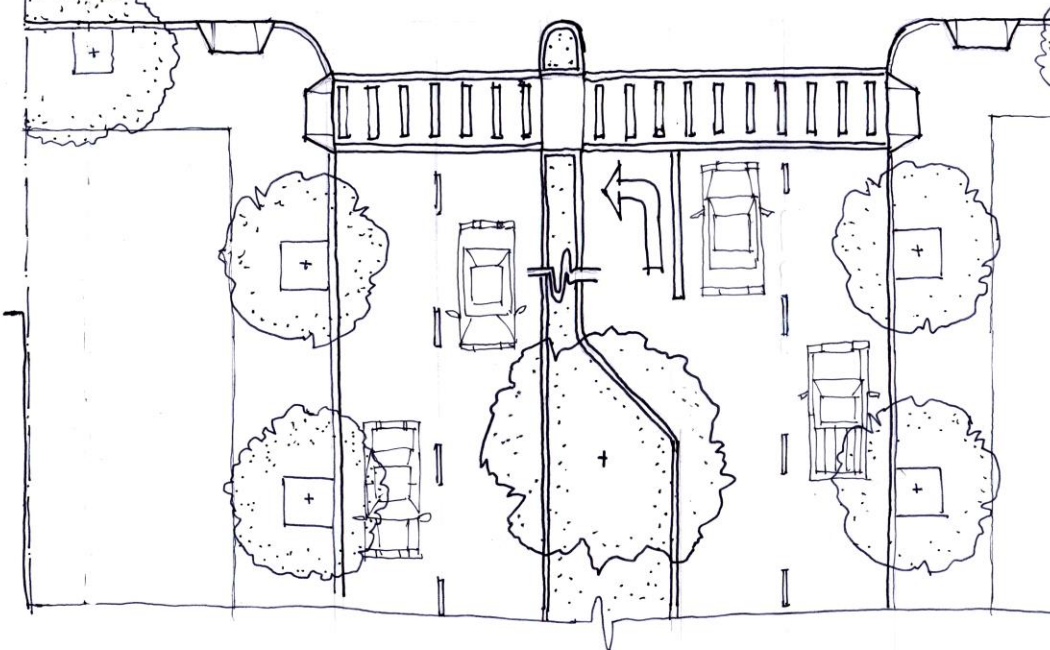
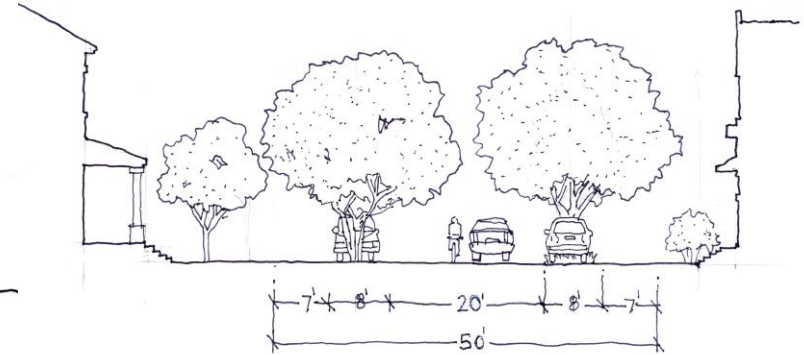
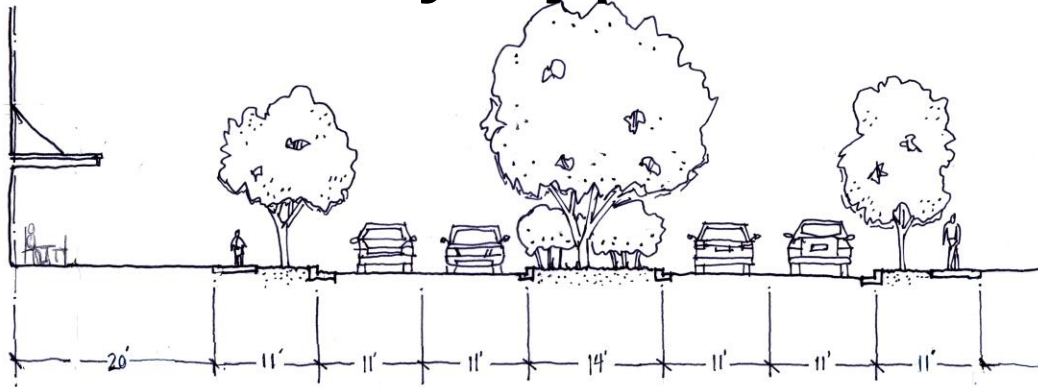
MLK and Chicon

Neighborhood Node
(Suburban)

Stassney and Nuckols Crossing

What we did.

Roadway Types



Summary of Sound Check.



What we learned.

Mobility

Built and Natural Environment

Household Affordability

Mobility

Austin Thoroughfare Plan

Roadways as “Placemaking” Tools

Refinement of Roadway Design

Mobility

Austin Thoroughfare Plan: A new way of designing our streets.

Mobility

Austin Thoroughfare Plan: A new way of designing our streets.

Old Way:

Function	[Role within the roadway network. E.g., city-wide connector vs. local connector.]
----------	---

= Street Design

Mobility

Austin Thoroughfare Plan: A new way of designing our streets.

New Way:

Function	[Role within the roadway network. E.g., city-wide connector vs. local connector.]
----------	---

+ Context	[What is the character (physical and other) of the place through which the street is passing?]
-----------	--

= Street Design

What we learned.

