

Late Backup

A successful Land Development Code rewrite will:

A. Provide more housing choices and supply for Austinites at all stages of life and incomes.

CodeNEXT provides more housing choices and supply in a few ways:

- The proposed text and map expand housing entitlements along corridors;
- The citywide density bonus program broadens the areas in which affordable units can be built compared to current code; and
- The proposed code also promotes context sensitive infill by allowing more small scale multi-unit housing types and removing barriers for accessory dwelling units (ADUs).

B. Encourage the development and preservation of affordable housing.

CodeNEXT implements several provisions to encourage the development or preservation of affordable housing, including:

- A citywide Affordable Housing Bonus Program (AHBP) that intends to increase housing supply, diversity, and affordability while preserving and enhancing the unique character of the City's neighborhoods;
- Provisions to narrow the housing deficit for households that cannot afford market-priced rental or for-sale housing. In many residential zones, ADUs are encouraged through a preservation incentive; when a house that is at least 10 years old is preserved, the ADU does not count toward the lot's floor to area ratio (FAR). In lower intensity residential zones, property owners can construct affordable ADUs through the AHBP.

C. Reduce time and cost of permitting by providing more clarity, certainty, and ease of use.

The permitting process is designed to administer regulations in place at any given time. All of the elements referenced in the goal statement are directly impacted by the number and complexity of regulations. While regulations have decreased or streamlined for a few project types, generally, the number of land use regulations proposed through CodeNEXT have increased. To improve ease of use and clarity, CodeNEXT utilizes graphics, tables, and diagrams throughout the entire code. Zones now have purpose statements, a table for each design standard, and diagrams displaying building and parking placement. Standards pertaining to a particular zone are located in one place and are easy to find.

D. Better manage the costs of growth and provide more effective planning tools.

Provisions in the proposed text will require new development to mitigate their impact on the transportation network, dedicate parkland or provide open space, and manage stormwater in order to offset the cost of development on the City's infrastructure. Looking toward future planning efforts, new zones provide a more refined set of planning tools that will help Austin implement its Comprehensive Plan.

E. Preserve and respect neighborhood identity and quality of life.

New zones proposed in CodeNEXT provide a mix of uses and intensity of development that are compatible with the character of the City's many neighborhoods, districts and corridors. Design and compatibility standards are baked into zoning districts to provide context sensitive development as well as predictability for neighborhoods.

F. Reduce wildfire and flood risk and manage runoff as a resource.

The improved flood mitigation requirement for redevelopment will address runoff from commercial and multifamily projects. Likewise, the requirements for green stormwater infrastructure and functional green will help promote water quality, water conservation, and enhanced function and resiliency of sites. Wildfire hazard and floodplains are considered criteria during the right-of-way dedication and improvement process. For example, a new subdivision would not be allowed to provide for its major ingress/egress through a wildfire or floodplain area.

G. Support small, local businesses and the creative community.

In CodeNEXT, a mix of land uses have been created in multiple zones that allow small, local businesses and the creative community to have choices on where to locate, including live/work spaces. For small businesses throughout the city, parking requirements have been refined to require little to no parking for small businesses under 2,500 square feet in certain zones, which will allow these businesses to make improvements specific to their needs.

H. Enable transportation choices, improve safety, and prepare for our mobility future.

CodeNEXT requires more developments to mitigate their impact on the city's mobility infrastructure. As a part of this process developments can provide more options and connections for active modes of transportation. Additionally, Transportation Demand Management will allow for context-sensitive mitigation to promote transit use and decrease the need to travel by car. With new development, safer conditions for pedestrians will also be provided which is increasingly important as housing options are expanded along corridors.

I. Strengthen environmental protections, increase public open spaces, and conserve natural resources.

CodeNEXT carries forward Austin's historic environmental protections while expanding tools and requirements for green infrastructure. Dedication of parkland by new developments and open space requirements will increase the number and types of public open spaces throughout the city.

Provide more housing choices and supply for Austinites at all stages of life and incomes:

A. Sensitively provides for more housing types in neighborhoods, transitions, activity centers, along transportation corridors, and near transit stations.

