

CODENEXT

SHAPING THE AUSTIN WE IMAGINE

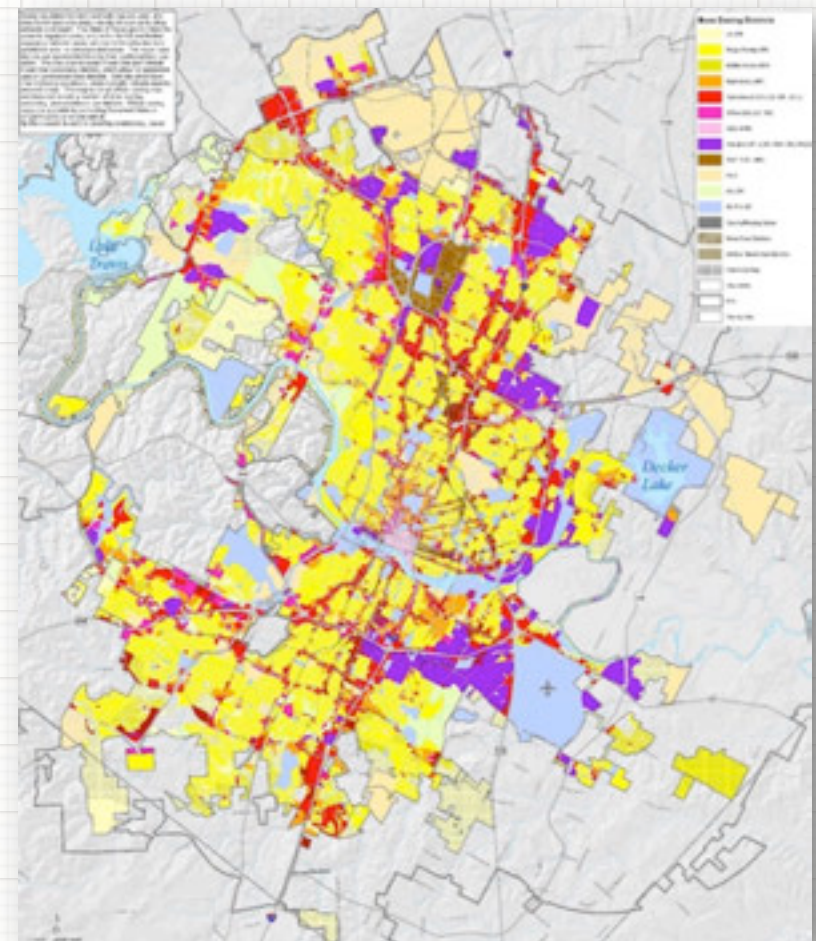
Peter J. Park
City Planning and Design



Mapping Approach Introduction

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CAG Public Presentation
January 9, 2017
Austin, TX



Outline of Presentation

1. Key Concepts for “Citywide Mapping”
2. How we will do it in Austin
3. Next Steps

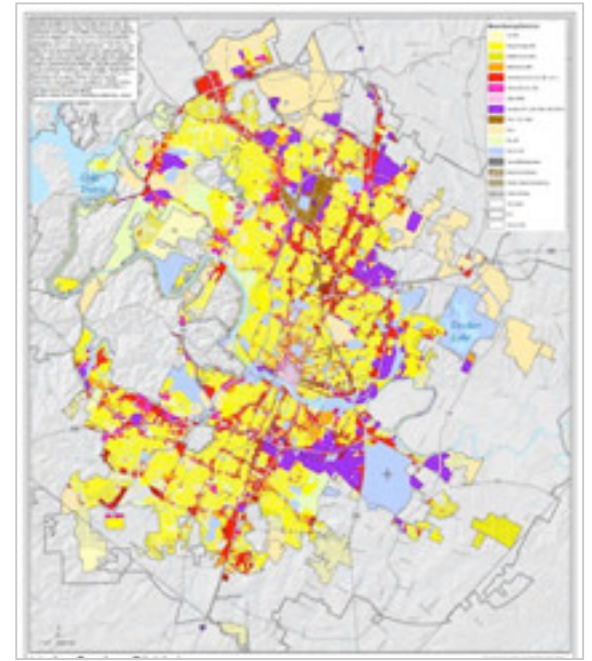
1

Citywide Mapping

Some Key Concepts

Key Concepts:

1. What does “Citywide Rezoning” mean?
2. Varying degrees of change depending on guidance from adopted plans and market demand
3. Simultaneous Mapping builds confidence in the Text
4. Iterative Process that requires significant resources, time, and community discussion
5. Most effective way to implement adopted plans sooner
6. Better Code, Better Planning

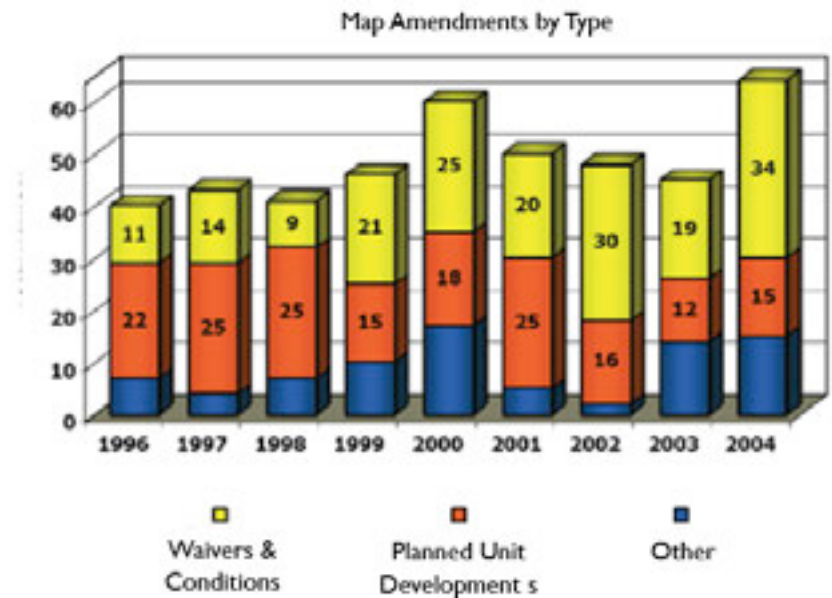
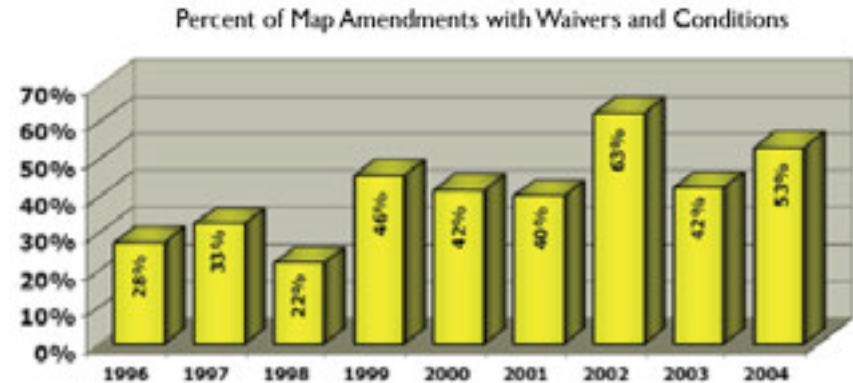


The Denver Experience

Lessons Learned

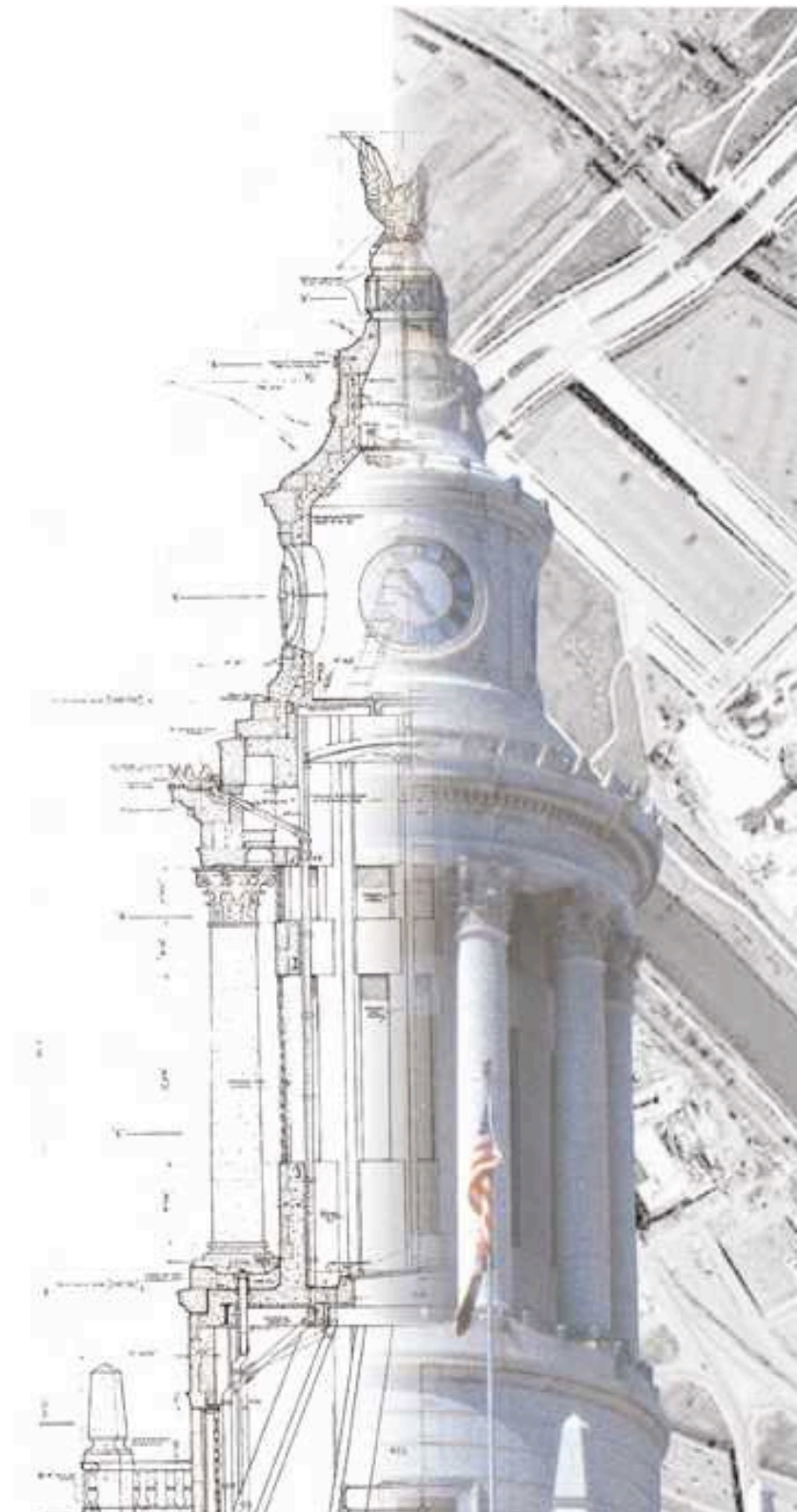
A Familiar Story...

- Last significant update was in the mid-1950's
- Code was misaligned with adopted plans (Blueprint Denver) and difficult to navigate
- Intense growth pressures
- Heavy reliance “one-off” rezoning
 - PUDS
 - Unique Mixed-Use zones
 - Waivers and Conditions
- Outdated Neighborhood Plans and the few plans being done took years to complete

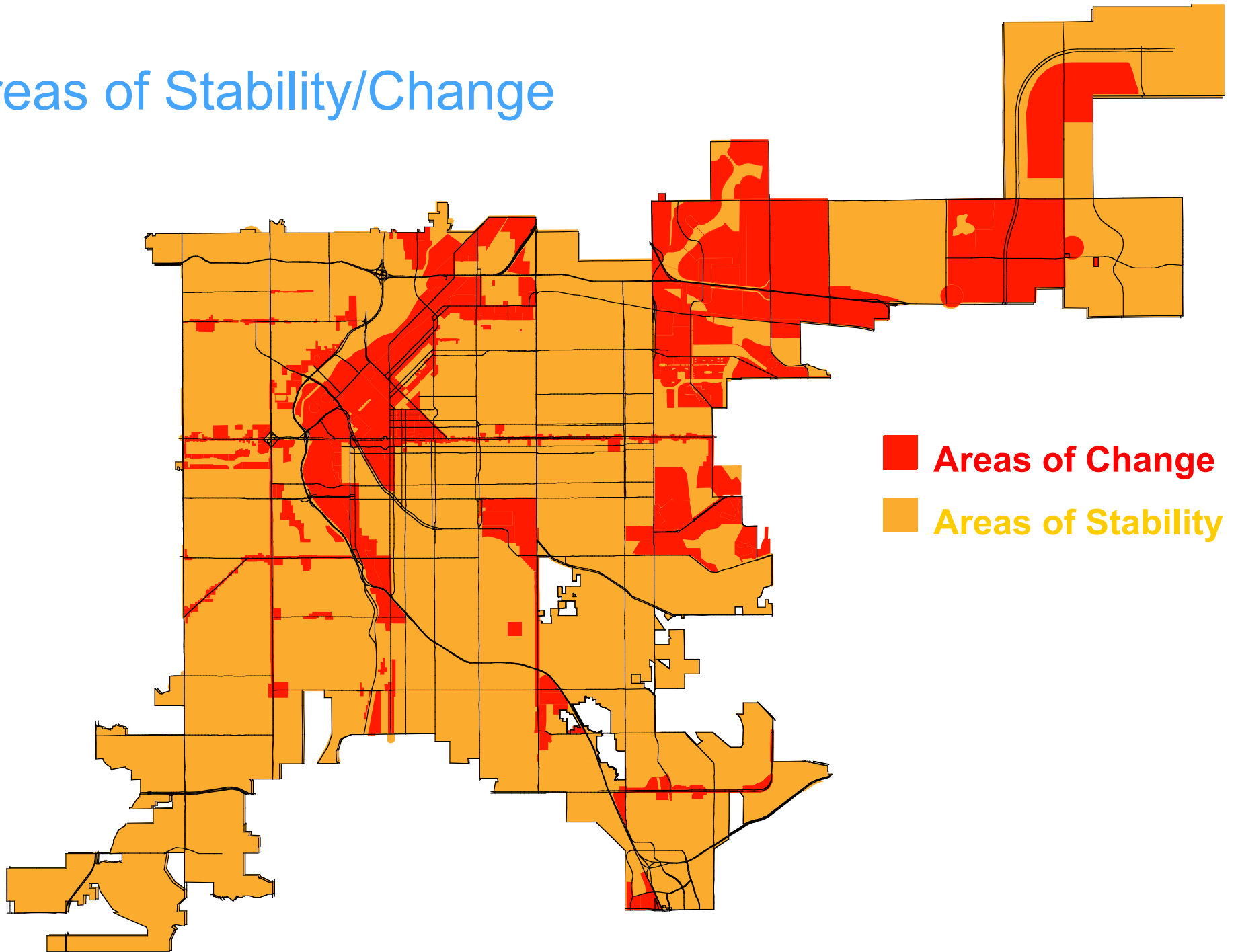


BLUEPRINT DENVER

An Integrated Land Use
and Transportation Plan



Areas of Stability/Change

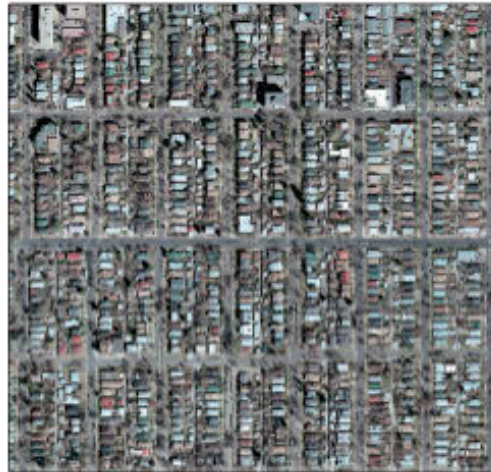


Context-based Approach

TYPOLOGY A1



SNAPSHOT AREA - KEY



SNAPSHOT AREA - AERIAL PHOTOGRAPH

DESCRIPTION

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

Differs from other traditional typologies:-

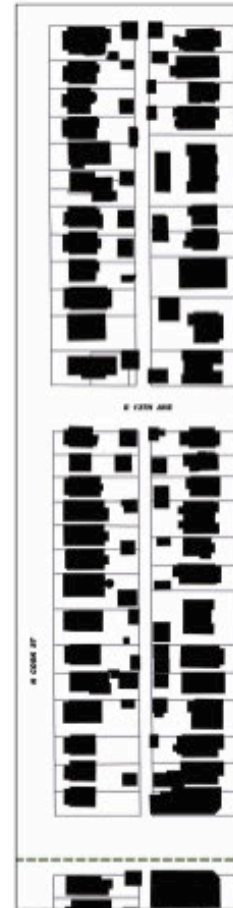
- Very high lot coverage and narrow streets
- No front accessed parking
- Very consistent pattern of street trees



SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM



EXTRACT OF THE SNAPSHOT AREA - AERIAL PHOTOGRAPH (LEFT)



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



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



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



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



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



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



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



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



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

FRAMEWORK FEATURES

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

LOT FEATURES

LOT SIZE:	35/40' BY 145'
LOT SHAPE & ORIENTATION:	LONG, NARROW, PERP. TO STREET
LOT WIDTH:	NARROW, WITH SOME EXCEPTIONS
LOT COVERAGE:	50% & GREATER
BUILDING ORIENTATION:	GEN. WITH LOT
BUILDING PLACEMENT:	FORWARD
PARKING ACCESS/LOCATION:	GEN. REAR ACCESS

BUILDING PLACEMENT

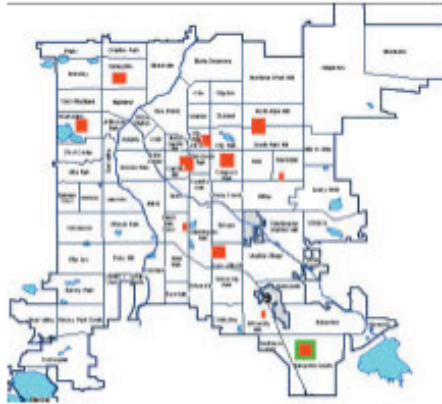
Front Setback:	20'
Side Setbacks:	5'
Rear Setback:	20'

BUILDING FORM

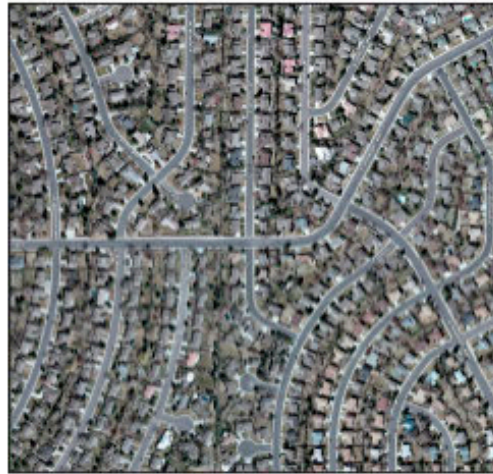
Building Height:	2-2.5
Plate Height:	15'-22'
Roof Ridge Height:	25'-35'
Roof Form:	FRONT GABLE, SOME HIP
Entry (Porch/Door Orientation):	CONSISTENT FRONT PORCH
Transparency (Window Location & %):	30-50% Transparency

Context-based Approach

TYPOLOGY D2



SNAPSHOT AREA - KEY



SNAPSHOT AREA - AERIAL PHOTOGRAPHY



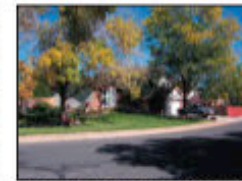
EXTRACT OF THE SNAPSHOT AREA - AERIAL PHOTOGRAPHY



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



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



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



DESCRIPTION

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

Differs from D1 typology:

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



SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM



EXTRACT OF THE SNAPSHOT AREA - BUILDING PLACEMENT DIAGRAM



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



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

FRAMEWORK FEATURES

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

LOT FEATURES

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

BUILDING PLACEMENT

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

BUILDING FORM

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

Context-based Approach



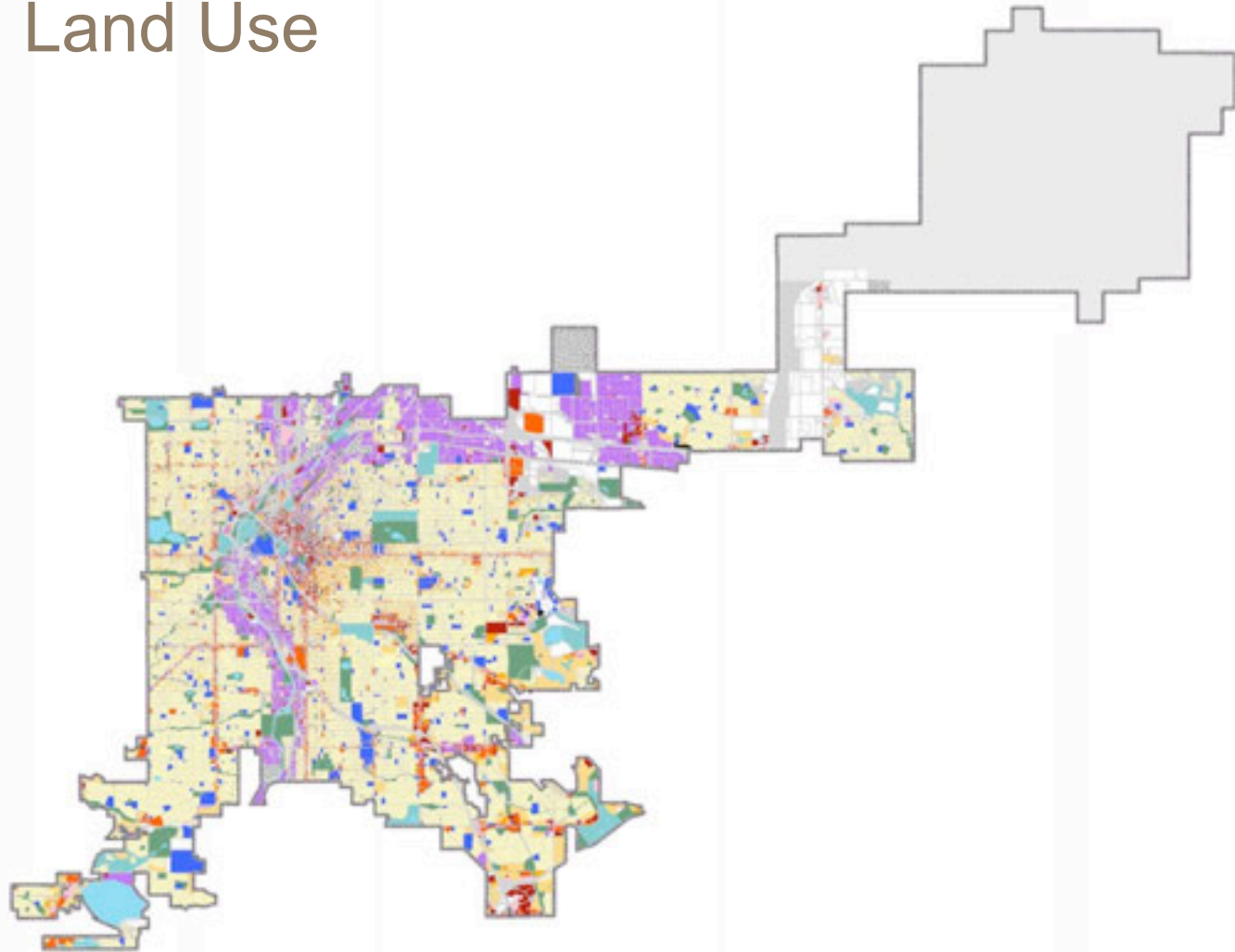
Multiple Elements

Existing Form



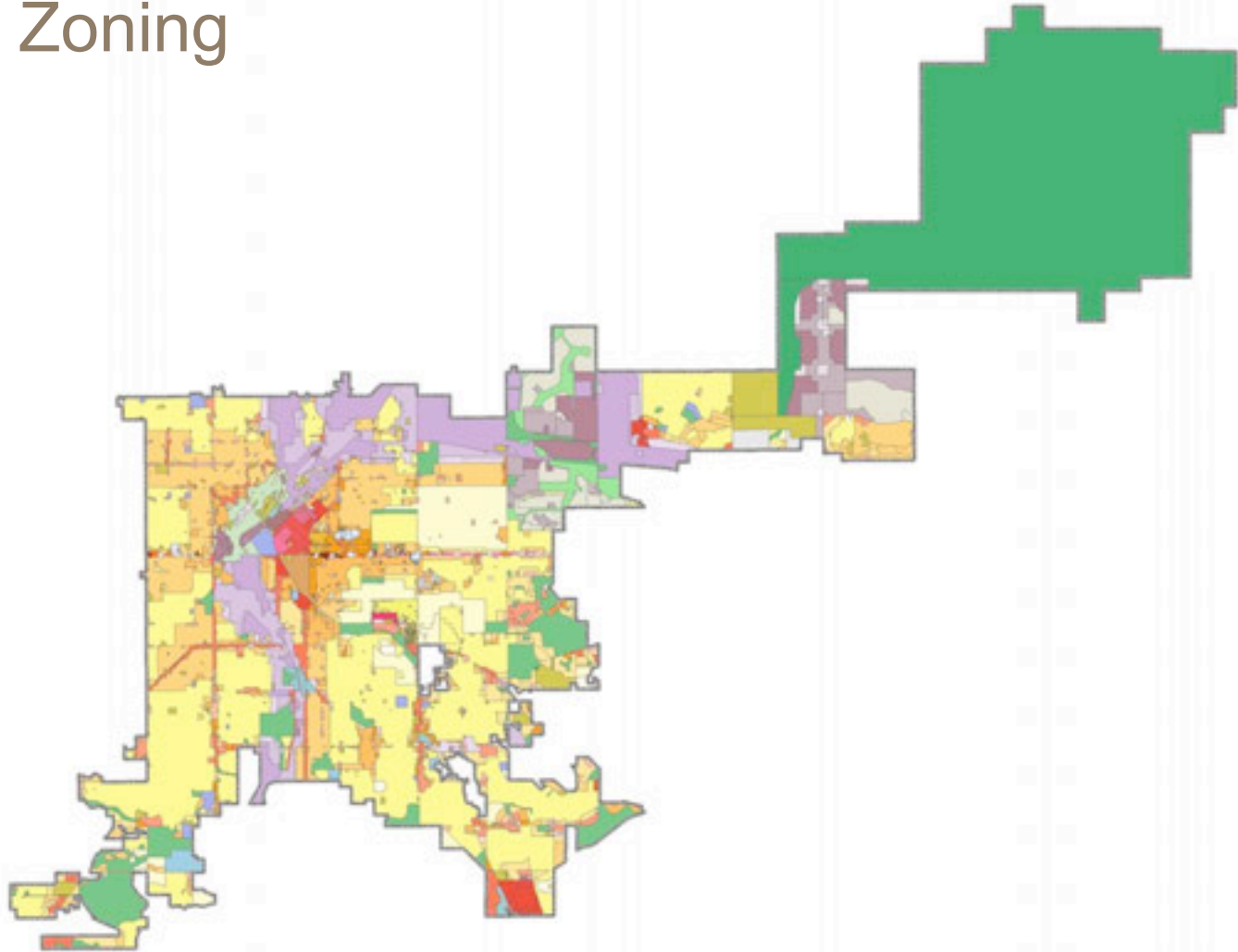
Multiple Elements

Existing Land Use



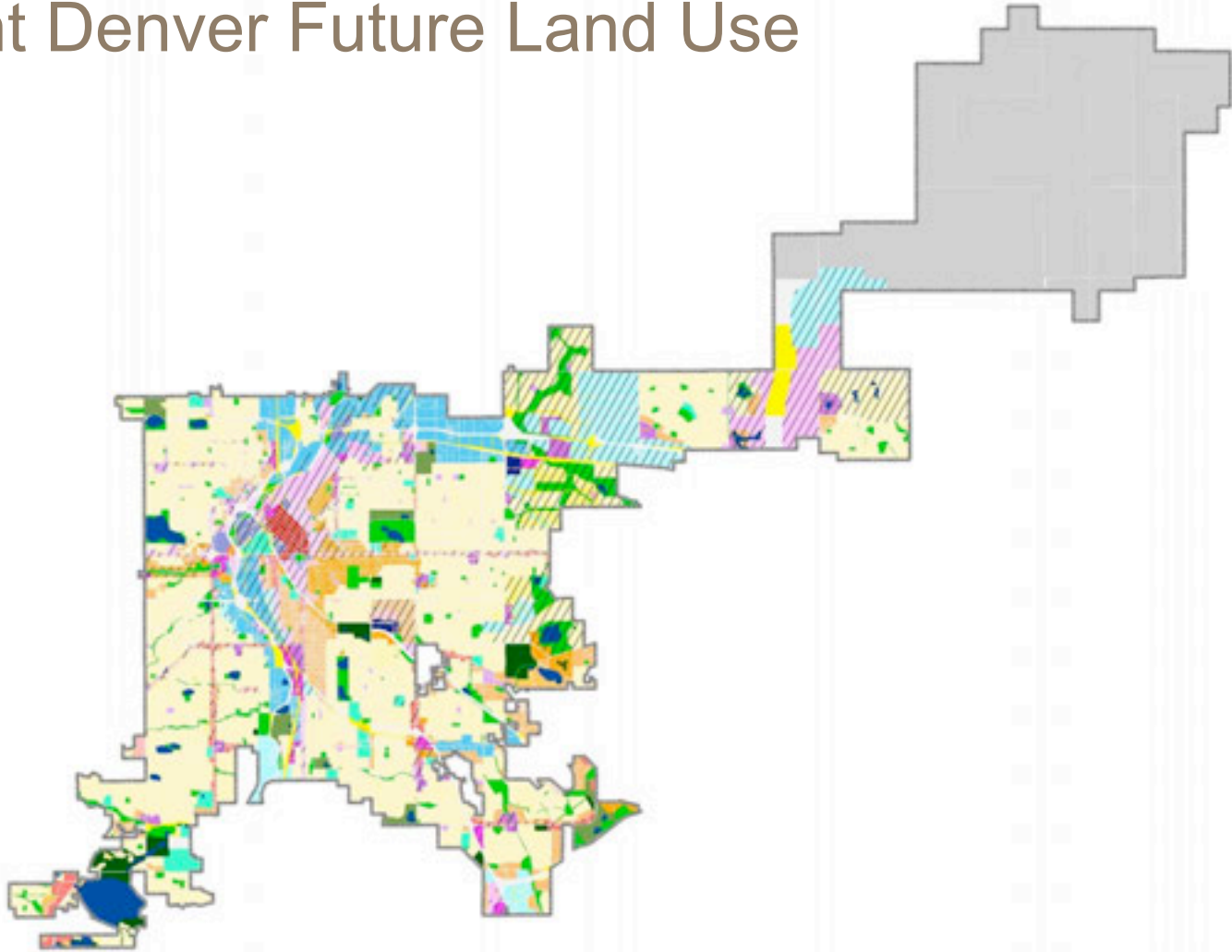
Multiple Elements

Existing Zoning

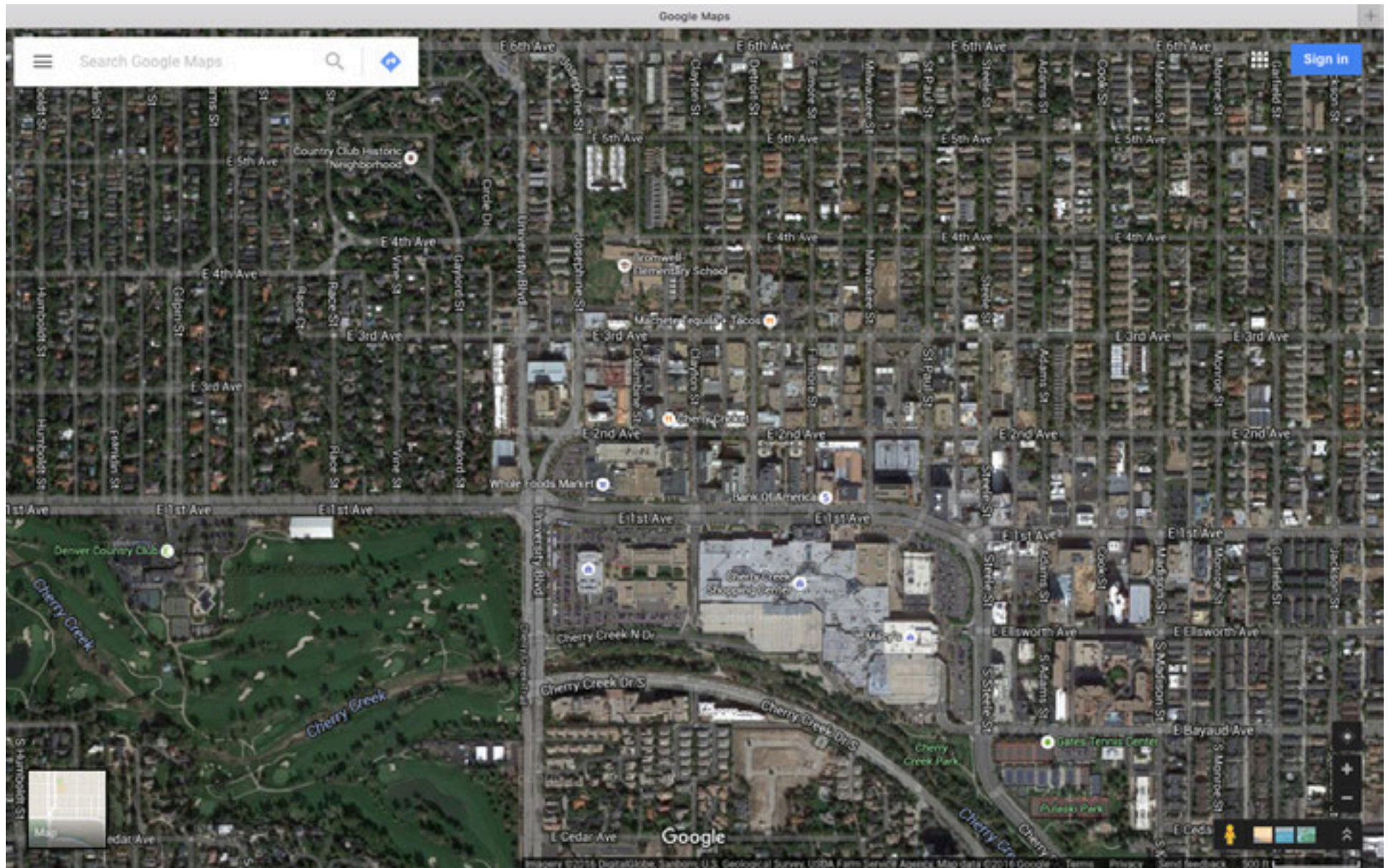


Multiple Elements

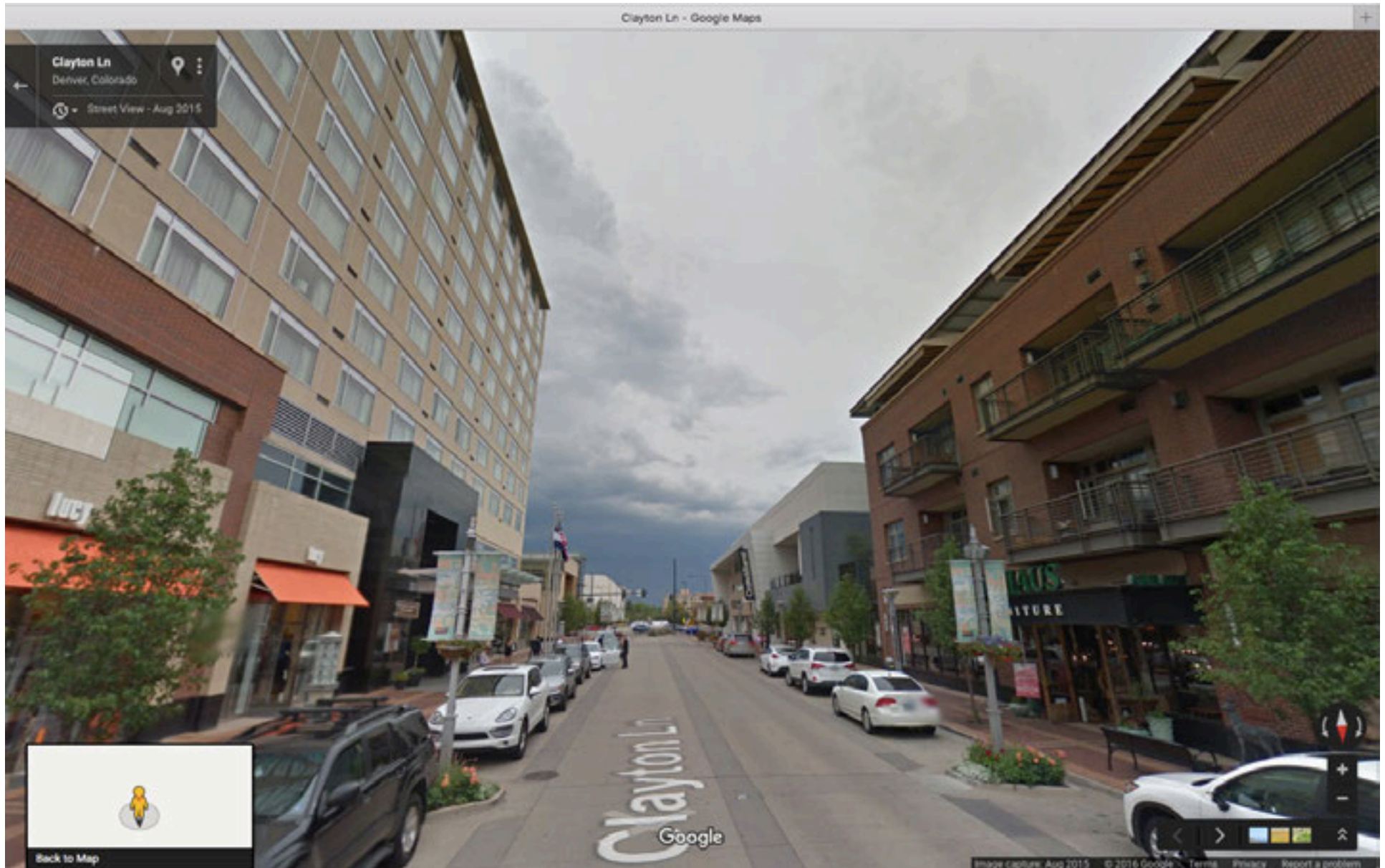
Blueprint Denver Future Land Use



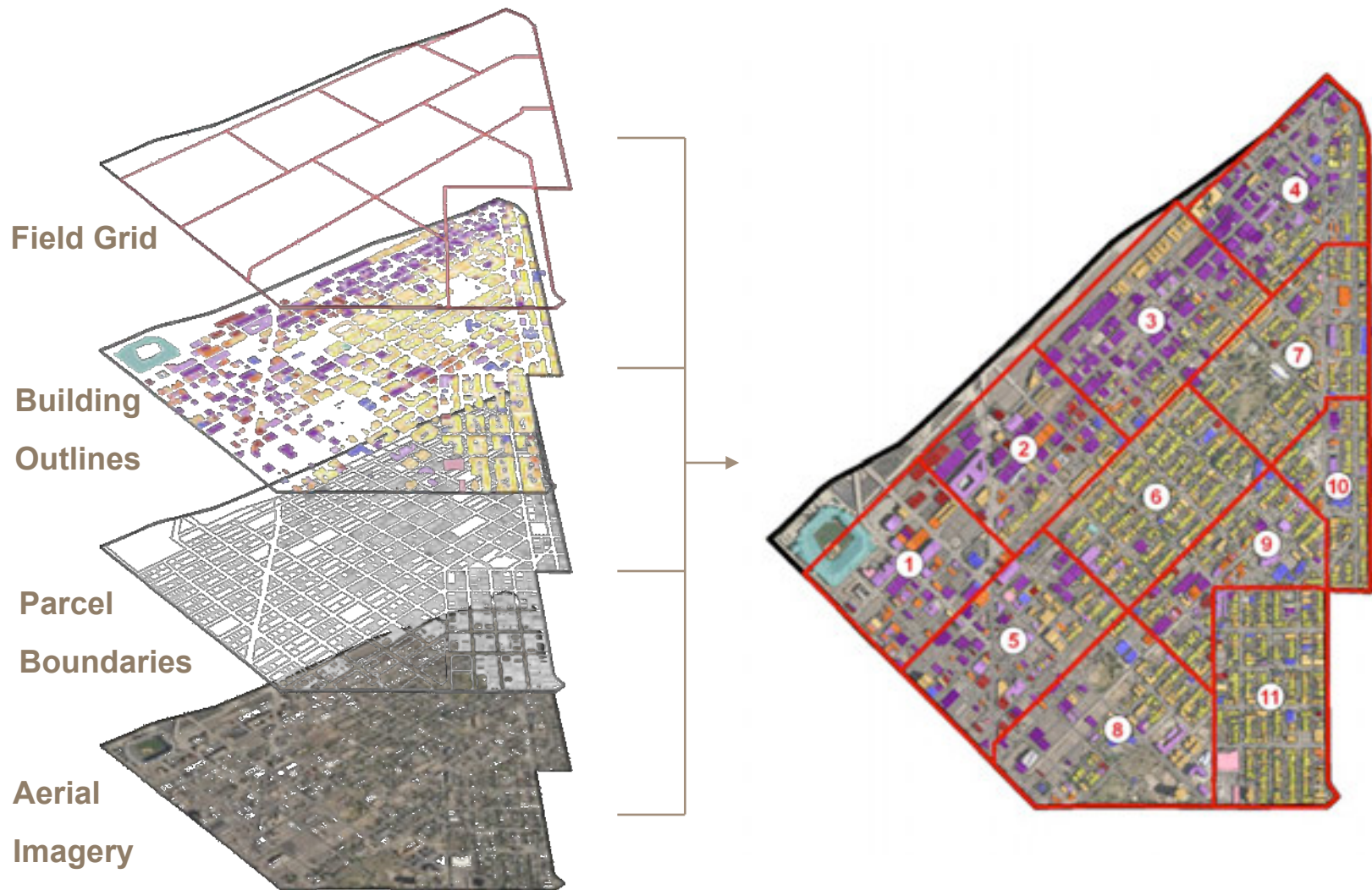
Multiple Elements



Multiple Elements



Multiple Elements



Existing Land Use

Highland

Land Use by Parcel*

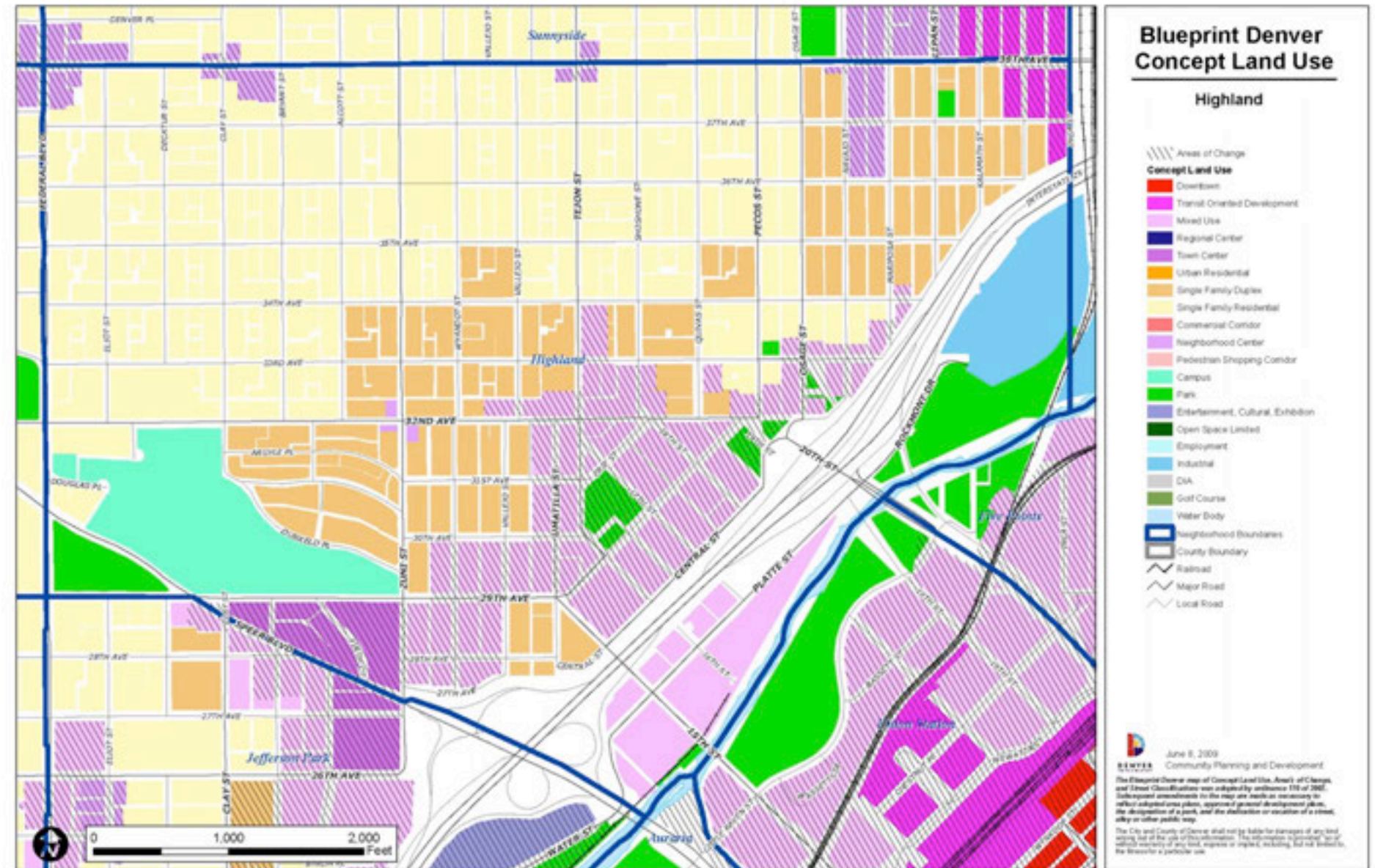
- Office
- Retail
- Commercial
- Mixed Use
- Industrial
- Entertainment/Cultural