Mobility

Roadways as “Placemaking” Tools



Mobility

Refinement of Roadway Design

Function [Role within the roadway network. E.g., city-wide connector vs. local connector.]

+ Context [What is the character (physical and other) of the place through which the street is passing?]

+ Mode Priority [Should we prioritize a particular mode in this context?]

= Street Design

What we learned.

Built and Natural Environment

Water, Watersheds, and Green Infrastructure

Compatibility and Transitions

Built and Natural Environment

Water, Watersheds, and Green Infrastructure



- Stricter Stormwater Mitigation requirements appear feasible for most sites. This can mean that redevelopment can often improve stormwater management compared to existing development.
- Appears to be a threshold at about 75% impervious cover, above which strategies will have to shift from “passive” (e.g. rainwater gardens, above-ground detention) to “active” (e.g. rainwater harvesting, underground storage).

What we learned.

Built and Natural Environment

Water, Watersheds, and Green Infrastructure

- Stronger onsite Beneficial Use requirements appear feasible for most sites.



What we learned.

Built and Natural Environment

Water, Watersheds, and Green Infrastructure

- Missing Middle Housing types can generally comply with stormwater requirements.



Built and Natural Environment

Compatibility and Transitions

- Transect Zones and Building Types appear to provide a good set of tools to ensure rational transitions from areas of greater density (e.g. Centers and Corridors) to lesser density.
- And, they can be deployed in a manner that takes into account the specific characteristics of a particular area.

What we learned.

Built and Natural Environment Compatibility and Transitions



What we learned.

Built and Natural Environment Compatibility and Transitions



What we learned.

Built and Natural Environment

Compatibility and Transitions



What we learned.

Built and Natural Environment

Compatibility and Transitions



Household Affordability

Enhanced Entitlements/Density Bonus Programs

Process and Procedure Improvements

Cost Reduction – primarily parking

Missing Middle

Location Efficiency

Household Affordability

Enhanced Entitlements/Density Bonus Programs

What is a Density Bonus Program?

Incentive-based tool to grant additional entitlements in return for community benefits.

Entitlements can include:

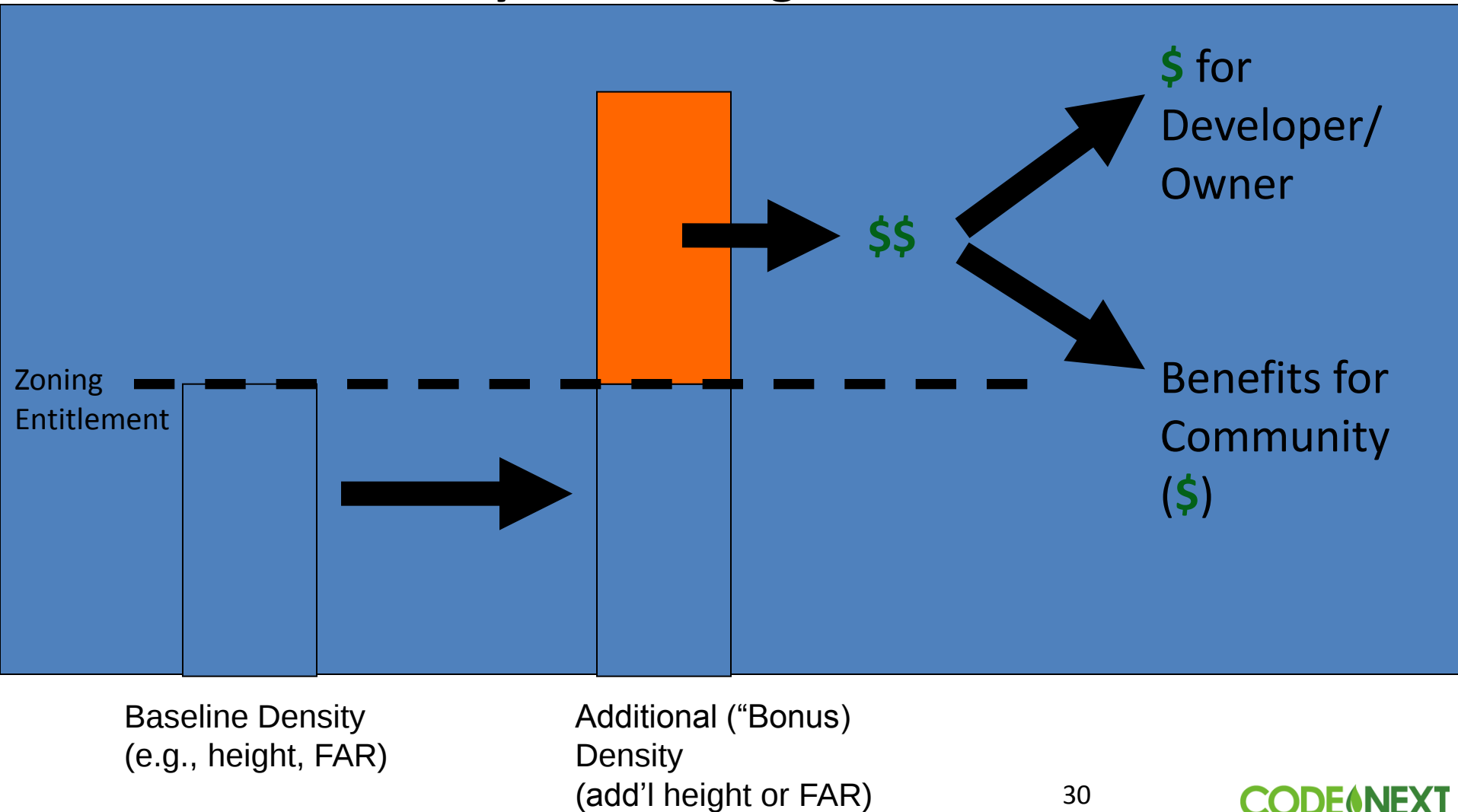
- Additional Density (FAR: Floor Area Ratio).
- Additional Units per Acre.
- Additional Height.