CodeNEXT provides a finer grain spectrum of zones that allow for a diversity of housing types and expands residential entitlements to areas that currently only allow commercial and office uses. R3, R4, and RM1 zones provide a variety of housing types, and allow smaller scale multi-unit buildings and context sensitive transitions from lower intensity to higher intensity development.

The mapping of Main Street and Mixed-Use zones allows more housing in activity centers, along transportation corridors, and near transit stations. Increased flexibility for ADUs and the application of R2 zones allows for context sensitive infill within neighborhoods.

23-4D-2: Residential House-Scale Zones, 23-4D-3: Residential Multi-Unit Zones

- B. Enables more small accessory dwelling units (ADUs) while maintaining building and impervious cover limits, in order to help homeowners with housing costs and allow more flexibility as households' needs change over time.

ADU standards provide more flexibility to place the unit on the site, including attached units or units within the primary structure. The previously Council-adopted overall maximum size of an ADU is carried forward at 1,100 square feet while maximum sizes are broken down into three easy to understand ranges that are based on lot size. No extra building or impervious cover is given for the addition of an ADU on a lot.

R2 zones have been mapped in some places that currently only allow one unit per lot in order to expand the allowance for ADUs. In the urban core, R2A has been mapped which only allows duplexes on corner lots. Therefore, on lots in the interior of a block, an additional unit can only be achieved by adding an ADU.

23-4D-2: Residential House-Scale Zones; 23-4E-6030: Accessory Dwelling Unit - Residential

- C. Allows exceptions to building requirements for small accessory dwelling units (ADU) to provide incentives to preserve the original residence or create affordability.

On residential lots that are subject to a FAR (floor area ratio) limit, an ADU preservation incentive exists. If a house is preserved that is at least 10 years old, the ADU does not count toward the overall FAR of the lot. Also, by allowing for ADUs in front of the primary structure, older cottage houses that meet the size limit of an ADU can be preserved in the back of the lot while a larger house can be built in front of the preserved house.

23-4D-2: Residential House-Scale Zones

- D. Allows families with homes on substandard lots to more easily remodel and stay in place.

Lot size minimums have been adjusted to bring more existing "substandard" lots in to legal status. The Small Lot Amnesty tool used in neighborhood planning has been expanded citywide. Small lot zones (R2D and R2E) were applied in areas where most lots did not meet the new minimum lot size requirement.

*Table (A) in each section of Division 23-4D-2: Residential House-Scale zones.
Table (A) lists the lot size requirements.*

- E. Allows homes in more commercial areas to help provide more housing.

Main Street and Mixed-Use districts allow housing in areas that only allow commercial uses currently. Adjustments in compatibility standards may allow projects along corridors to provide more housing.

23-4D-4: Mixed-Use Zones; 23-4D-5: Main Street Zones. See compatibility standards in each zone district.

- F. Allows for site plan requirements and administrative approvals that support the development of diverse housing options, including ADUs and multiplexes where appropriate

CodeNEXT includes a provision for a new project type titled Three to Six-Unit Residential. Provided that certain criteria are met, this provision will allow construction of three to six units on a single site. A site plan will no longer be required, resulting in fewer submittal requirements and a more streamlined review process. This is an expansion from the current code which only applies a non-site plan review for projects that are 1 to 2 units.

23-2A-3: Residential Development Regulations

- G. Includes development and design standards that support the development of housing along transportation corridors.

Main Street Zones allow for more housing and include design controls to provide development that is pedestrian friendly along major corridors. Mixed-Use zones expand housing entitlements along corridors and also incorporate design standards currently found in Subchapter E of the current code. Design standards are intended to promote urban environments that support people living along these corridors as well as many modes of transportation.

23-4D-4: Mixed-Use Zones; 23-4D-5: Main Street Zones.

- H. Helps to correct past patterns of segregation and helps Austin achieve its Fair Housing goals.

CodeNEXT's proposed Affordable Housing Bonus Program grants additional entitlements (like more dwelling units, height, or a bigger building) in exchange for:

- Setting aside a number of units as income-restricted affordable; or
- Paying a fee-in-lieu.