- Public/Government
- Single-Family
- Multi-Family Low Rise**
- Multi-Family Mid Rise
- Multi-Family High Rise
- Park/Open Space
- Transportation, Communication, Utility (TOU)
- Denver International Airport (DIA)
- ROW/Road
- Parking (Surface or Structural)
- Surface Water
- Other/Unknown
- Vacant
- Neighborhood Boundaries
- County Boundary
- Railroad
- Major Road
- Local Road

*Existing land use data were compiled from the Assessor's parcel records and evaluated during the time period of March 2008 through November 2008. In many cases the April 2008 aerial imagery was used to determine use. Parcel boundaries may have been modified in areas of parks and roads in R-O-W.

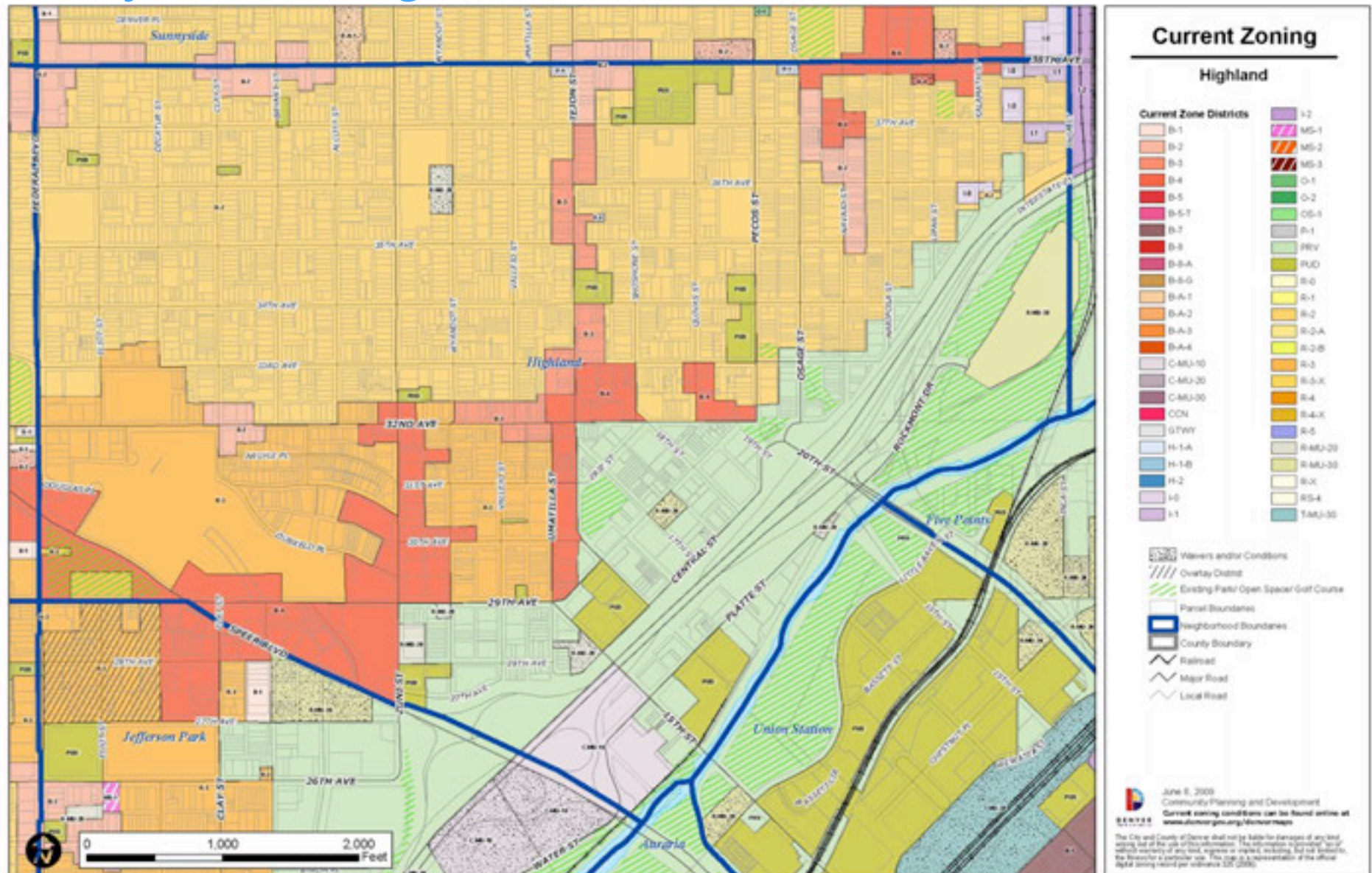
**Multi-Family Low Rise includes single family conversions (single family structures with more than 1 living unit).

June 8, 2009
Community Planning and Development

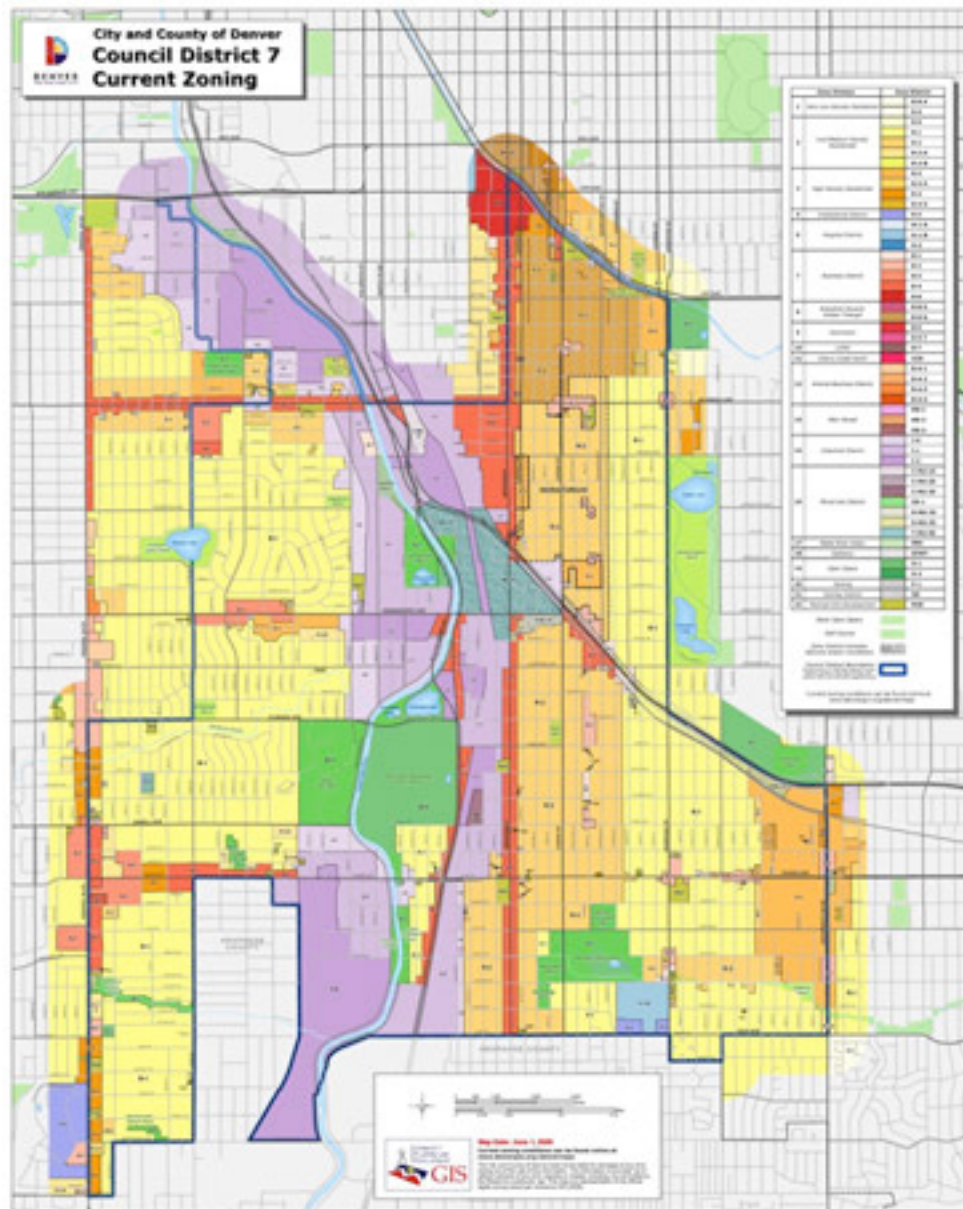
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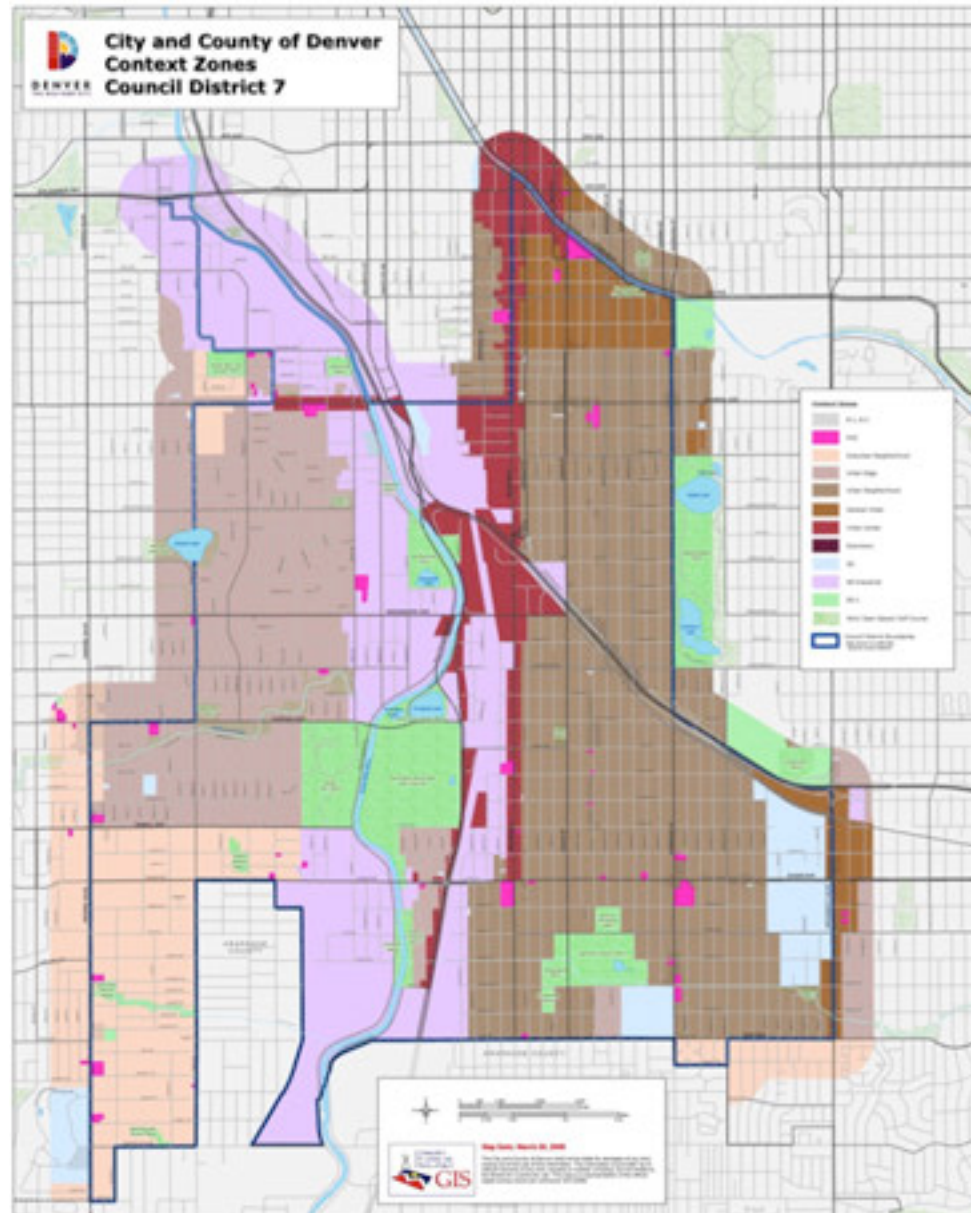
Analysis at Neighborhood Scale



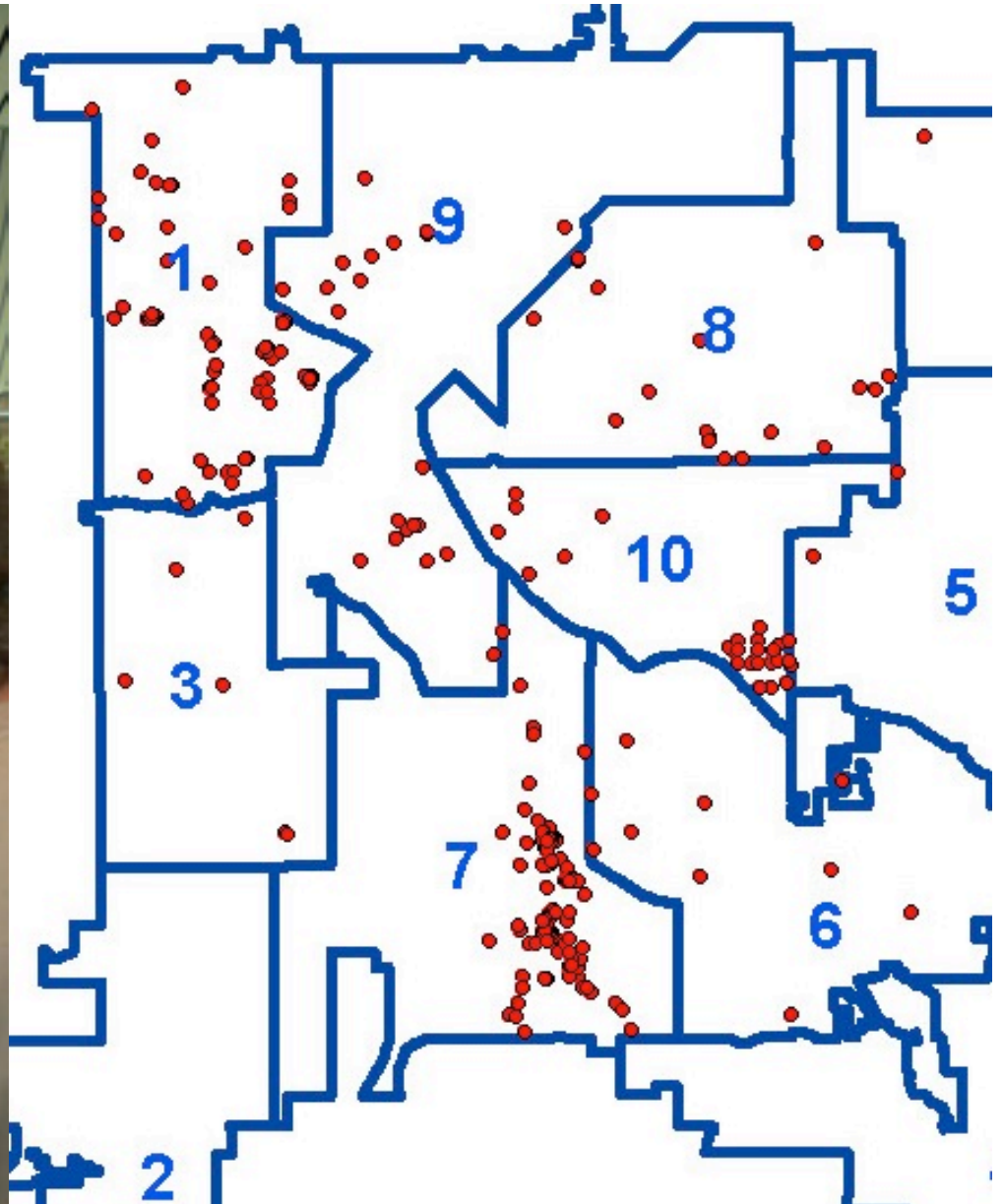
Role of Council Districts in Public Engagement



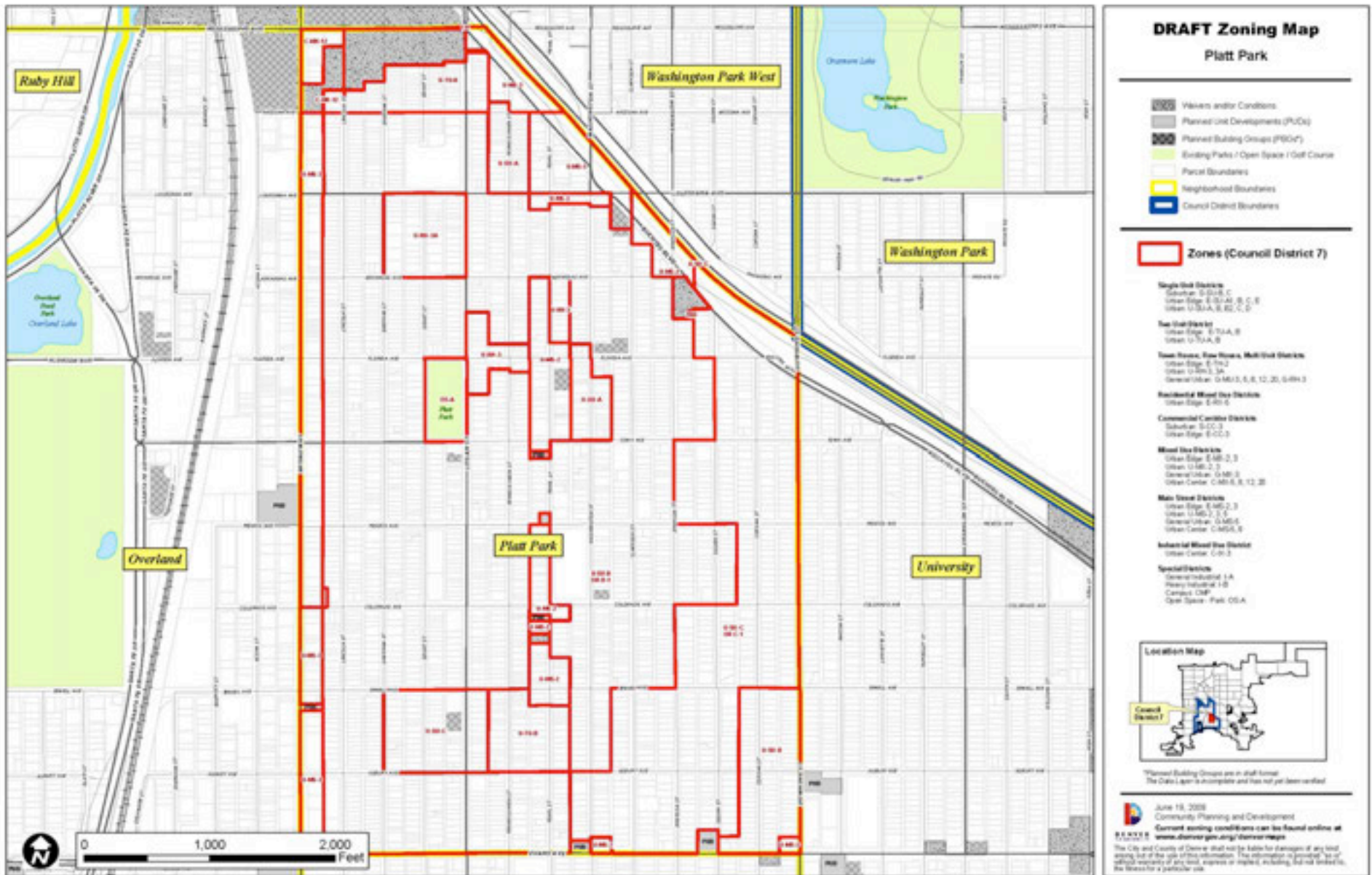
Role of Council Districts in Public Engagement