Incentives

**Allowable
Under
Current
Zoning**

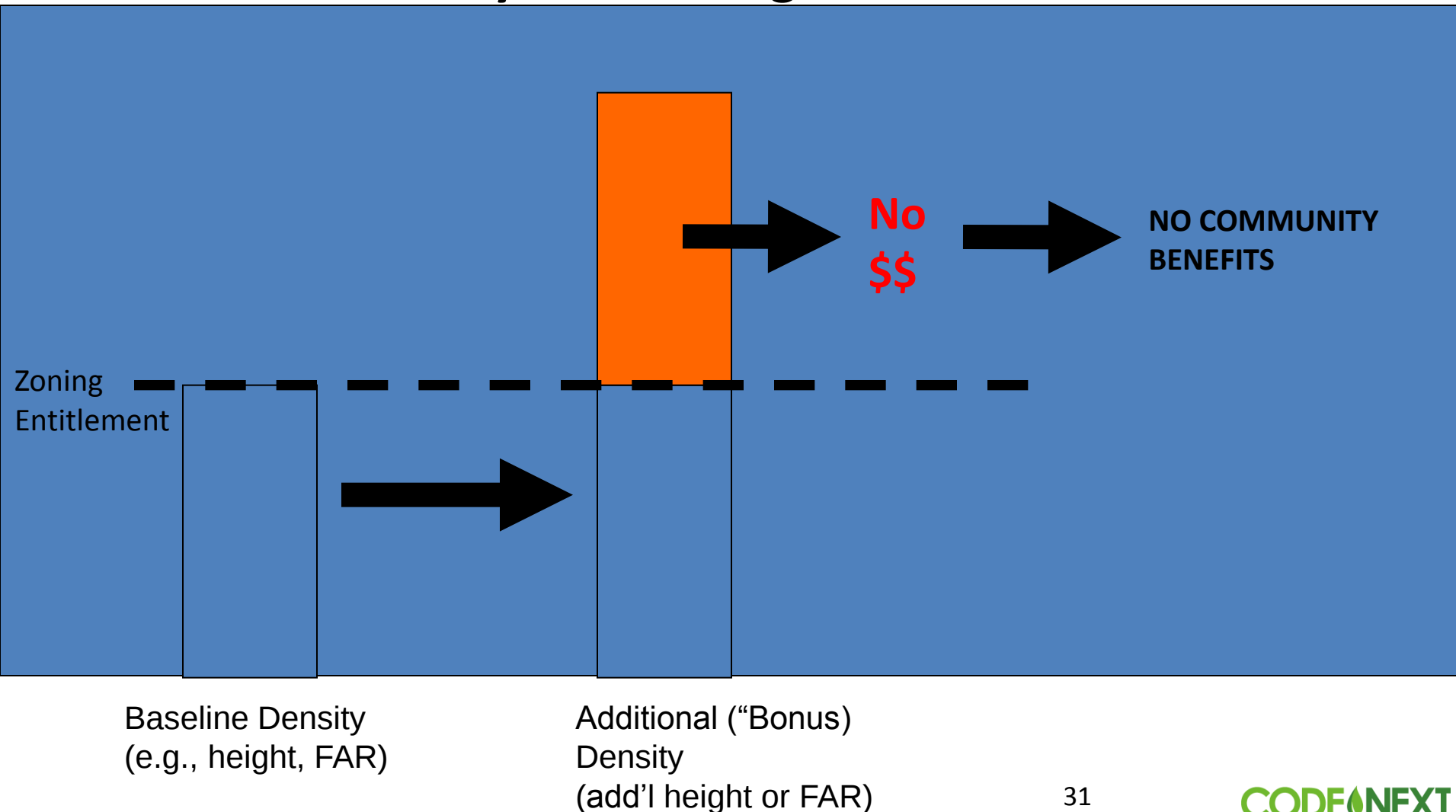
Household Affordability

How does a Density Bonus Program work?



Household Affordability

How does a Density Bonus Program work?



What we learned.