This program is carefully calibrated across multiple zoning districts and market conditions (development costs & rent/sale prices) to encourage participation by property owners/developers and thereby deliver both affordable units and additional market-rate units. Compared to current code, by linking the bonuses to a property's zoning district, the program significantly broadens the areas of the city where affordable housing can be built. Mapping zones with bonuses equitably across the city will help the City of Austin meet its obligation to affirmatively further fair housing:

23-3E: Affordable Housing

Encourage the development and preservation of affordable housing:

- A. Provides incentives for development of on-site, publicly supported or income-restricted housing for properties along transportation corridors as well as in more high opportunity areas of the city.

Through the Affordable Housing Bonus Program, CodeNEXT proposes to broaden the areas of the city where affordable housing can be incentivized and require that rental units be affordable for 40 years and ownership for 99 years, ensuring the city continues to have affordable housing units for decades to come. Applicants can meet their obligation by providing affordable units on-site, or they may request to use one of the following alternatives:

- Building affordable units off-site,
- Dedicating land for future affordable housing, or
- Paying a fee in lieu of building units.

While on-site units will be incentivized over use of the other alternatives, through a review process, any off-site units or land donations must be located within one mile of the development or in a high opportunity area.

The addition of "-A" zones in CodeNEXT creates opportunities for additional market-rate and affordable units because it allows property owners to build residential units through the Affordable Housing Bonus Program on sites where building residential uses today is not allowed. This designation largely applies to parcels along corridors.

To see zones with -A, refer to 23-4D-4060 thru 4150; 23-3E-1050 Alternatives to On-site Production of Bonus Units for Residential Developments

- B. Provides incentives for preservation of existing housing that is affordable to middle and lower-income households.

CodeNEXT allows ADUs on a broader scale by allowing them in more zones and adding incentives for building an ADU when a house of 10 years or older is preserved in areas that are subject to Subchapter F today.

23-4D-2: Residential House-Scale Zones

- C. Promotes affordable, flexible live/work spaces to support artists, musicians, and small business owners along transportation corridors and activity centers.

Live/work and work/live are allowed in more zones in CodeNEXT than current code. These include main street zones that have been mapped along corridors and flex industrial that have been mapped in job centers.

Table 23-4D-3030(A), Table 23-4D-4030(A), Table 23-4D-5030(A), Table 23-4D-6030(A), Table 23-4D-7030(A)

- D. Encourages developments that include publicly supported or income-restricted housing to provide a greater number of family-sized units.

The Affordable Housing Bonus Program requires that developers provide a proportionate mix of affordable units relative to the market-rate units in a development. This requirement will help prevent situations where only studios or one-bedrooms are set aside as affordable units even though the development also contains two- or three-bedroom units. Further, the program provides an incentive for family friendly (two or more bedroom) units; developers can count a two-bedroom unit as two one-bedroom units or a three-bedroom unit as three one-bedroom units toward their affordable housing requirement.

23-3E-1030 (D): Proportional Bedroom Count

It is important to note that the affordable housing incentives included in CodeNEXT are voluntary market-based tools. They are most effective at providing the types of units most in demand by the market which, in Austin's case, are currently one-bedroom units. In addition, the city uses many other tools for achieving deeply affordable, or larger (family friendly) units. These tools are discussed in the Strategic Housing Blueprint (<http://austintexas.gov/housingblueprint>) and include:

- Community Land Trusts;
- Public funding for affordable housing developments built by affordable housing developers like the Housing Authority of the City of Austin or Foundation Communities); and
- Home repair programs to help long-time lower income residents stay in their homes.

All these tools are necessary and are used by the City of Austin to create and preserve affordable family friendly housing, but do not fall within the scope of the Land Development Code.

- E. Revises and expands housing programs, such as the S.M.A.R.T. Housing and Density Bonus programs, to maximize production of income-restricted housing.

CodeNEXT proposes to broaden the areas of the city where income-restricted housing may be built. Through the CodeNEXT process, Austin's existing incentive programs will also be recalibrated and updated, to ensure they better reflect current market conditions.