Public Meetings, Website, Office Hours



Public Meetings, Website, Office Hours



Public Meetings, Website, Office Hours

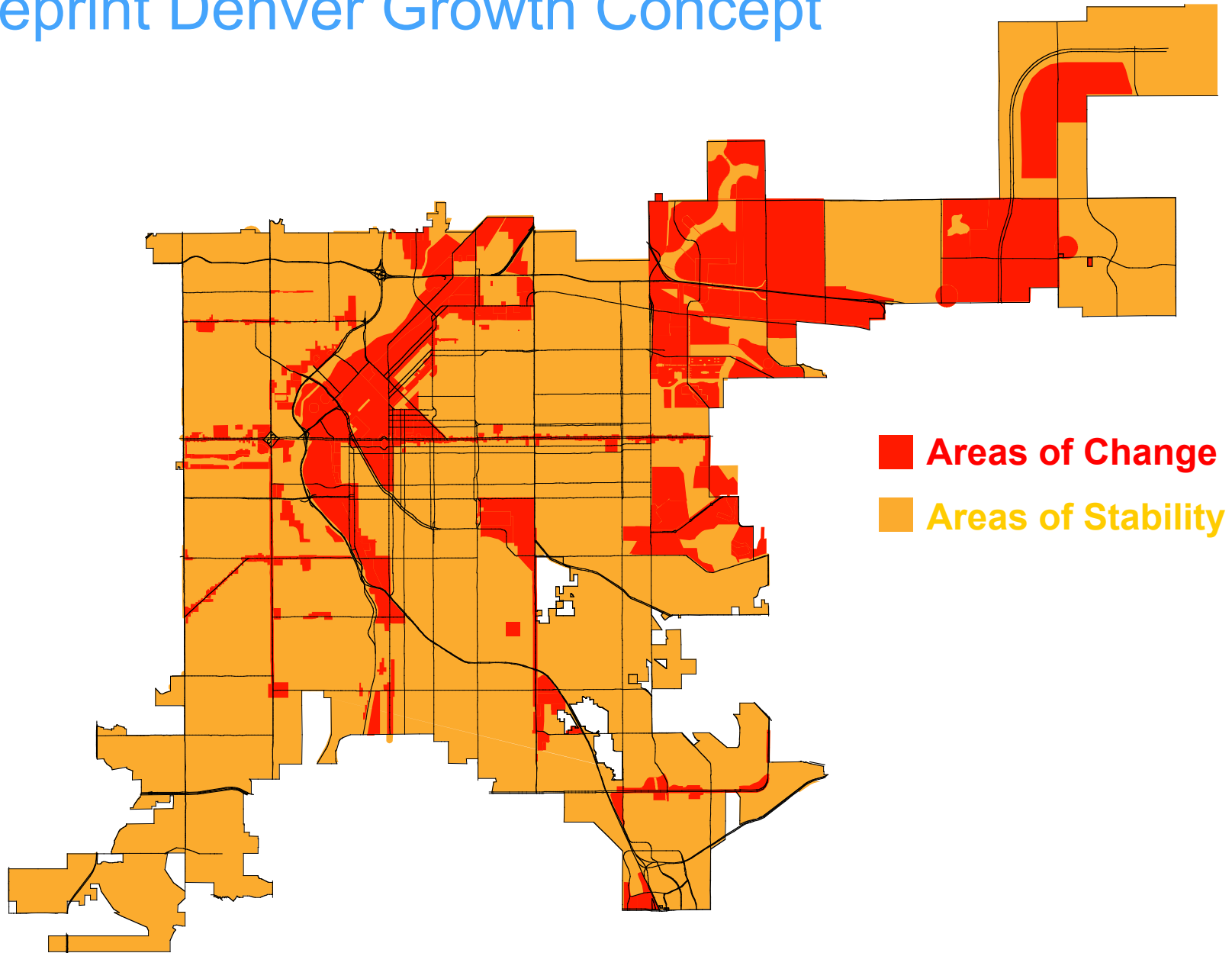




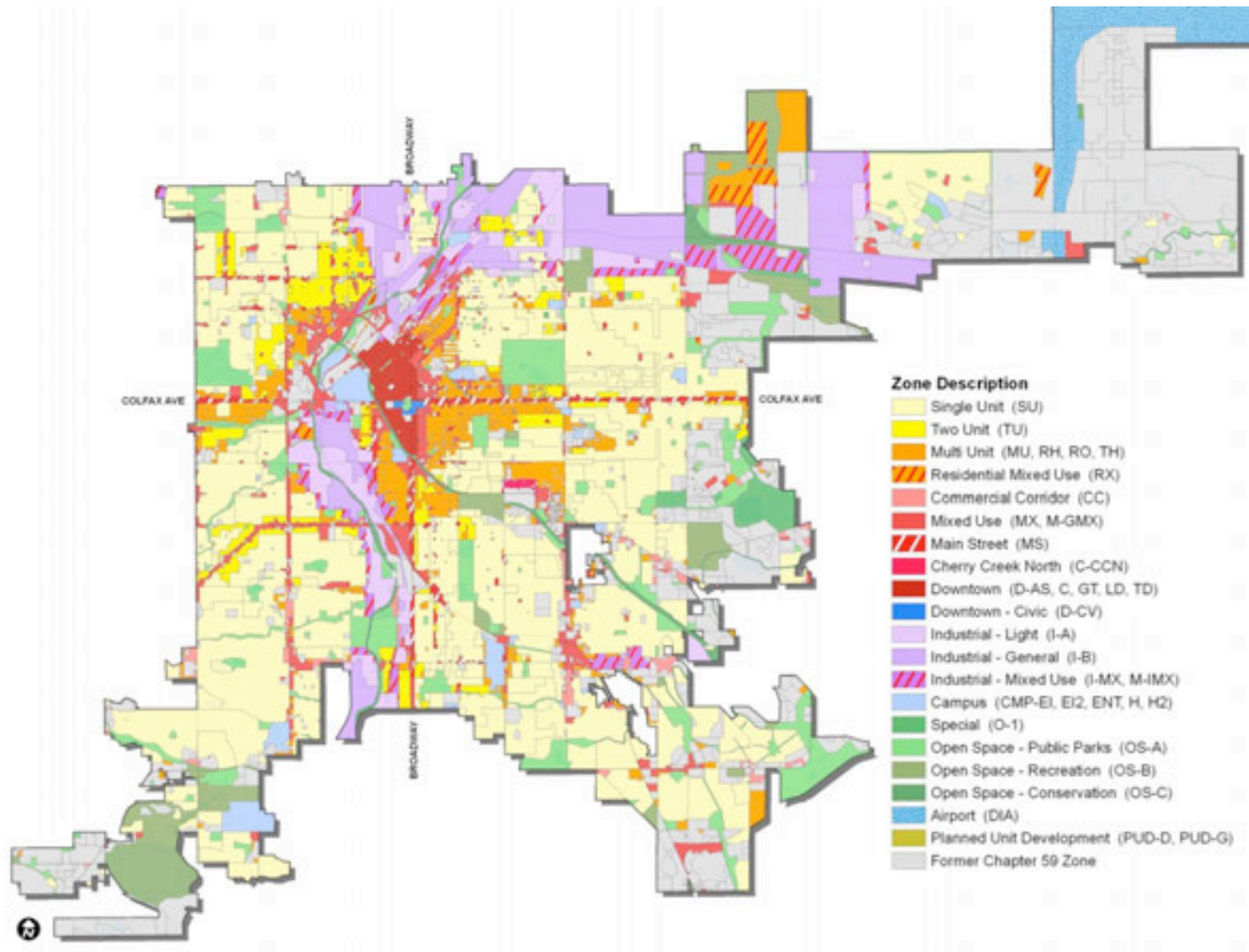
THE NEW ZONING CODE

PUTTING BLUEPRINT DENVER TO WORK

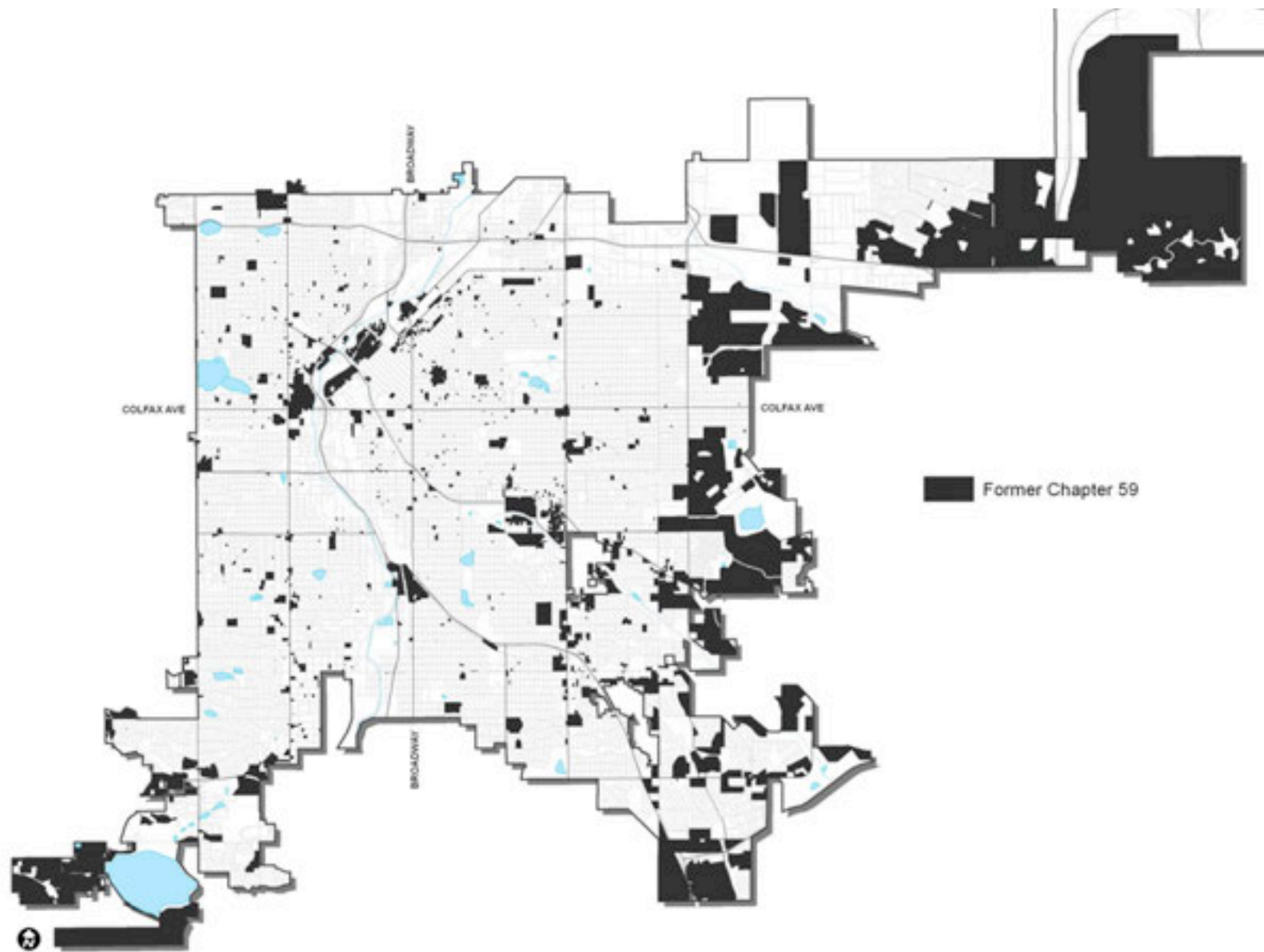
Blueprint Denver Growth Concept



Rezoned Approximately 82% of the City



“Former Chapter 59”



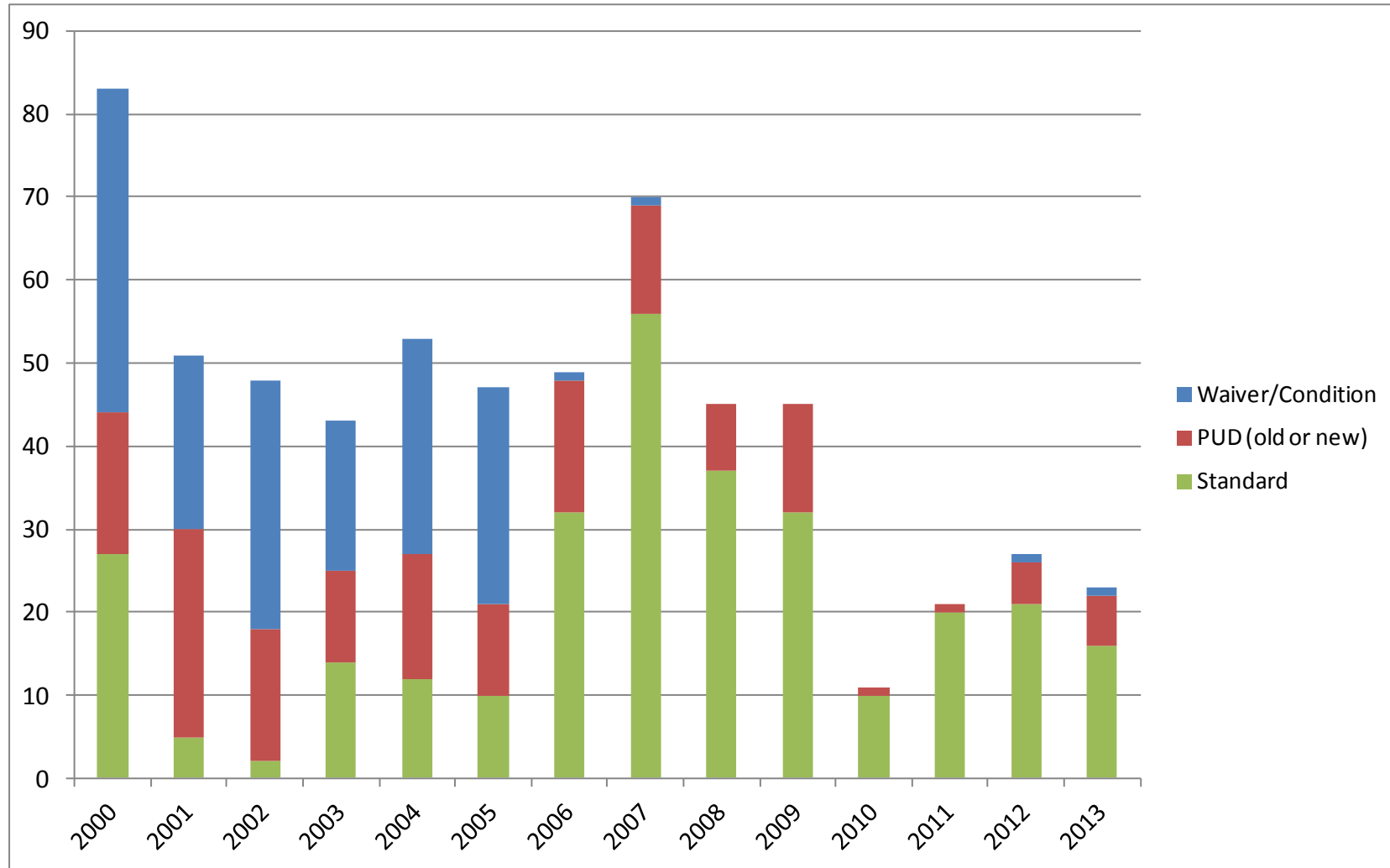
Implementing Blueprint Denver

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

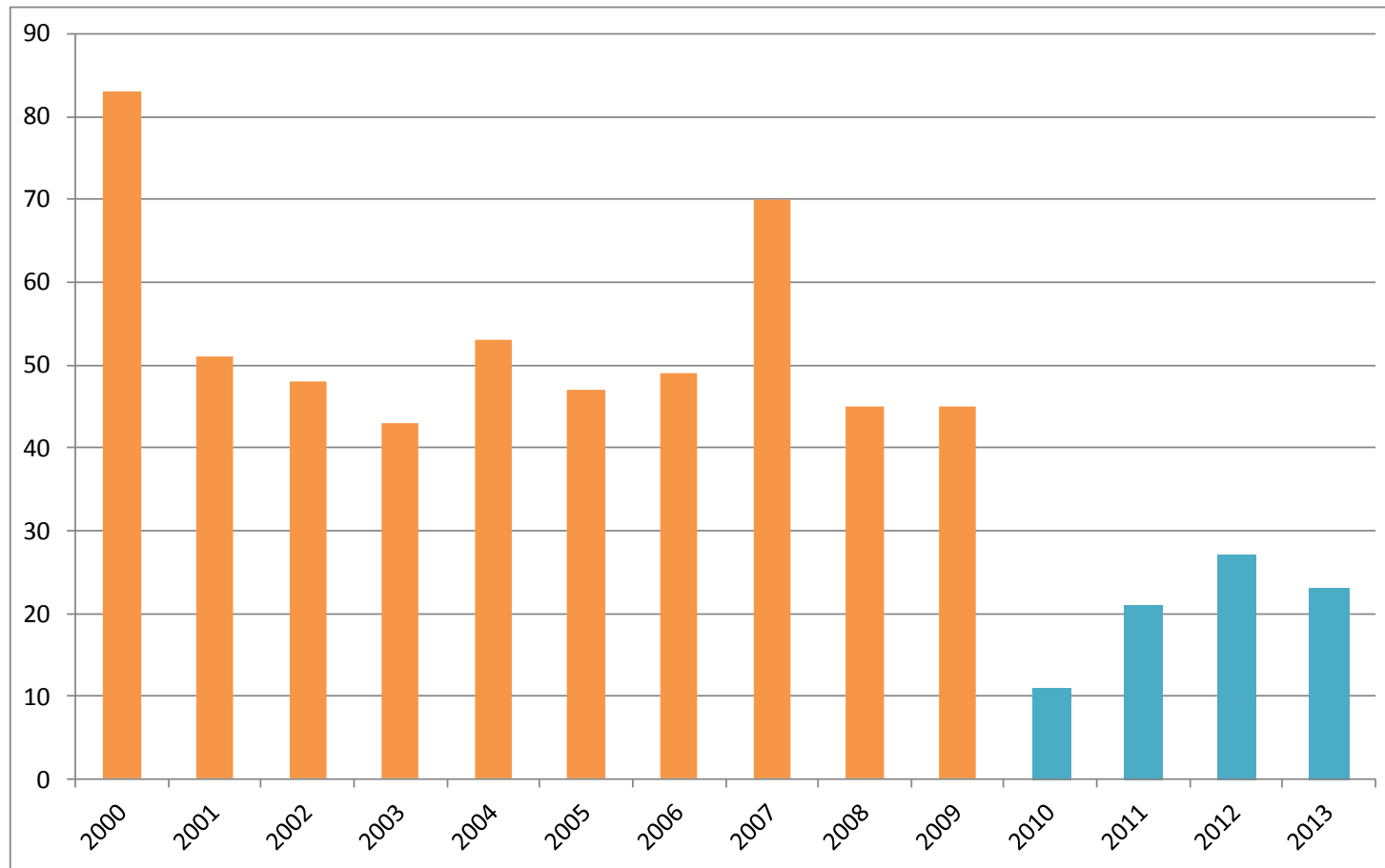
Streamlining the Development Process

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

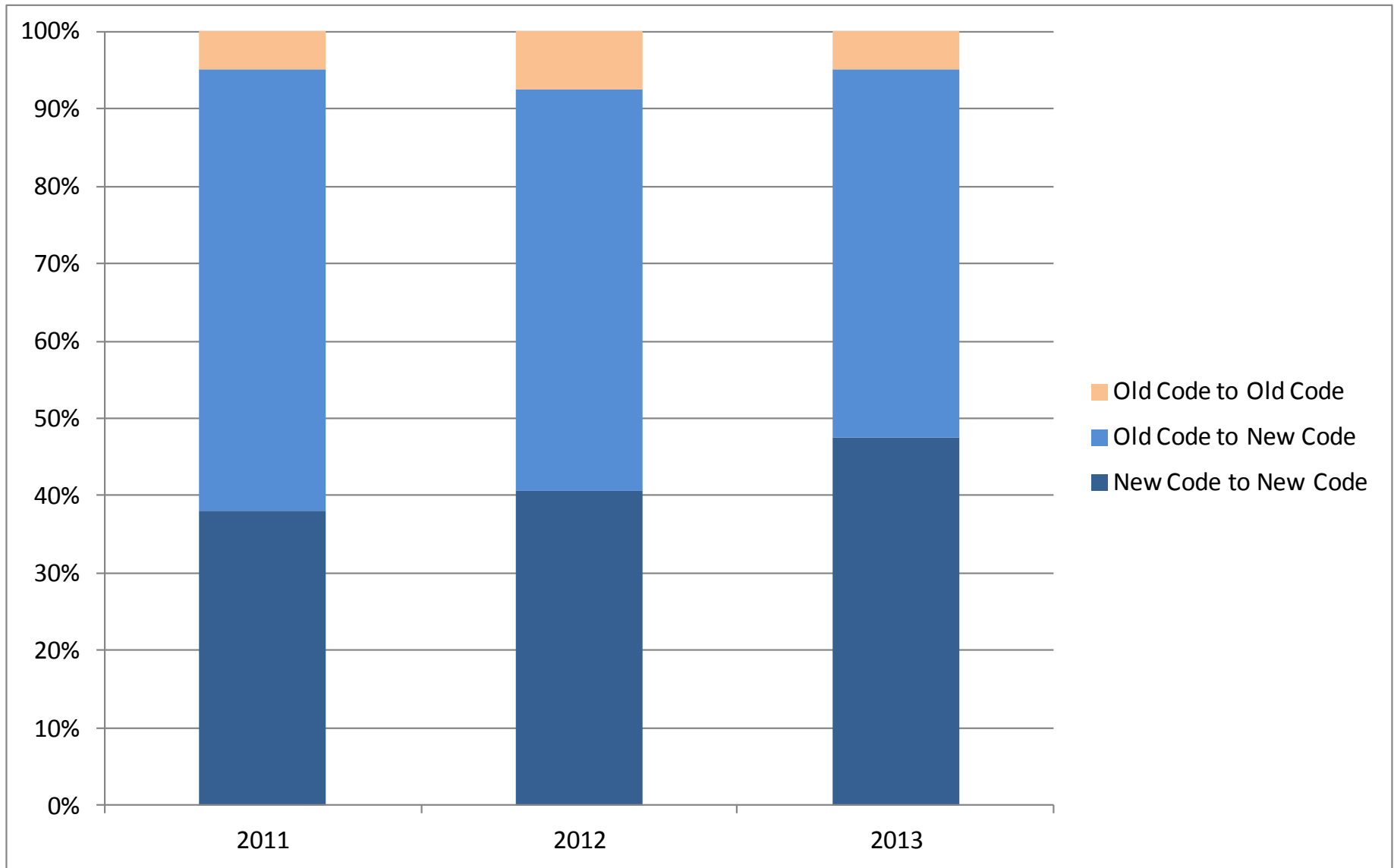
Rezoning by Type 2000-2013



Fewer Rezoningings



Implementing Blueprint Denver



Keys to Success

- Communicate the thoroughness of the process as a means of **implementing adopted plans** and dealing with the practical realities of **property rights** concerns
- Many opportunities for community to engage in mapping discussions in a non-confrontational settings both public and one-on-one
- City Council was actively engaged with full technical support by Planning Department staff
- Used the Map to explain how the new code was better than existing; used the Map to refine the text
- Focused on getting the text approved; not the last time the map would be changed.