Household Affordability

Enhanced Entitlements/Density Bonus Programs

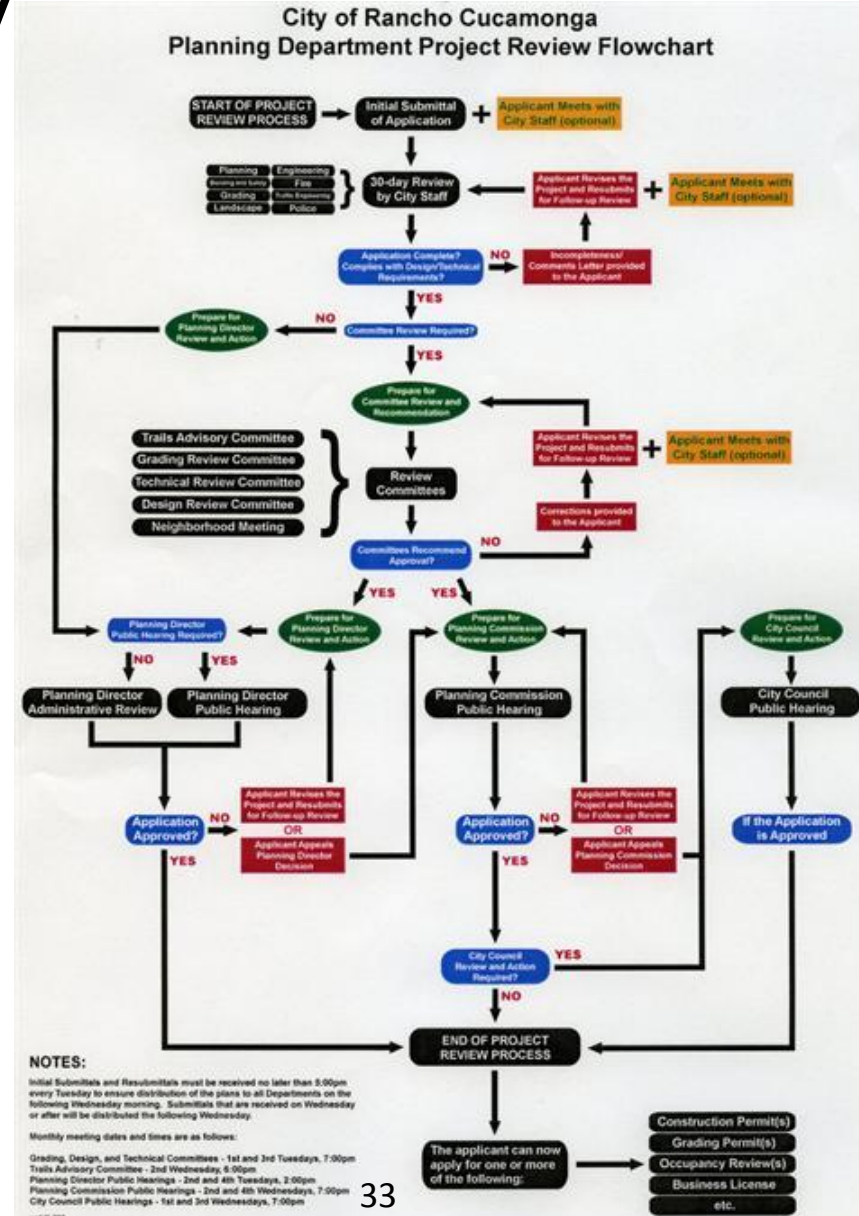


At Various Scales

What we learned.

Household Affordability

Process and Procedure Improvements

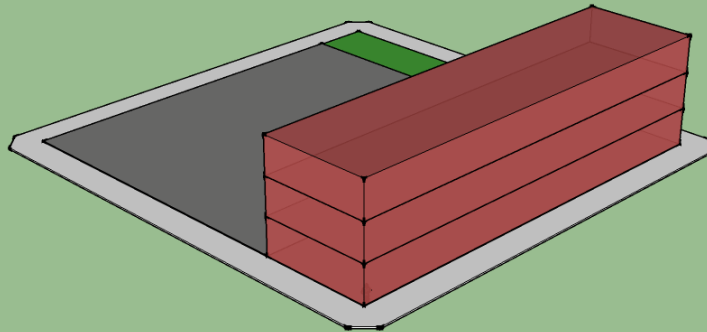


What we learned.

Household Affordability

Cost Reduction – Parking

AUSTIN, TX
PARKING SPACES PER UNIT: 2
AVERAGE MONTHLY RENT (1BR): \$1,404



2 parking spaces per unit.

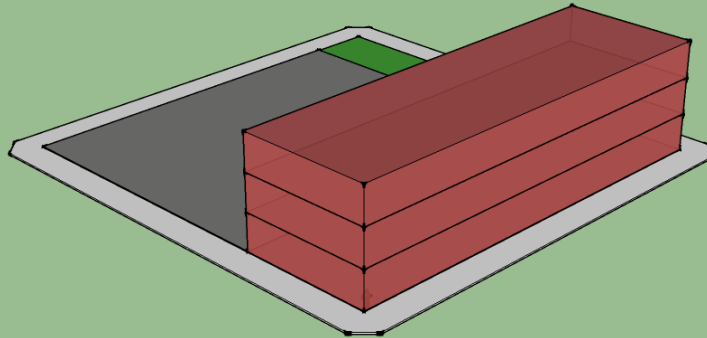
Minimum annual income required for affordability = **\$51,000.**

What we learned.

Household Affordability

Cost Reduction – Parking

AUSTIN, TX
PARKING SPACES PER UNIT: 1.5
AVERAGE MONTHLY RENT (1BR): \$1,296



1.5 parking spaces per unit.

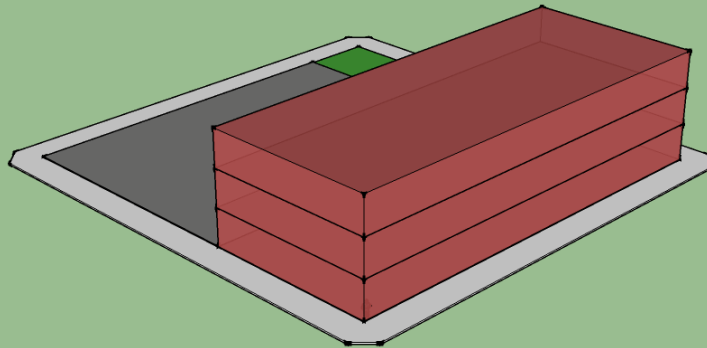
Minimum annual income required for affordability = **\$47,000.**

What we learned.