Another incentive for affordable housing that is being carried through from current code into CodeNEXT is the S.M.A.R.T. Housing Program, which provides waivers of certain fees in exchange for income-restricted affordable housing. The consultant team is conducting a gap analysis for the S.M.A.R.T. Housing program that will indicate where additional incentives are needed to entice private developer participation in the program.

23-3E-1: Citywide Affordable Housing Bonus Program

Reduce time and cost of permitting by providing more clarity, certainty, and ease of use:

- A. Simplifies permitting to ensure consistency and organizes zoning categories with graphics and labeling that is easy to understand and use.

The permitting process is a reflection of the regulations it is intended to implement. While consistency in review and permitting should be the focus of plan review across all departments, the complexity of the applicable regulations plays a significant role in the plan review process. With regard to zoning, graphics, tables, and diagrams are infused throughout the entire code. Zones now have purpose statements, a table for each design standard, and diagrams displaying building and parking placement. Standards pertaining to a particular zone are located in one place and easy to find.

23-4D for all zones

- B. Supports efforts to reduce permitting barriers and home remodeling costs to help families stay in their homes such as those proposed in the new Family Homestead Initiative.

On April 5, 2018, the Development Services Department distributed a report in response to the Council sponsored Family Homestead Initiative. The report details some of the measures previously undertaken to streamline and scale development systems and proposes several new measures for consideration once the land development code revision process is complete. The proposal includes consideration of the new Three to Six-Unit Residential process currently incorporated in CodeNEXT, a How-To Permitting Guide for Common Home Projects, a Homeowner's Ombudsman Program, and a Homeowner's Permitting

Payment Assistance Program. All but the first of these measures are process driven and, aside from the regulations they are tied to, do not require code based support.

- C. Allows more affordable, pre-approved building and remodel design options to help seniors age in place, and middle and lower income households to remain in their neighborhoods.

By allowing more types and sizes of units, CodeNEXT enables building types that are more accessible to all members of the public. The allowance and flexibility for accessory dwelling units has expanded to almost all zones and in more areas of the city. The R3 and R4 Zones in the code text will enable the development of three to six-unit residential “missing middle” housing types in the future. Also, if the project complies with the Affordable Housing Bonus Program, residential entitlements are allowed in areas where residential units currently are not allowed.

23-4D- 2 Residential House-Scale Zones; Mixed Use Zones 23-4D-4; Affordable Housing 23-3E

- D. Establishes reliable expectations for development review timelines and processes.

A department’s ability to meet review timelines is impacted by the complexity of a project and the associated regulations, application volume, and available resources. Review timelines and processes shall be established in criteria manuals and department policies, not within the Land Development Code.

Better manage the costs of growth and provide more effective planning tools:

- A. Ensures new developments contribute their fair share to improve streets, signals, sidewalk, bike, transit, parks and trail networks.

In many ways, CodeNEXT will codify a Comprehensive Transportation Review process, which will identify not only vehicle transportation infrastructure needs, but will also include active modes analysis to identify transportation infrastructure needs associated with pedestrians and cyclists. This includes everything from dedicating right-of-way and parkland, connecting and adding to sidewalk, bike, transit and trail networks, and contributing to traffic signals.

Additionally, large sites have requirements regarding internal connectivity as well as requirements for open space.

23-9B: Right-of-Way Dedication and Reservation, 23-9C: Transportation Review and Analysis, 23-9D: Development Conditions and Mitigation, 23-9E-6: Sidewalks, Urban Trails, and Street Trees, 23-3B: Parkland Dedication, 23-4C-1: Large Site Requirements

- B. Incorporates energy efficient green building requirements for new developments to reduce energy costs to consumers, as well as new power demand costs for our utility company.

The Downtown Density Bonus Program provides an incentive for green building as a community benefit. The S.M.A.R.T. Housing Program requires at least one star rating under the Austin Green Building Program.

23-3E-2060 (F)(7): Green Building Community Benefit; 23-3E-4020 (B)(6): Program Requirements

- C. Enables planning to better consider existing capacity in our utility and stormwater infrastructure.