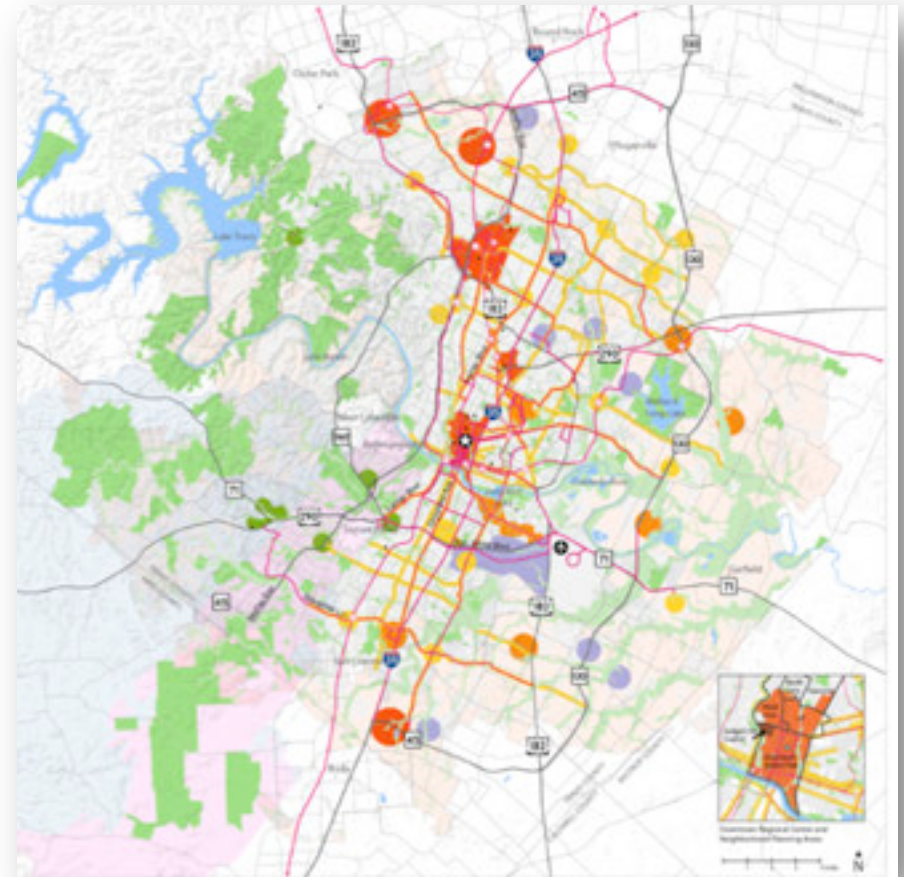
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How Will We Do It In Austin?

2 Multiple Elements

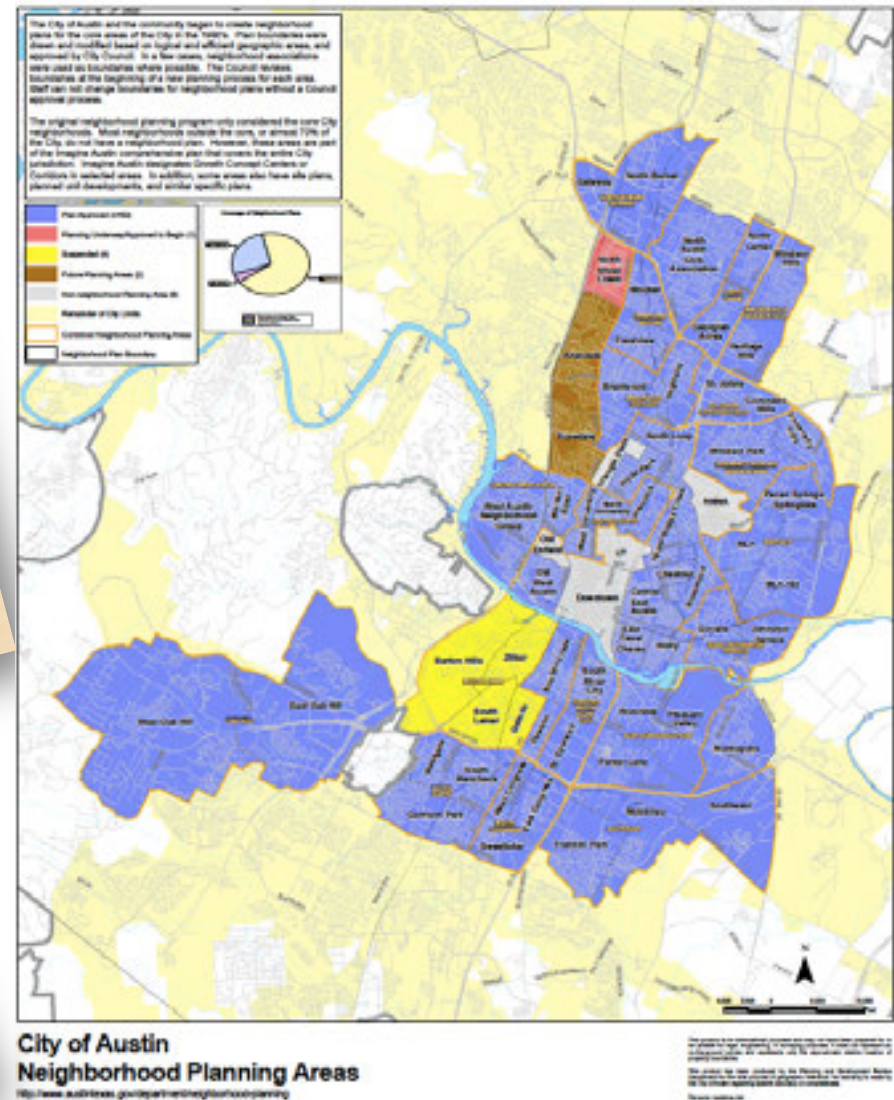
Adopted Plans

- Comprehensive Plan

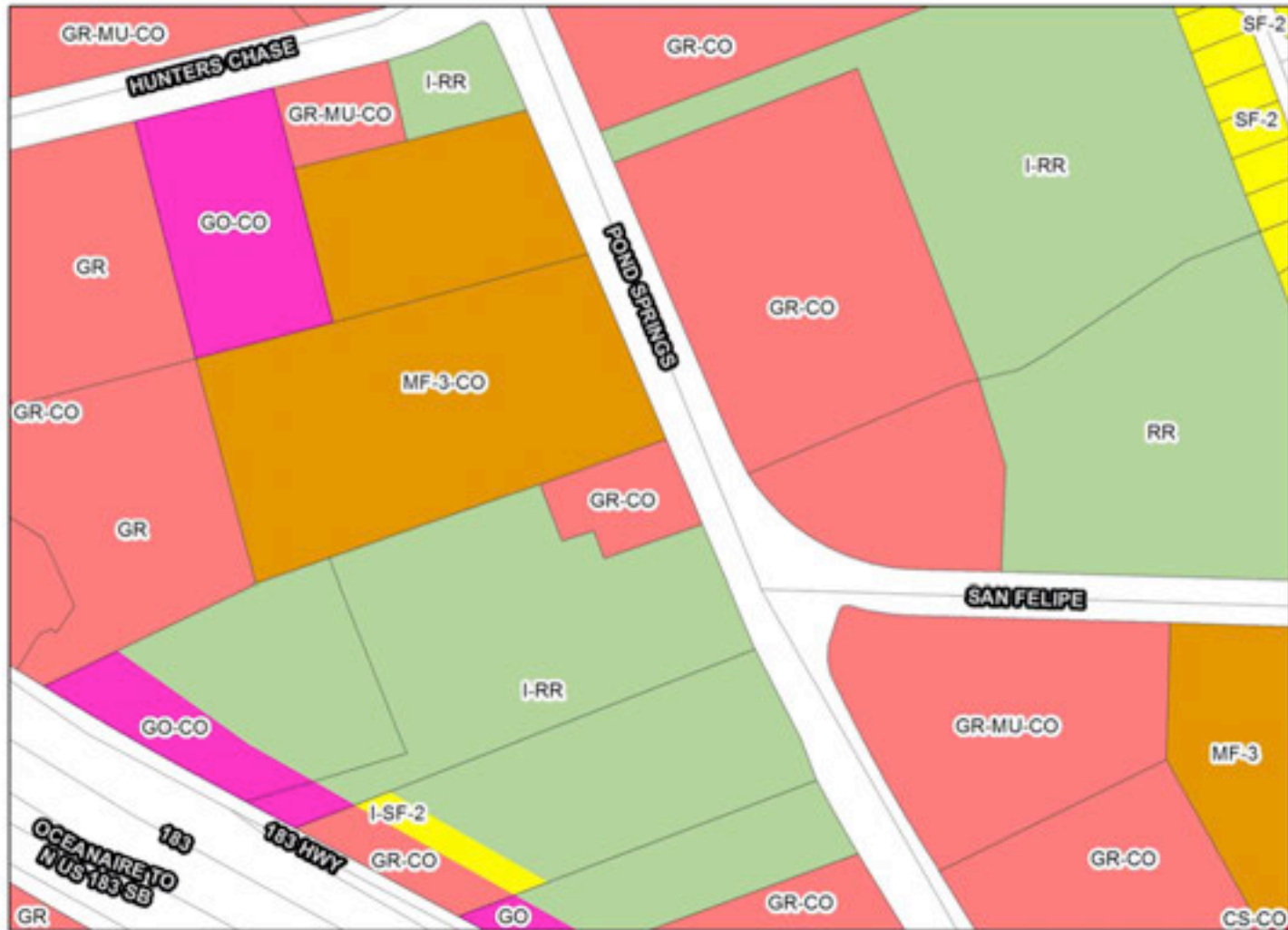


Adopted Plans

- Neighborhood Plans (FLUMS)
- Master Plans, Corridor Plans, and Special District Plans



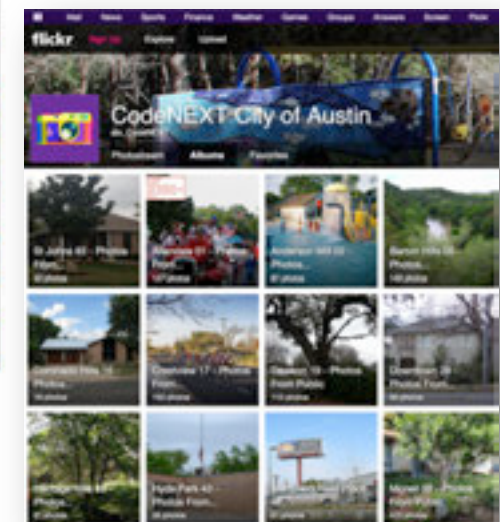
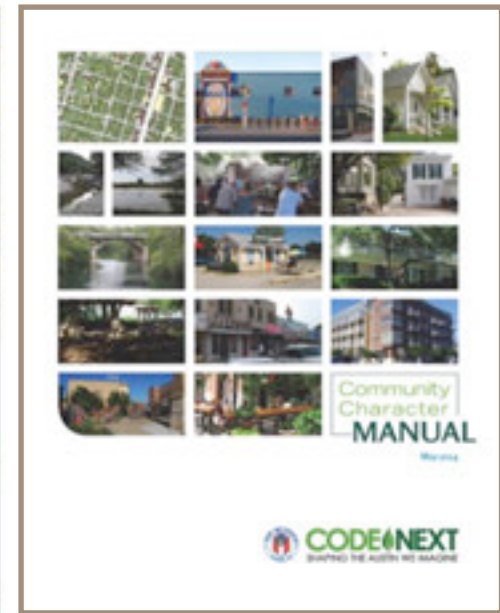
Existing Zoning and Other Applicable Regulations



Existing Land Use and Form



2014 Land Use Inventory



A Layered Approach

Adopted Plan Policies (FLUM)

Existing Zoning and Other Applicable Regulations

Existing Land Use and Form

New Zoning Classification



4 Multiple Passes

Multiple Passes

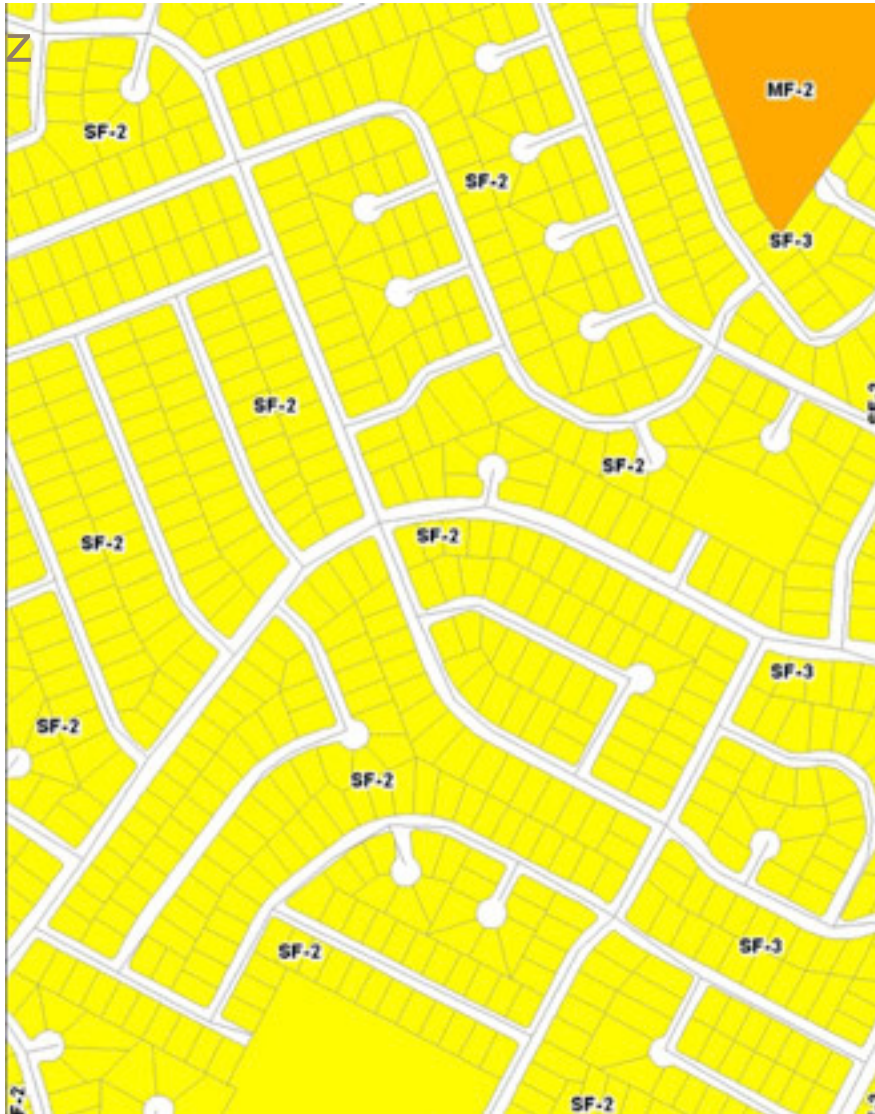
Pass 1: Simple translations & “carry forward” existing PUD’s, Specific Regulating Plans, TOD’s, etc.

Pass 2: New Zones that incorporate common “modifiers”, Compatibility, VMU, etc.