Household Affordability

Cost Reduction – Parking

AUSTIN, TX
PARKING SPACES PER UNIT: 1
AVERAGE MONTHLY RENT (1BR): \$1,195



1 parking space per unit.

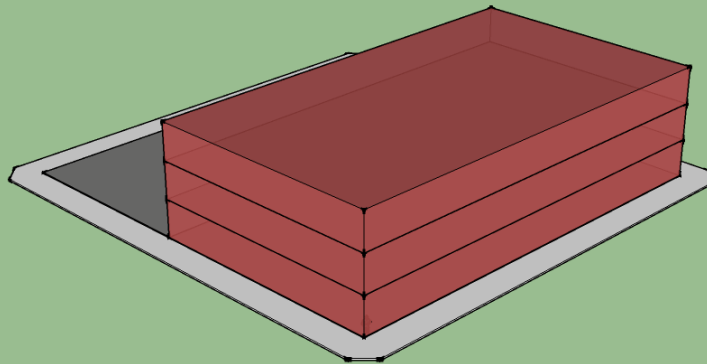
Minimum annual income required for affordability = **\$43,000.**

What we learned.

Household Affordability

Cost Reduction – Parking

AUSTIN, TX
PARKING SPACES PER UNIT: 0.5
AVERAGE MONTHLY RENT (1BR): \$1,094



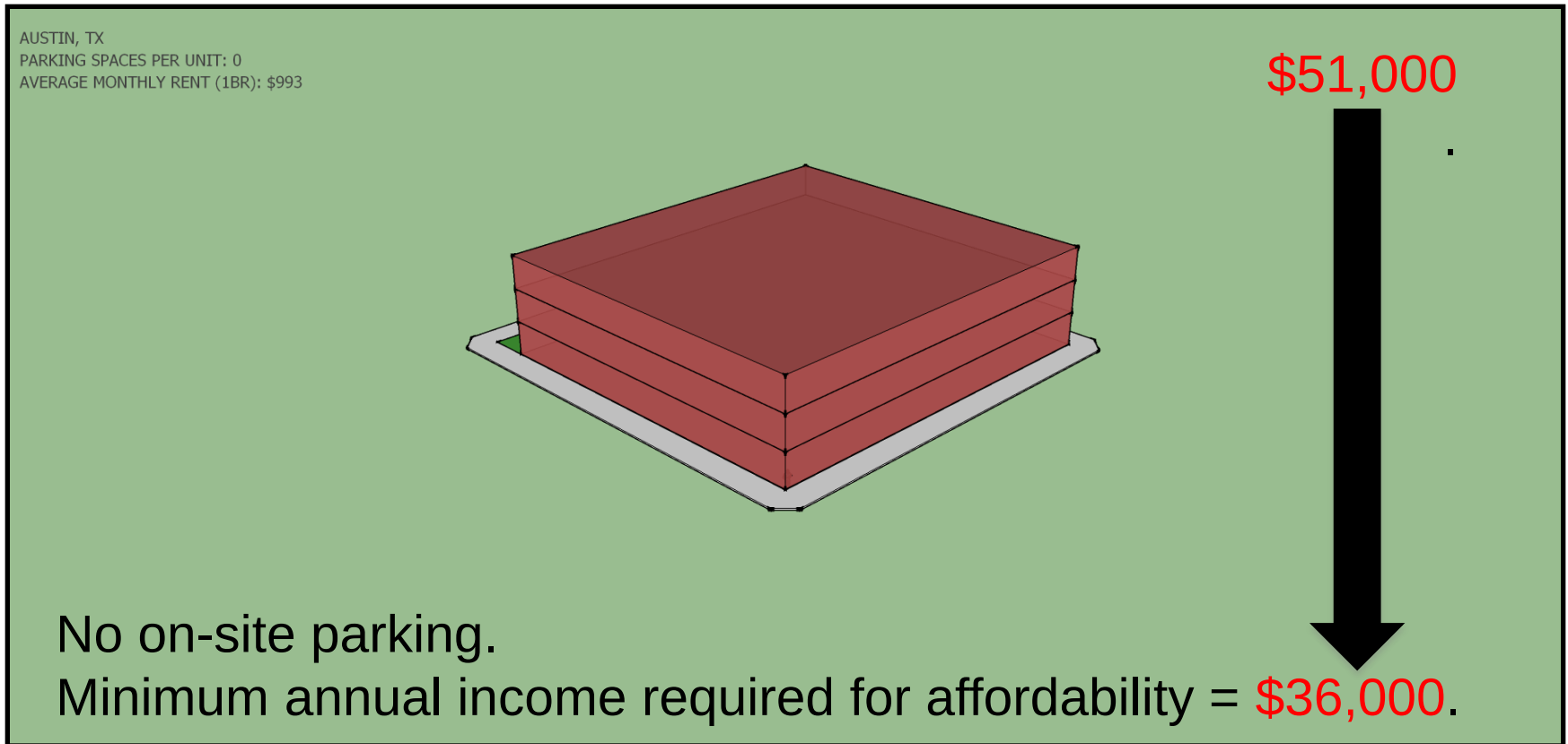
0.5 parking space per unit.