CodeNEXT does not include specific data about (or methods for obtaining information regarding) the existing capacity of utility and stormwater infrastructure.

- D. Provides tools to enable an improved small area planning process to encourage growth along transportation corridors and Imagine Austin centers.

CodeNEXT provides a greater variety of zone classifications which, if applied through a small area planning process, could encourage growth along transportation corridors and in Imagine Austin centers.

Chapter 23-4: Zoning

Preserve and respect neighborhood identity and quality of life:

- A. Integrates existing community planning efforts, including neighborhood plans, and provides tools to enable a clear process and dedicated staff for creation of new plans and updates of plans.

The proposed map follows existing policy and plans, including neighborhood plans, while also translating what is currently on the ground into the proposed zones. The zones integrate design standards that meet the needs of a growing Austin. Conditional Overlays, which have created a convoluted system of spot zoning and confusing requirements, will no longer be a tool once the new code is adopted. A new finer grain spectrum of zones will allow future planning efforts to apply to context sensitive zones. CodeNEXT created the tools to enable a clear planning process. Staffing requirements and implementation processes shall be determined after policies are in place.

23-4: Zoning

- B. Maintains a public process for requests to increase development beyond what is allowed, such as increased height, including when errors are made in construction.

The public process to address requests for increased development beyond what is allowed by code is similar to the current code. A variance may be filed with the Board of Adjustment or a special exception can be granted by the Board of Adjustment if certain findings are made.

Building coverage or setbacks can be adjusted up to 10% and height requirements up to 5% may be approved administratively for errors made in construction and would not include a public process. This allows for minor errors in construction so that, rather than requiring a rebuild, there is a minor adjustment allowed when errors are found.

23-2: Administration and Procedures

- C. Includes new zoning tools that ensure compatibility between residential and commercial areas, including height and size, noise and light pollution, deliveries and trash collection – to provide carefully considered transitions between existing neighborhoods and new mixed-use redevelopments.

Compatibility regulations are still in the code, but have been modified in the proposed text. Compatibility is triggered by house-scale residential when adjacent to more intense zones and multifamily units when adjacent to industrial zones. Compatibility requirements in CodeNEXT also require a landscape buffer to provide additional screening of light and noise between uses.

23-4: Zoning

- D. Requires a public process for permitting bars and nightclubs located near homes, another bar or nightclub, schools or daycare, hospital, or uses like libraries and churches.

Bars and nightclubs are not allowed in the R-Zones or RM Zones. Bars and nightclubs are only allowed with a conditional use permit in the lower intensity MU Zones that may be close to residential zones. Current regulations in City Code Chapter 4-9 that address alcohol sales and setback requirements near public schools, public hospitals, day cares, and churches are not changing.

23-4: Zoning

- E. Prohibits adult entertainment near residences.

Adult businesses are only located in higher intensity MU Zones, Regional Zones, and Industrial Zones. CodeNEXT maintains the prohibition in existing code of adult entertainment use where 50 percent or more of the lots within a 1000 foot radius are zoned or used for a residential use.

23-4: Zoning; 23-4E-6060: Specific to Use

- F. Fits parking requirements to location, including the possibility of increased or reduced parking requirements, after considering factors such as sidewalks, transit access, protected bike lanes, and locations near schools.

Required off-street parking spaces are based on use and zone. Exemptions may be allowed if single occupancy vehicle usage can be mitigated through the encouragement and prioritization of other modes of transportation in conjunction with an approved Transportation Demand Management Program.

Parking reductions are available for properties within a half mile of a transit corridor.

23-4: Zoning

- G. Ensures neighborhood streets remain accessible to Fire and EMS services.

The Fire Code standards which include standards to ensure accessibility by Fire and EMS vehicles are carried forward from current code.

23-11B-7: Fire Code

Support small, local businesses and the creative community:

- A. Prepares for walkable Imagine Austin centers and supports a small area planning process to ensure affordable, flexible spaces can be created.

The proposed zones provide more refined tools for future planning efforts and multiple types of mixed-use zones.