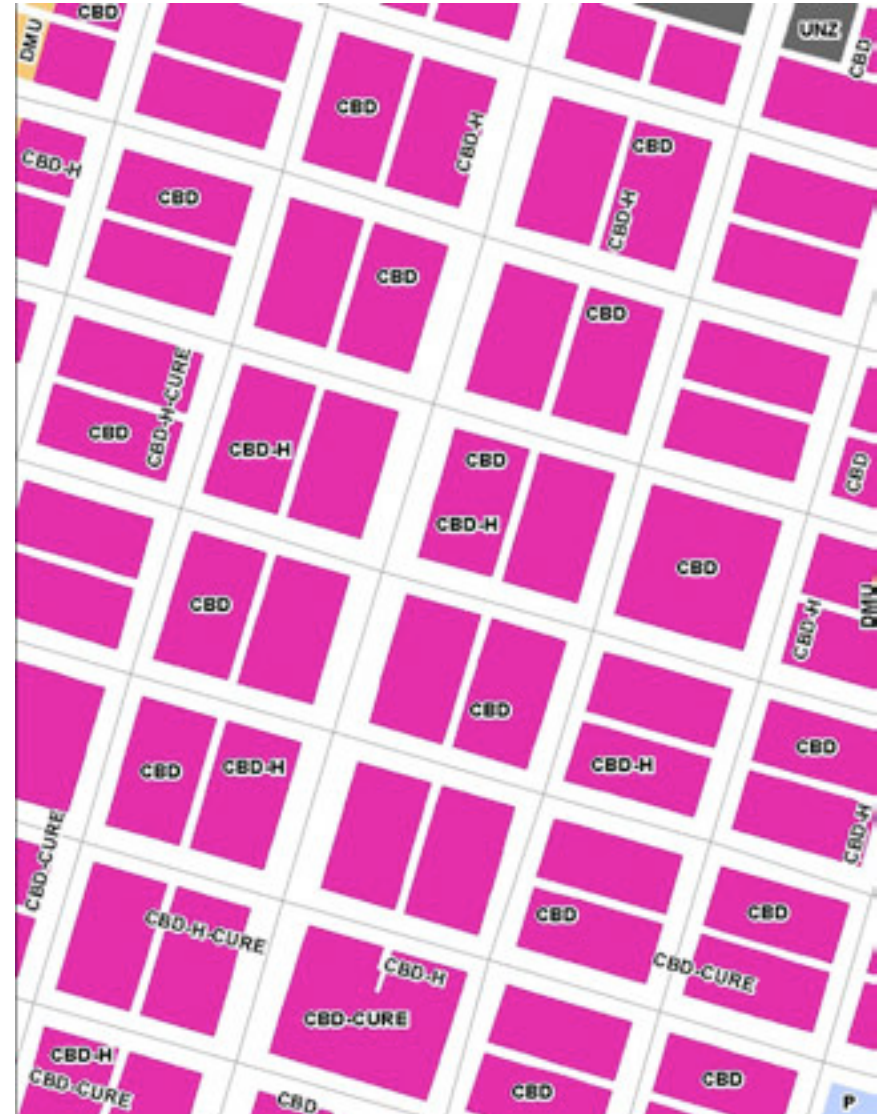
Pass 3: Most factors to evaluate

Pass 1: Simple Translation

Residential Neighborhood

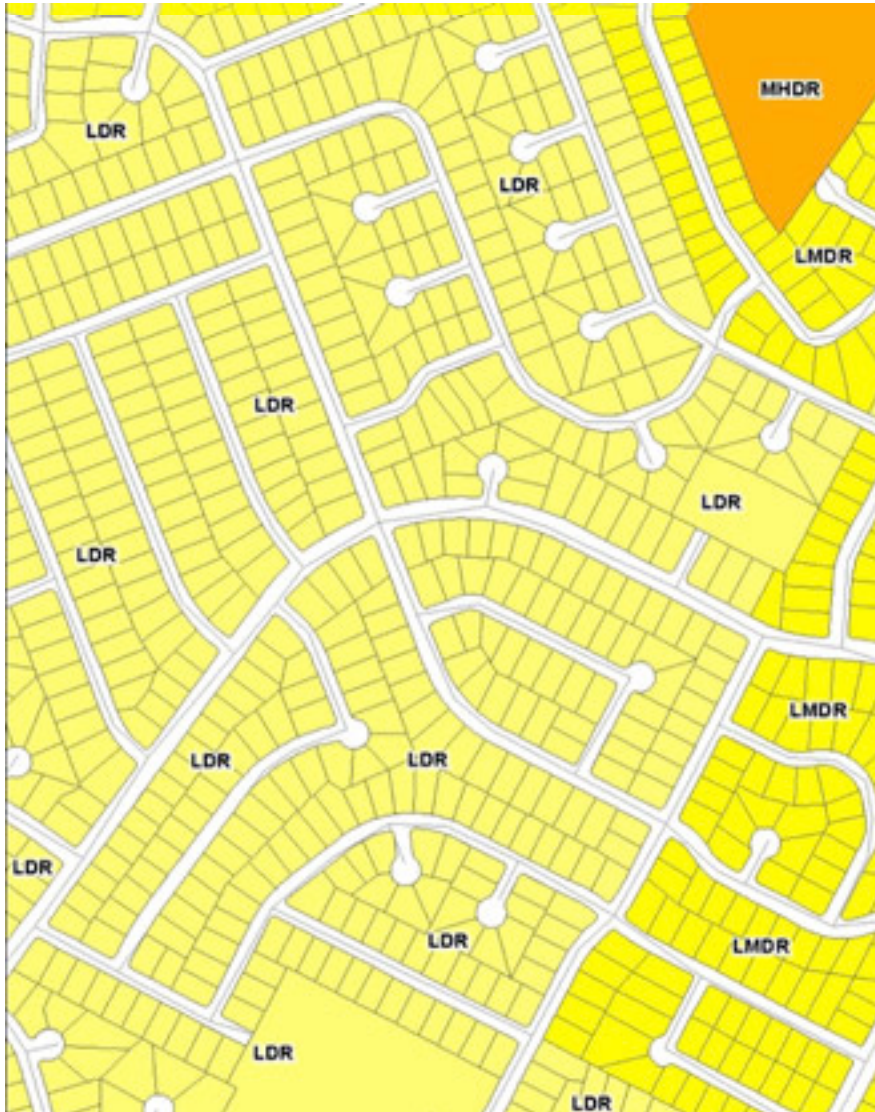


Downtown Core

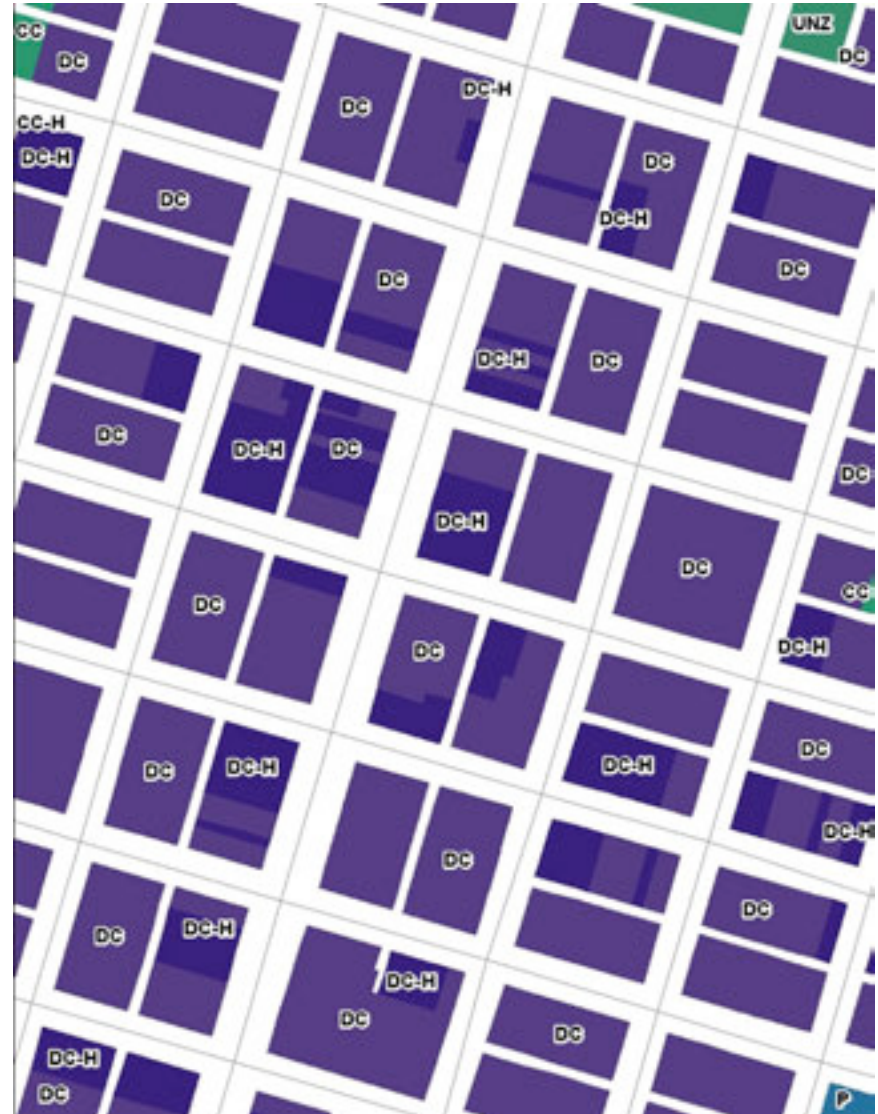


Pass 1: Simple Translation

Residential Neighborhood

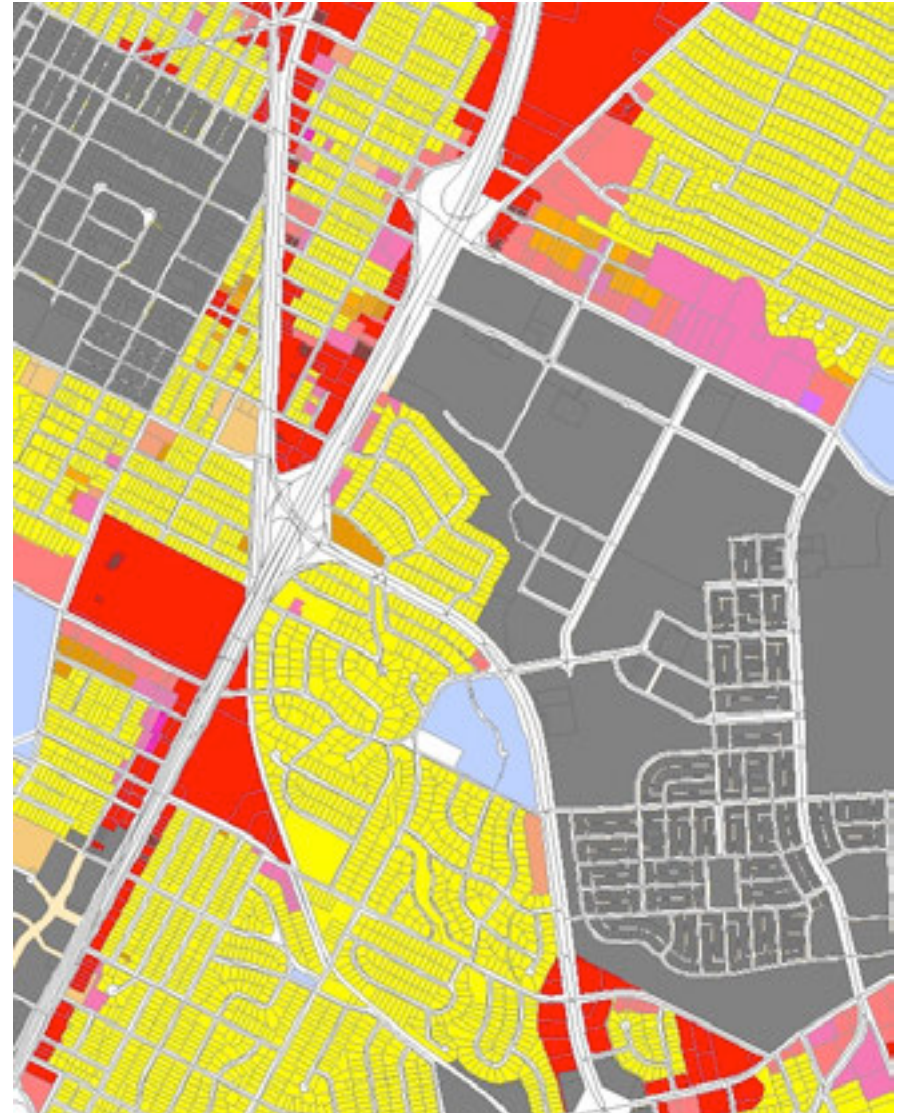


Downtown Core



Pass 1: Simple Translation “Carry Forward” existing

PUD's, Specific Regulating Plans,
State Lands, etc.



Pass 2: “Baked-in”