Minimum annual income required for affordability = **\$39,000.**

What we learned.

Household Affordability

Cost Reduction – Parking



What we learned.

Household Affordability Missing Middle Housing



What we learned.

Household Affordability Missing Middle Housing



What we learned.

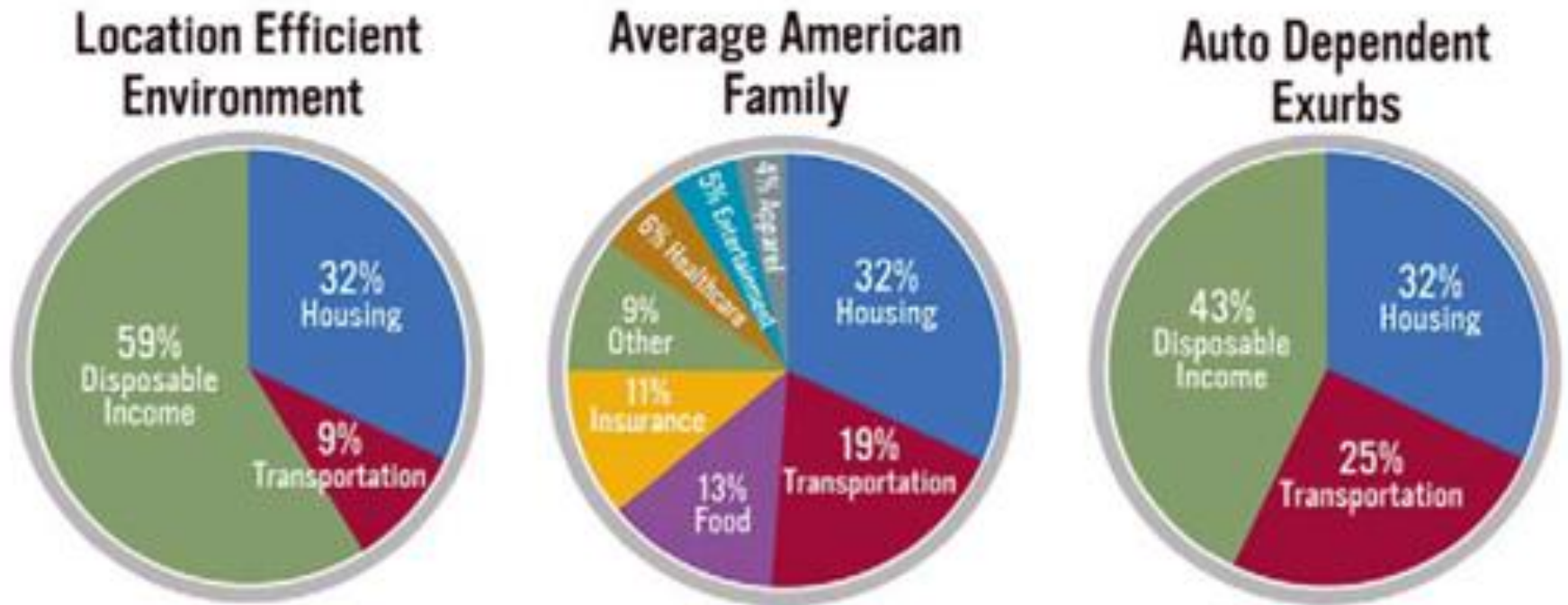
Household Affordability Missing Middle Housing



What we learned.

Household Affordability

Location Efficiency



What we learned.

Household Affordability

Location Efficiency



Next steps.

Draft Code



Next steps.

Draft Code

March – October 2016 (while working towards Public Review Draft):

A series of “Code Prescriptions” around key issues:

- Affordability.
- Mobility.
- Built and Natural Environment.
- Fiscal Health.

Next steps.

Kick off each of these conversations with “**Code Prescription**” paper.

Code Prescription:

- Not a “white paper.”
It stakes a position.
- Identifies tradeoffs between competing public values; and
- Articulates how the draft code will strike that balance.
- Provides specifics.