- B. Encourages office, retail, and residential space along transportation corridors that support small local businesses and creative work to achieve live/work opportunities.

The proposed code carries forward commercial uses along major corridors, allows housing in places where only commercial is allowed today, and has expanded the use of live/work and work/live into more zones.

23-4: Zoning

- C. Provides tools to align developments along transportation corridors with City Bond investments to create opportunities to live and work near transit and amenities as well as to leverage our public investment.

CodeNEXT provides tools that make it easier to align developments along transportation or transit corridors, increasing opportunities to live and work near transit and amenities throughout the city, regardless of funding source.

Additionally, Transportation Demand Management programs will also incentivize developments along transportation corridors by allowing for additional trip

calculation reductions when developments are adjacent to multi-modal transit infrastructure.

Reduce wildfire and flood risk, and manage runoff as a resource:

- A. Includes strategies to address localized flooding by promoting collection and beneficial use of stormwater, “functional green” elements in commercial developments, and limiting flood mitigation exceptions in neighborhoods.

The requirements for green stormwater infrastructure and functional green will help promote water quality, water conservation, and enhanced function and resiliency of sites. However, these green tools and elements are not designed to significantly address localized flooding issues. The focus of the green stormwater infrastructure is on smaller storms while the mitigation of larger storms is handled through flood detention and conveyance requirements.

Two CodeNEXT provisions will help address flooding in neighborhoods. First, the flood mitigation requirement for redevelopment will address runoff from commercial and multifamily projects. Second, the new code will add a simplified drainage review to address lot-to-lot drainage impacts from redevelopment of existing residential lots. The Landscape division of the Land Development Code describes functional green while the Environmental Criteria Manual will establish the minimum requirements for functional green landscapes.

23-3D-6030: Green stormwater infrastructure 23-10E-3010; 23-2A-3: simplified drainage review; 23-4E-4120: Functional Green

- B. Enables the use of green stormwater infrastructure within the City Capital Improvement Projects as recommended by the Flood Mitigation Task Force.

The current code already enables the use of green stormwater infrastructure for CIP projects through standards in the Environmental Criteria Manual. City buildings and associated site development must look for opportunities to include green stormwater infrastructure (per Council Resolution 20071129-046). Green stormwater infrastructure is also an integral feature of the City’s adopted Complete Streets Policy and has been included in the reconstruction of new streets. CodeNEXT goes above and beyond current code by requiring that green

stormwater controls be the default approach, not just an alternative, and this would apply to City CIP projects.

23-3D-3010: Green stormwater controls

- C. Requires commercial redevelopment projects to reduce runoff to match that of an undeveloped tract in order to help address longstanding problems of localized flooding.

CodeNEXT requires that both new development (current code) and re-development (new to CodeNEXT) keep a project's flood "peak flows" to the level of undeveloped land conditions. This could be achieved through a variety of options including on-site detention, off-site conveyance improvements, and payment-in lieu of drainage improvements. While this will not solve all of Austin's flooding problems, requiring existing development to provide flood mitigation for redevelopment will reduce flood hazards associated with large storm events and address longstanding problems due to development built without sufficient flood controls and/or drainage conveyance.

23-10E: Drainage, 23-10E-3010 (A)(5)(b)

- D. Emphasizes tree protection by consolidating and locating requirements more prominently.

CodeNEXT carries forward and enhances current tree protections. All tree requirements are located in Article 23-3C: Urban Forest Protection and Replenishment.

23-3C: Urban Forest Protection and Replenishment

- E. Mitigates and reduces the risk of wildfire by integrating with the Wildfire Urban Interface Code and facilitates evacuations by planning for appropriate roadway connectivity.

The proposed Right-of-Way Dedication and Improvement Division requires that wildfire hazards be taken into account. Additionally, access streets cannot be longer than 2,000 feet and serve more than 30 dwellings if the access street crosses an area identified as Wildland Urban Interface. For large sites, there are requirements for internal connectivity (sidewalks, pedestrian and bicycle

connections). The Transportation chapter's Block Dimensions also create block length maximums to help ensure street connectivity. The Street Layout section describes required connectivity to existing street infrastructure.