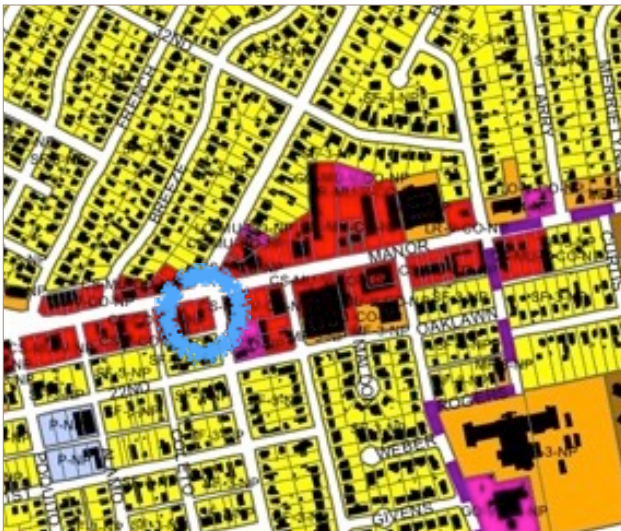
CS-V-CO-NP



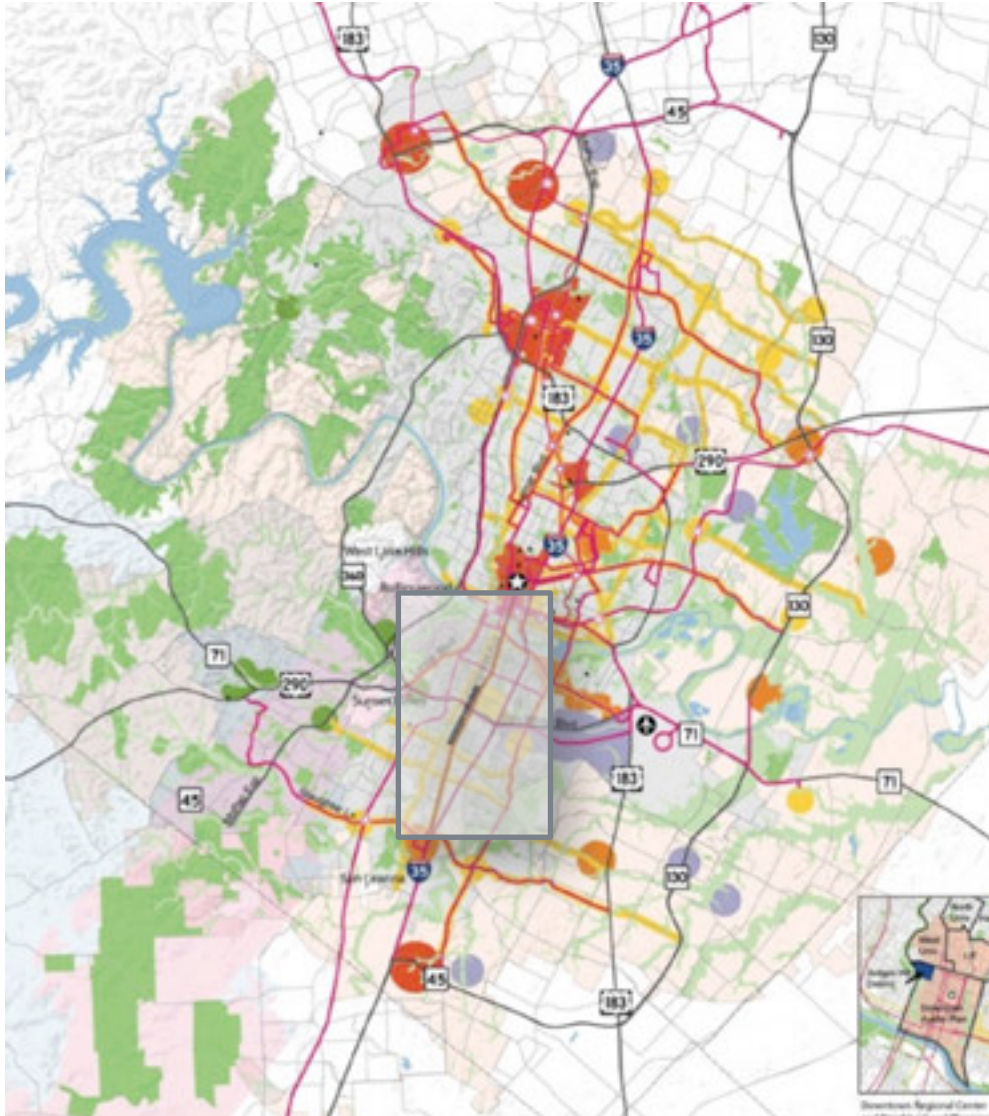
CS-1-MU-CO-HD-NP



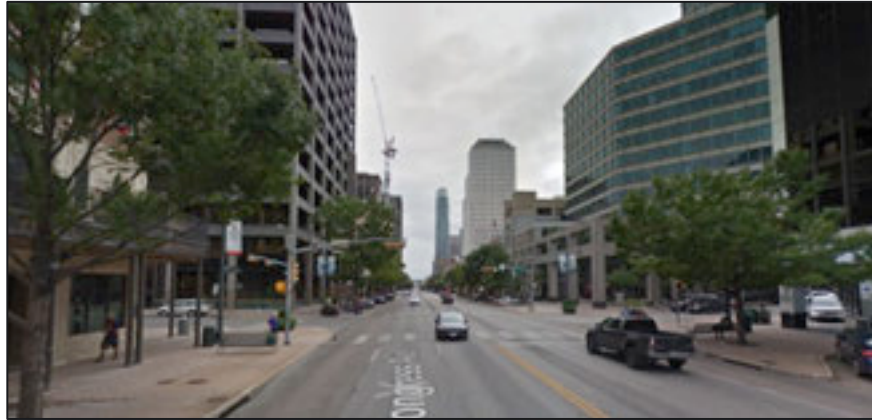
CS-1-V-NP



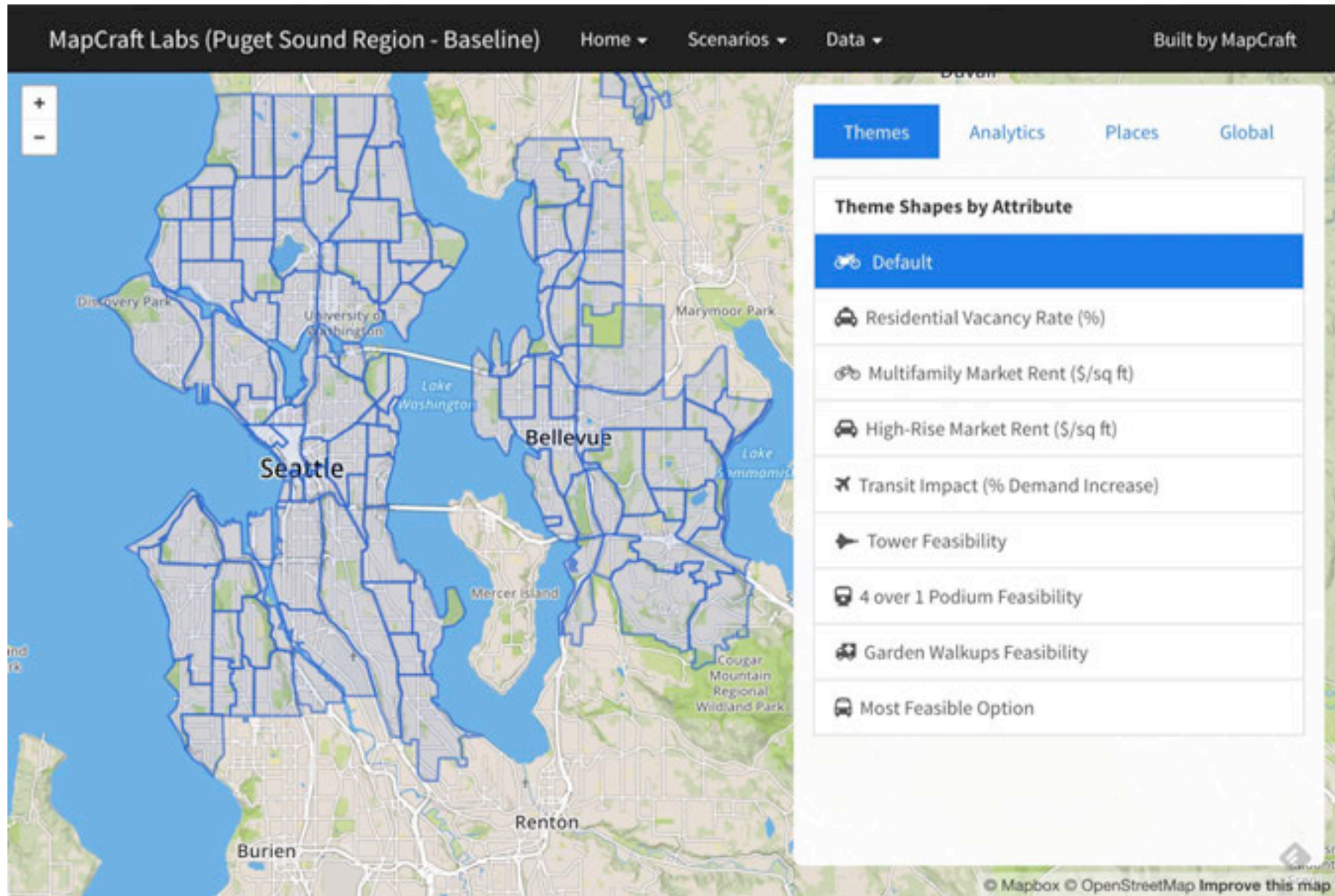
Pass 3: Most factors to evaluate



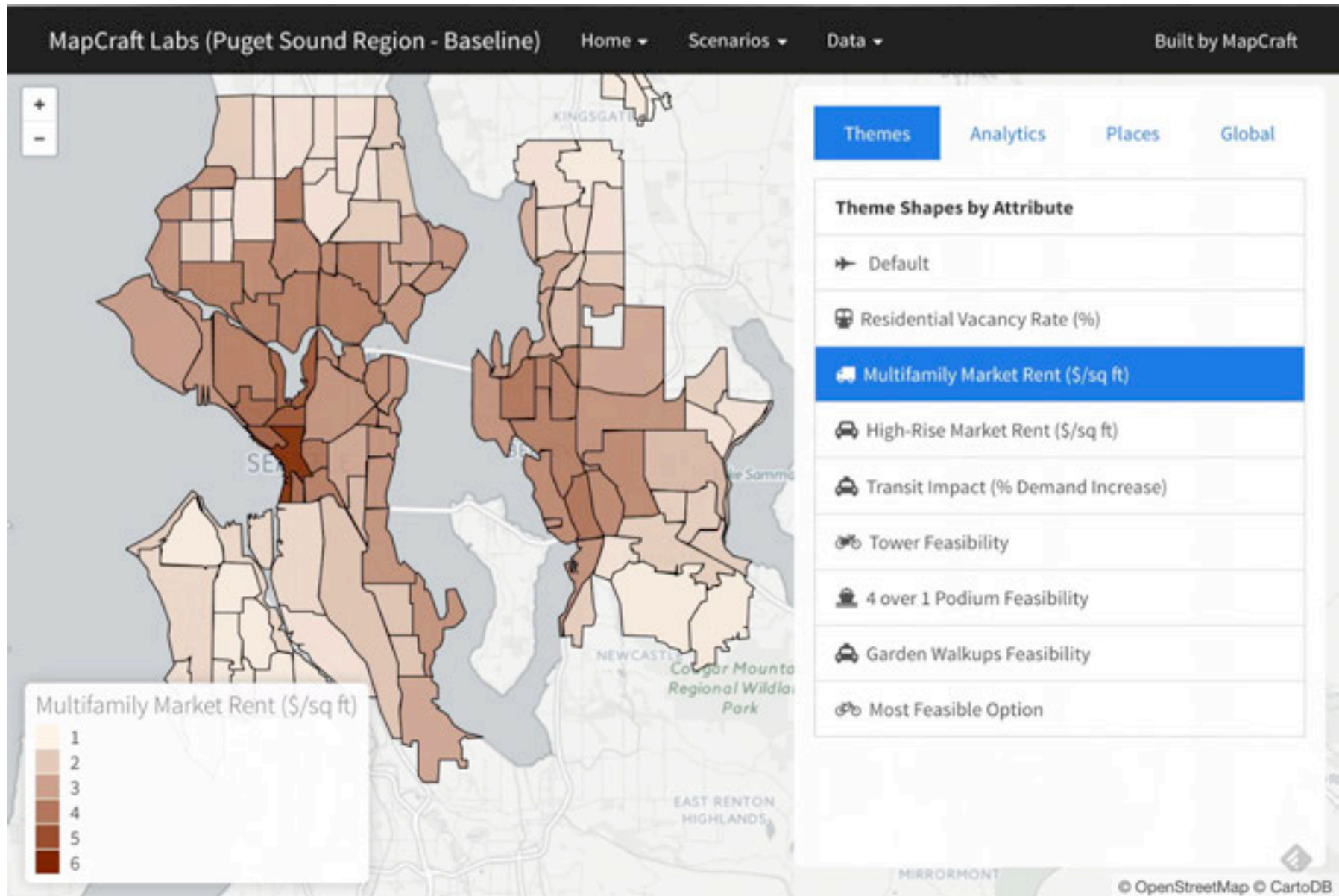
Pass 3: Most factors to evaluate



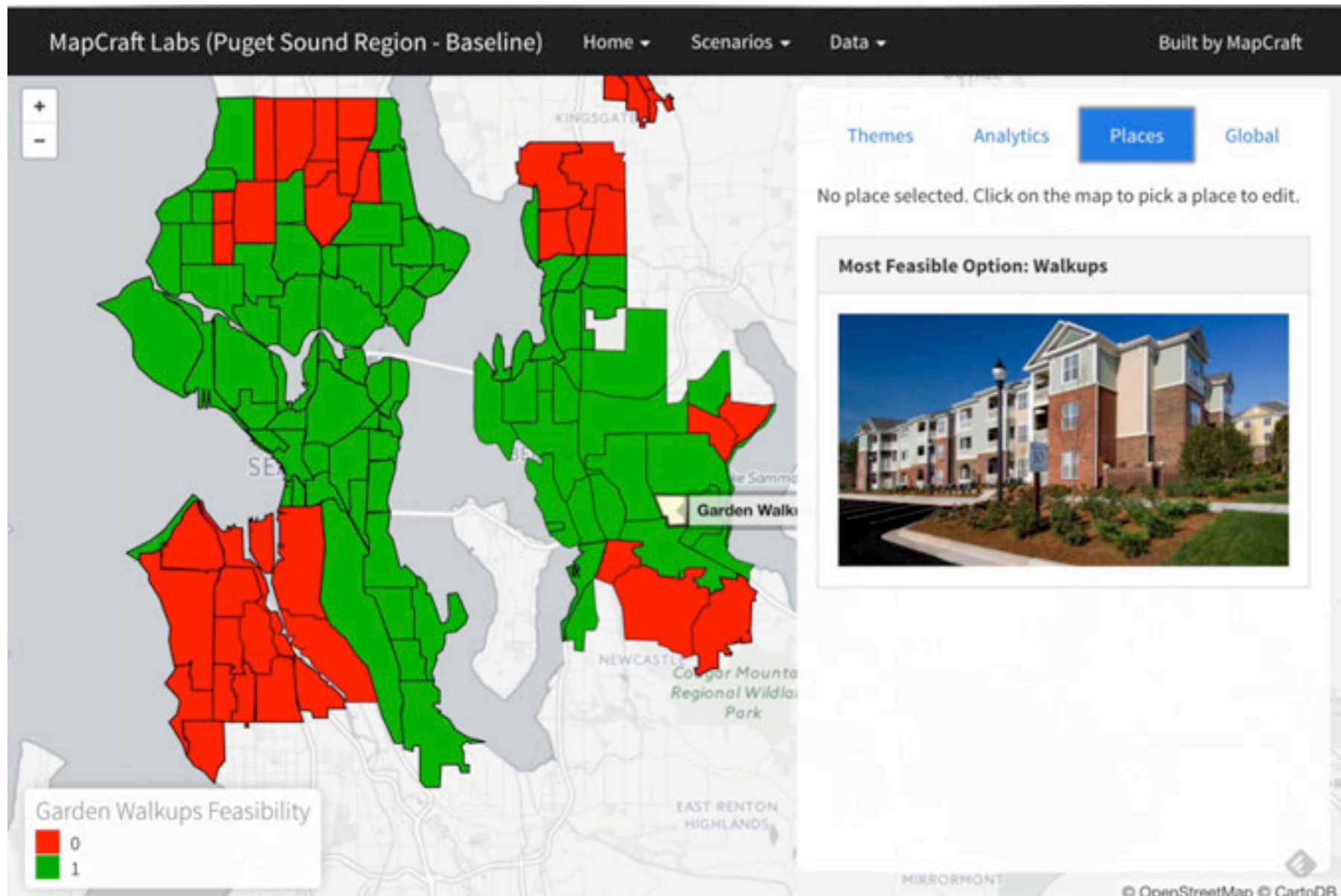
Pass 3: Most factors to evaluate



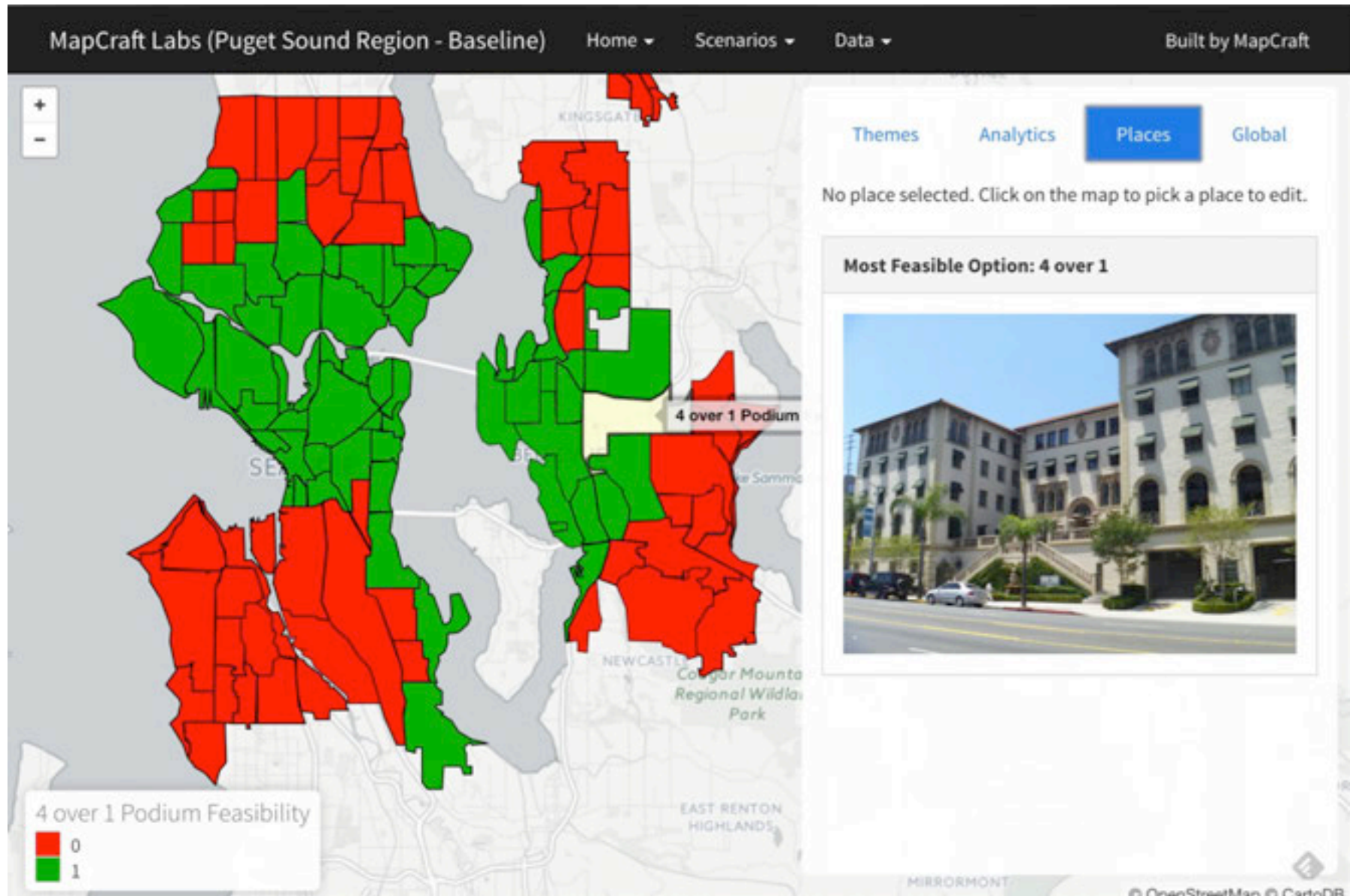
Pass 3: Most factors to evaluate



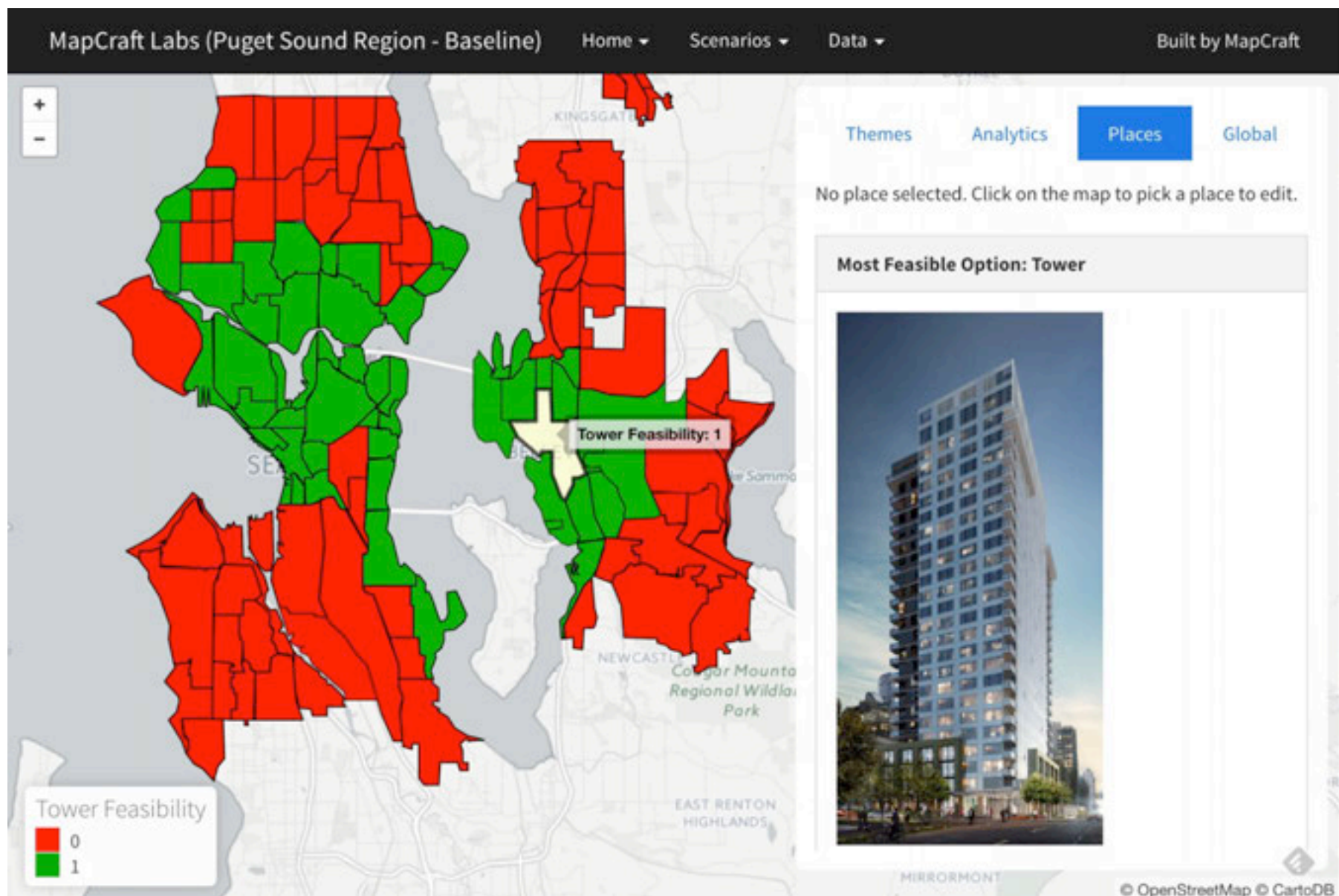
Pass 3: Most factors to evaluate



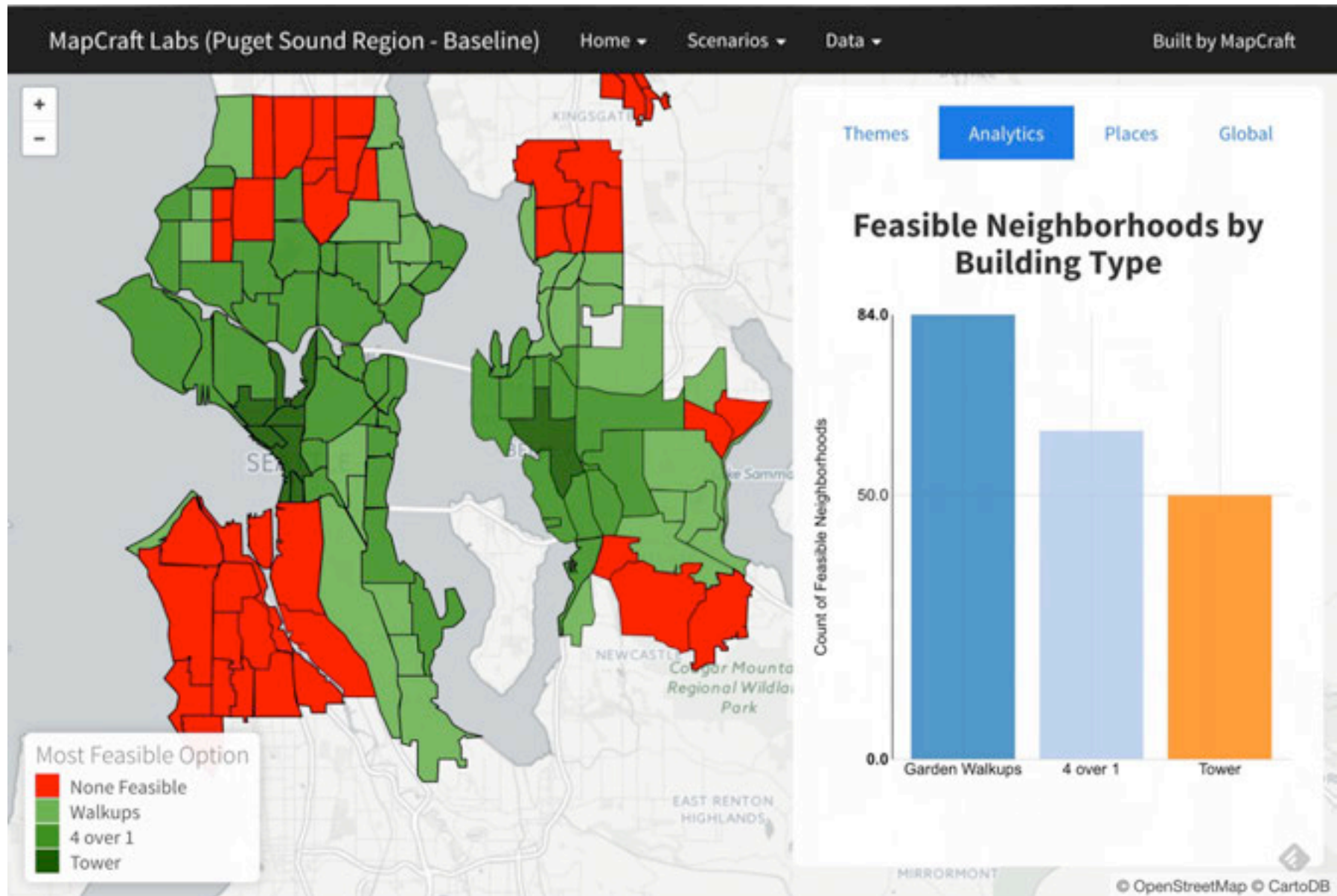
Pass 3: Most factors to evaluate



Pass 3: Most factors to evaluate

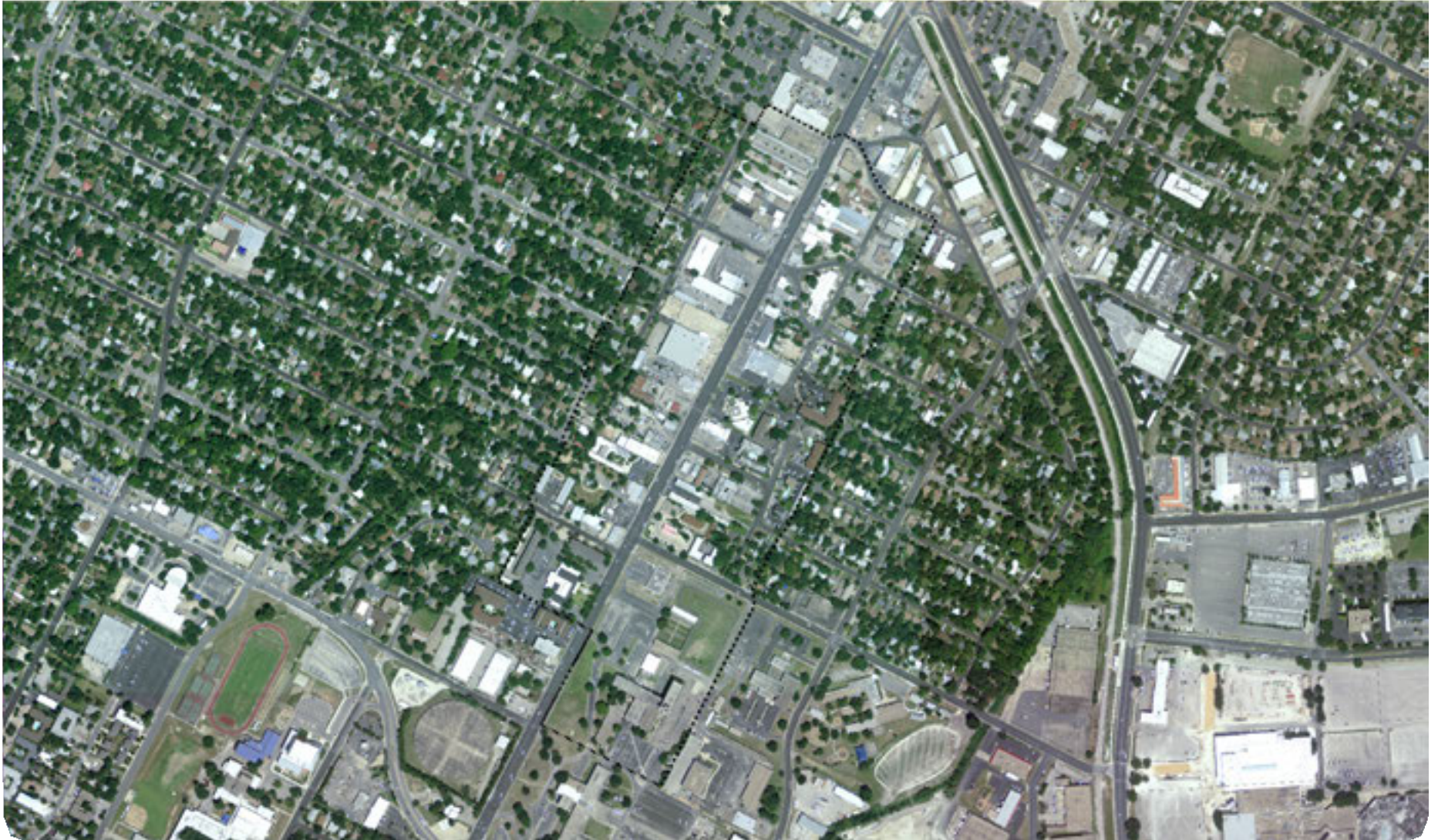


Pass 3: Most factors to evaluate

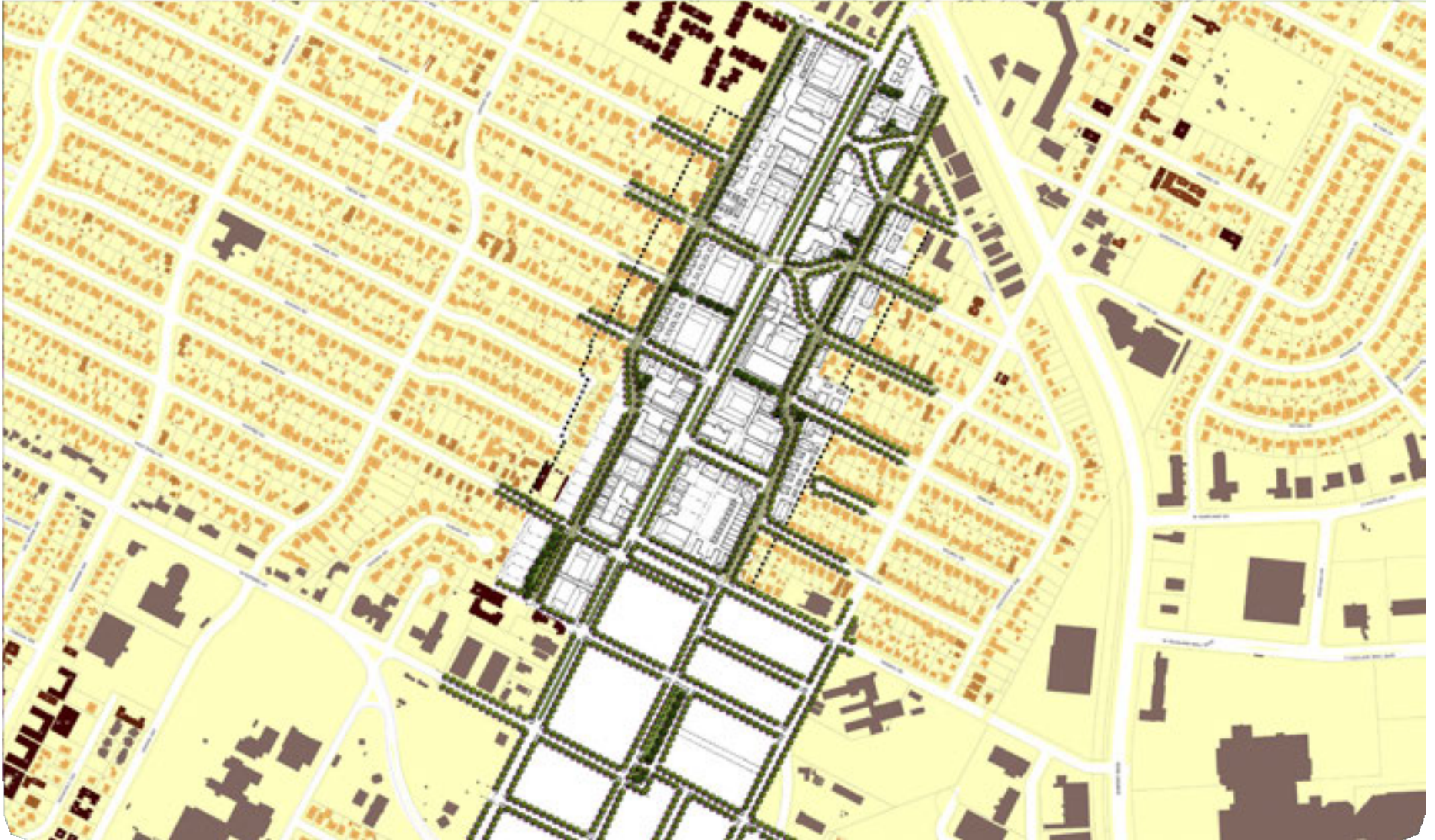


Transitions

Deep Blocks (greater than 300')/Multiple Blocks



Deep Blocks (greater than 300')/Multiple Blocks



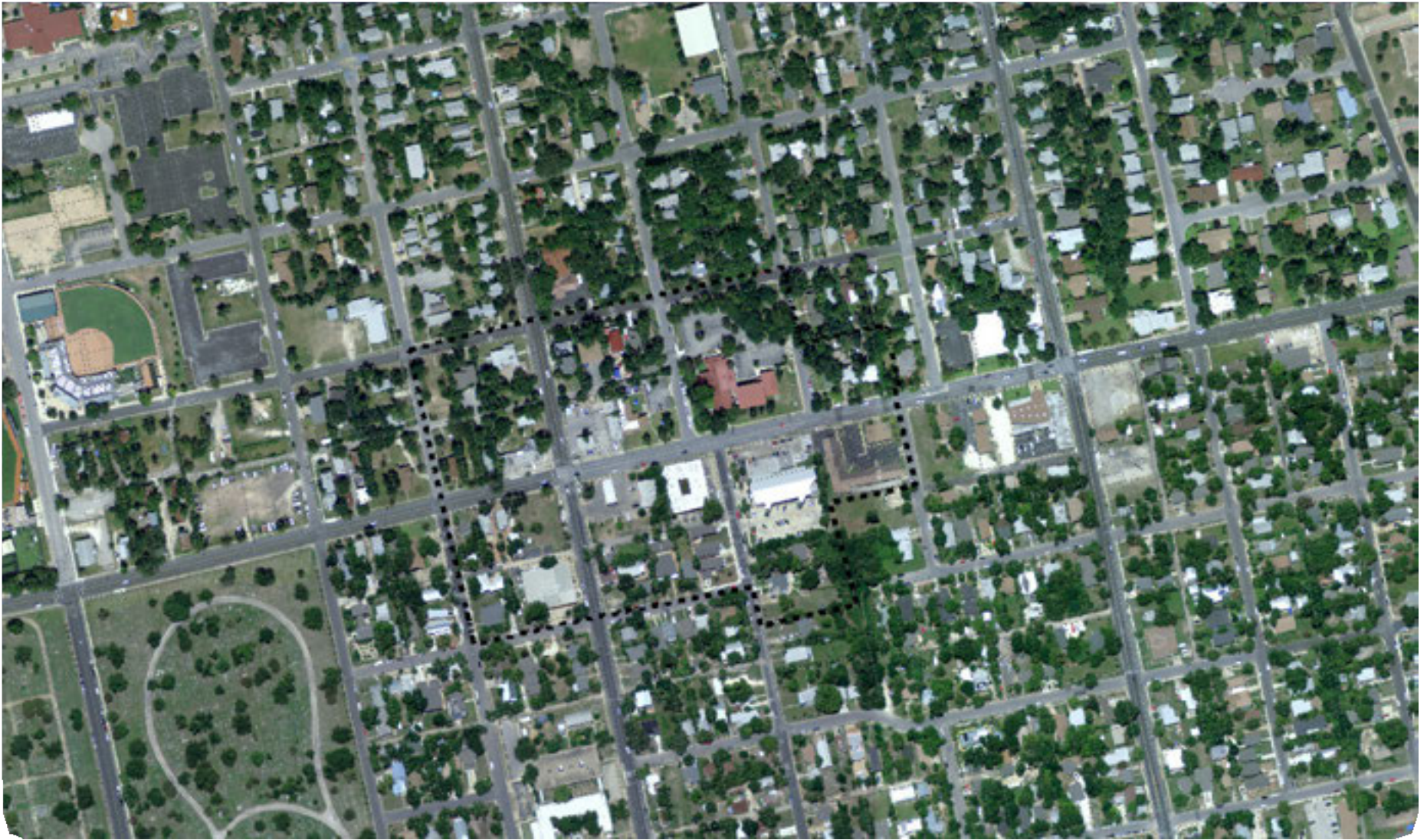
Deep Blocks (greater than 300')/Multiple Blocks



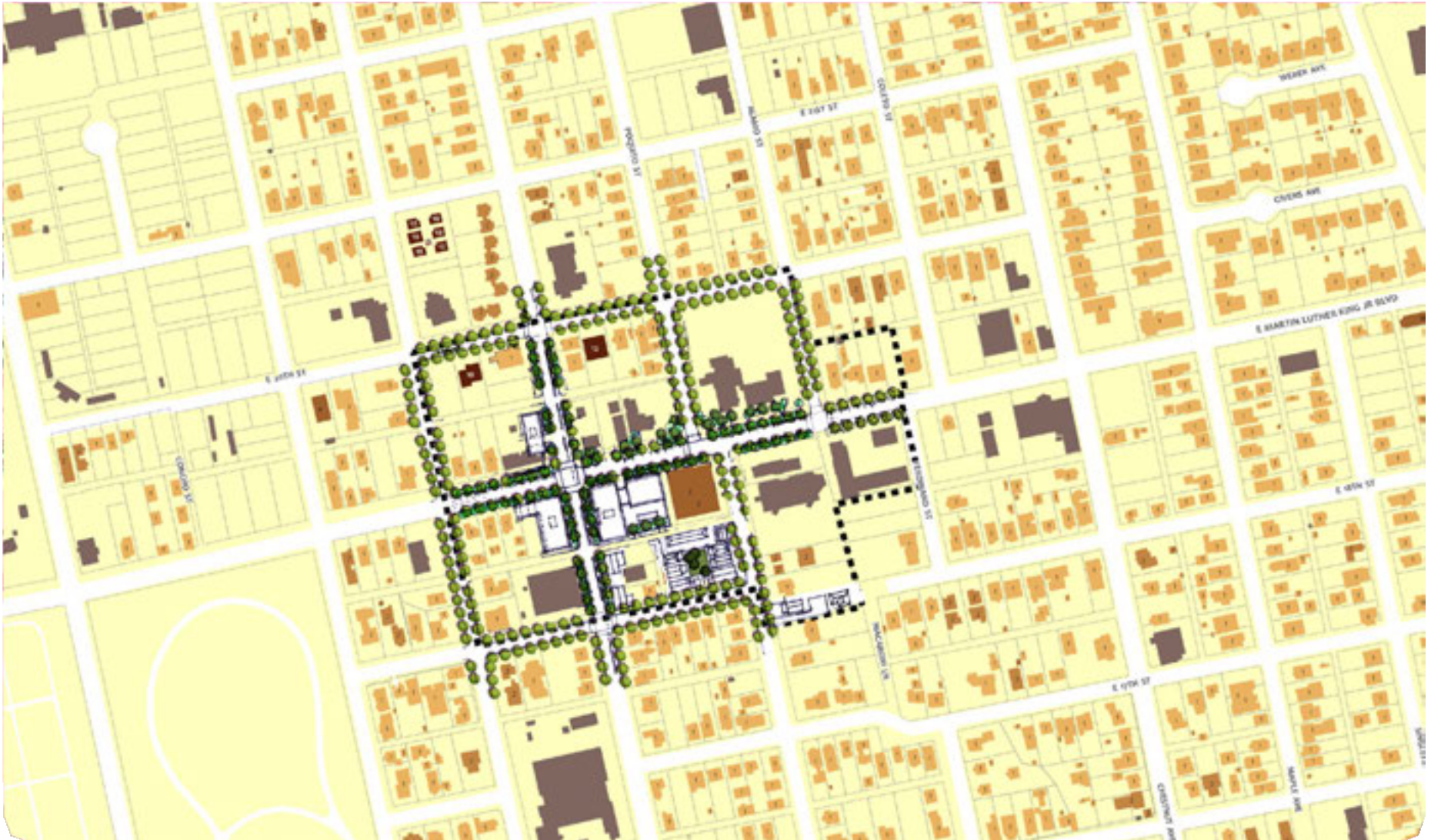
Deep Blocks (greater than 300')



“Typical” Blocks (200’-260’)



“Typical” Blocks (200’-260’)



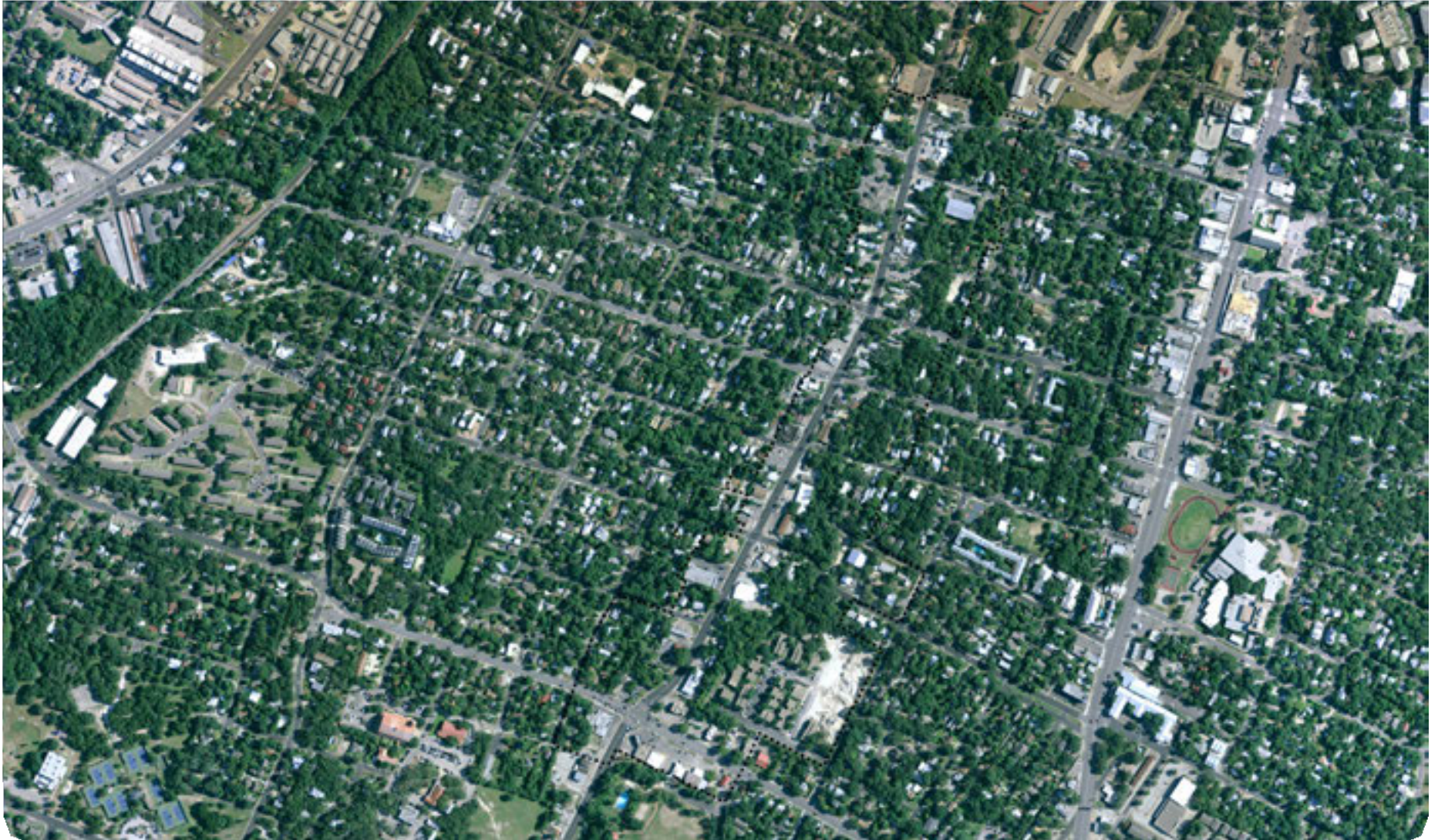
“Typical” Blocks (200’-260’)



“Typical” Blocks (200’-250’)



Shallow Blocks (less than 150')



Shallow Blocks (less than 150')



Shallow Blocks (less than 150')



Transect/Non-Transect Zones

Apply the Most Appropriate Zone