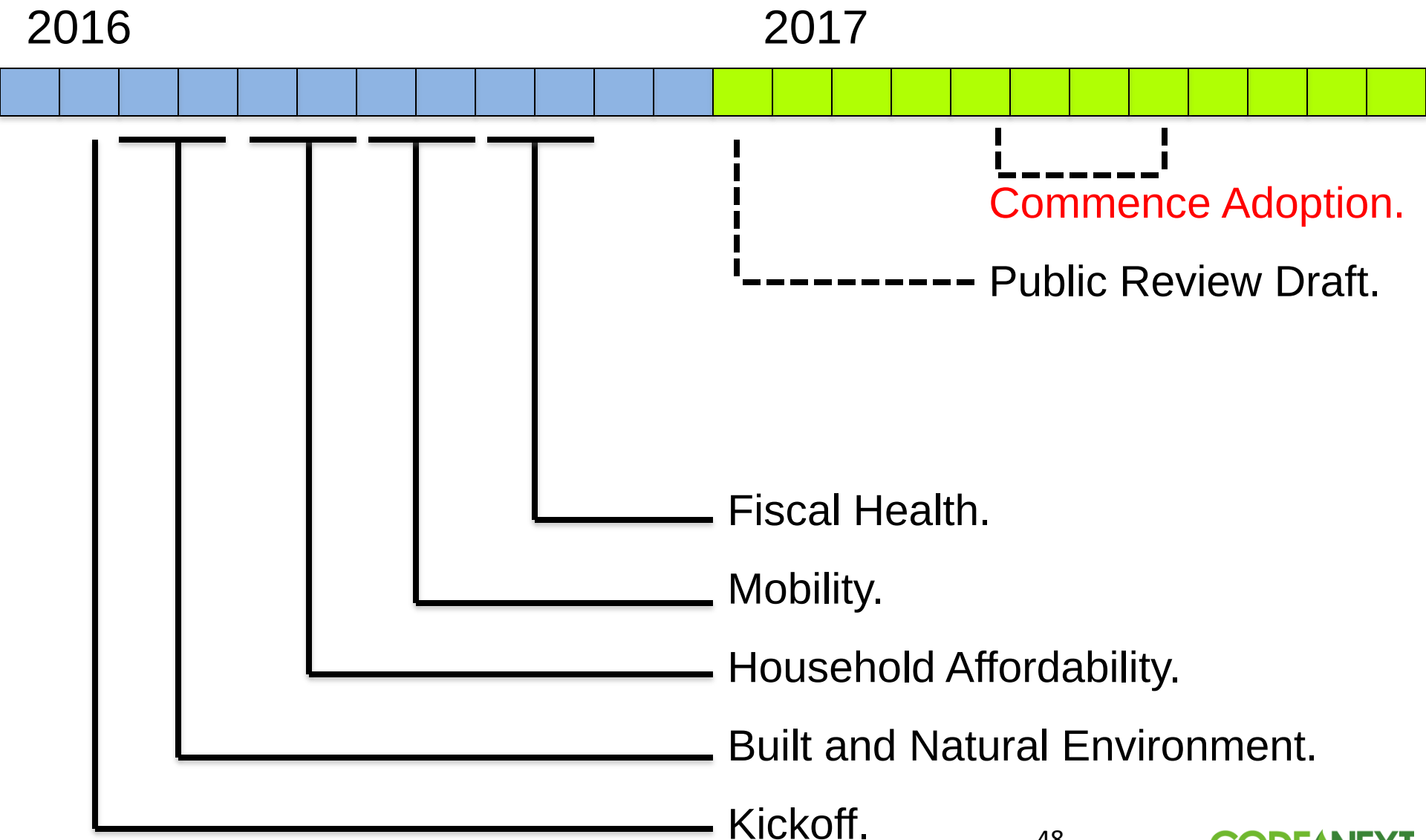


Code Prescriptions:

- Significant role for Code Advisory Group: refinement, analysis, discussion, and outreach.
- City Council: Presentation and discussion at Work Sessions (one for each of the four issues)
- Update memos to Council, PC, ZAP, and CAG.
- Other events.

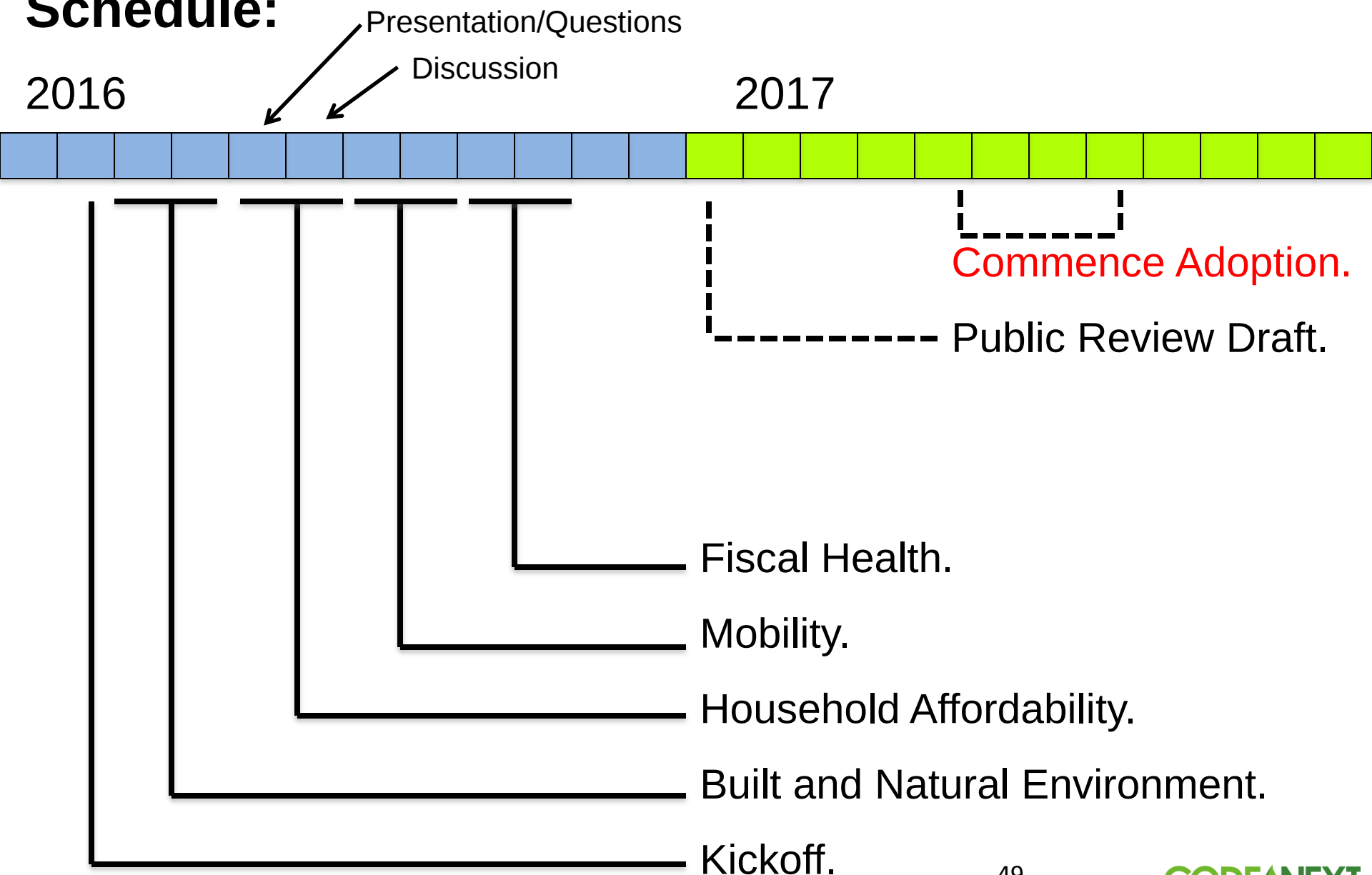
Next steps.

Schedule:



Next steps.

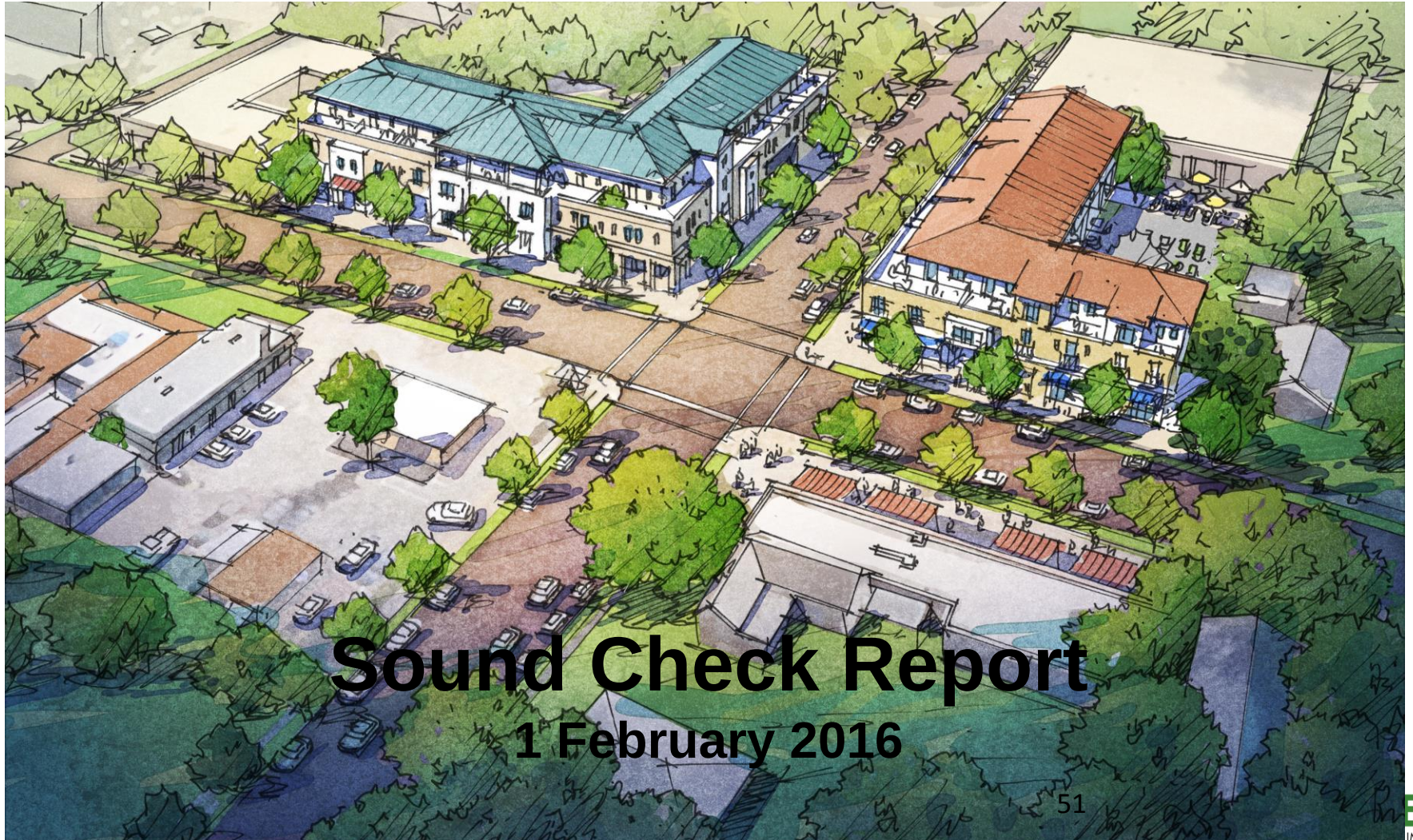
Schedule:



Here's what we seek from the CAG:

1. Contribute to Code Prescriptions papers.
E.g., subject matter expertise.
2. Review and provide input on Code Prescriptions.
3. Serve as liaison to PC, ZAP, and the public on Code Prescription issues.

Questions/Discussion



Sound Check Report

1 February 2016