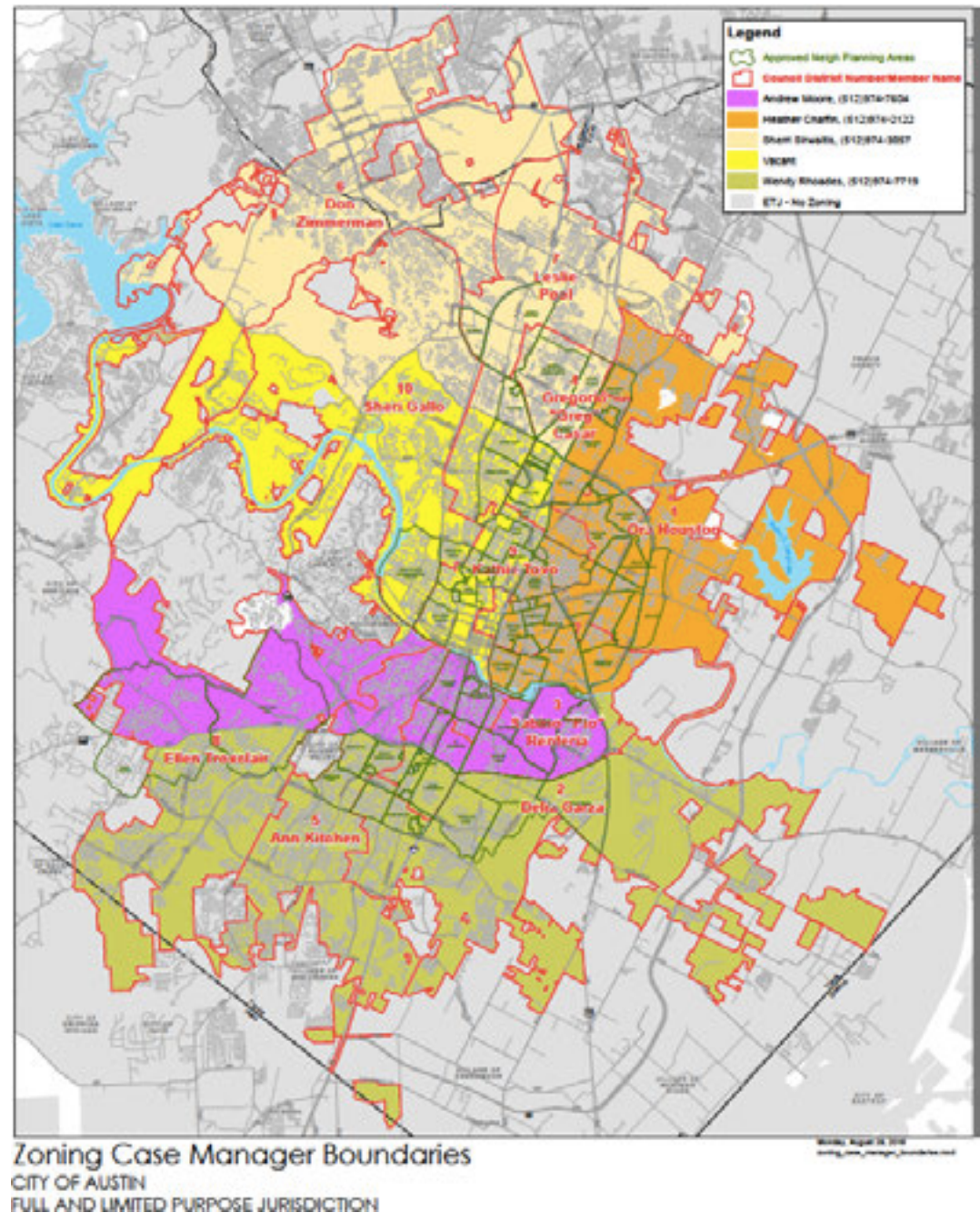
The **transect zones** are established based on the intent of the desired physical form and character of particular environments. Applicable where walkable environments are a priority.

The **non-transect** zones primarily focus on auto-dependent areas, such as single-family subdivisions, other suburban residential areas, auto-dependent commercial and retail areas, and industrial areas.

Five Mapping Teams

Team Composition

- Management Lead
- Zoning Lead
- GIS
- Admin
- 4-5 Planners

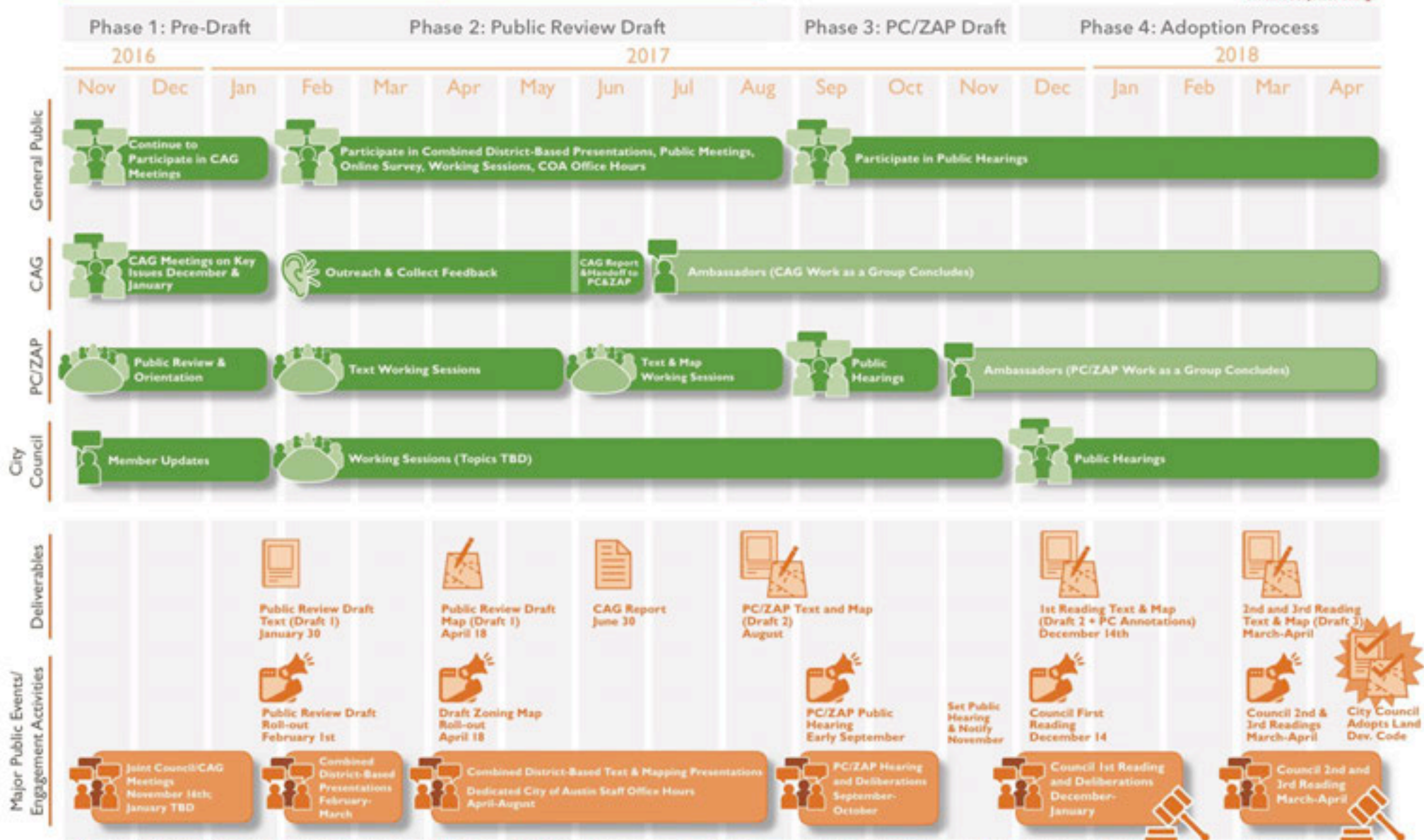


3 Next Steps

Schedule

CodeNEXT: Land Development Code Timeline

Timeline Subject to Change



CAG = Code Advisory Group; PC = Planning Commission; ZAP = Zoning and Platting Commission

"Text" refers to the written standards of the Land Development Code; "Map" refers to the zoning map that implements where the written standards apply

Future Presentation Topics

January 11th Council CAG Special Meeting

- Outreach Plan

Schedule for Public Review Draft of Code

- January 30, 2017 Release of Public Review Draft
- January 31, 2017 PC/ZAP Working Session
- February 1, 2017 Roll Out Event
- February – March 2017: Presentations Introducing Code Content
- **April 18th, 2017 Citywide Mapping Released**
- **April – August 2017 Text and Map Review**

CODE NEXT

SHAPING THE AUSTIN WE IMAGINE

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