23-4C-1: Large Site Requirements; 23-4C-1020: Internal Circulation; 23-9F-3030: Access Streets; 23-9F-3050: Block Dimensions; 23-9B-2040 (B): Right-of-Way Alignment

Enable transportation choices, improve safety, and prepare for our mobility future:

- A. Supports street and traffic signal design, bus stops, and bike lanes that make driving, biking, and transit easier, safer, and faster.

The proposed Transportation Chapter includes Transportation Demand Management (TDM), which encourages minimizing the number of vehicle trips likely to be created by a proposed development. Options include pedestrian-oriented design, enhanced access to public transportation, and bike and trail facilities.

A Comprehensive Transportation Review is new to CodeNEXT and includes Transportation Impact Analysis, Active Modes Analysis, and TDM; all of which will work together to identify multi-modal infrastructure needs during the development review process.

23-9C-2030: Transportation Demand Management

- B. Requires sidewalk design to support accessibility and walkability by providing trees for shade and building frontages that are scaled for comfort.

The Sidewalk Requirements require that sidewalks be installed in accordance with the Americans with Disabilities Act standards, and that street trees be planted in accordance with the soon to be updated Environmental Criteria Manual and Transportation Criteria Manual requirements. CodeNEXT introduces stricter street tree requirements by requiring the installation of street trees in conjunction with all sidewalk installations. The Zoning Chapter sets requirements for building scale and placement to promote a comfortable pedestrian environment.

23-9E-6: Sidewalks, Urban Trails, and Street Trees; 23-9F-3: Street Layout; 23-4: Zoning

- C. Enables urban trail connections and requires projects to connect to existing trails or construct new ones in coordination with the Urban Trails Master Plan.

An active transportation analysis is used to identify existing and potential opportunities for pedestrian and bicycle connections between a proposed development and adjoining transportation facilities. The Active Modes Analysis will be used to develop site-specific transportation infrastructure improvement requirements to support transportation demand management plans.

23-9C-2040: Active Modes Analysis

- D. Creates a safe pedestrian, bike, and transit environment in Mixed Use and Main Street zones by reducing the number of curb cuts.

The Transportation Director may require a driveway closing as a condition to approval of a development or zoning application. A partial or complete closure of an existing driveway may be required if the impacts of the driveway on the adjoining street network pose a threat to public safety.

23-9E-5020: Driveway Closure and Curb Construction

- E. Helps prepare our streets for electric, autonomous, and shared mobility choices including along transportation corridors and in transit oriented development, and enables convenient electric refueling options.

The Transportation Demand Management proposed text allows for parking management that encourages the use of shared, multi-passenger vehicles and reduced single-occupancy trips.

23-9C-2030: Transportation Demand Management

- F. Encourages more housing and jobs along corridors and near activity centers to enable easy access to transit services.

The proposed zones applied along corridors offer opportunities for housing and jobs near areas that typically have transit. The Transportation Demand Management option encourages enhanced access to public transportation.

23-4: Zoning; 23-9C-2030: Transportation Demand Management

Strengthen environmental protections, increase public open spaces, and conserve natural resources:

- A. Carries forward our historic watershed and Hill Country protections, like the Save Our Springs and 2013 Watershed Protection Ordinances, including standards in the Barton Springs Zone of the Edwards Aquifer, and Hill Country Roadway Ordinance.

The Water Quality Article carries forward the provisions of Austin's historic watershed protections, including stream setbacks, sensitive feature protection, stormwater controls, impervious cover limits, and the Save Our Springs initiative. In addition, the Hill Country Roadway Ordinance is carried forward in 23-4D-9090.

23-3D: Water Quality; 23-4D-9090: Hill Country Roadway

- B. Incorporates the Integrated Green Infrastructure Plan as a resource to guide Code decisions and improve overall sustainability and good health.

Austin's green infrastructure network includes our parks, the urban forest, urban trails, greenways, rivers, creeks, lakes, gardens, urban agriculture, open spaces, wildlife habitat, and stormwater features that mimic natural hydrology. In addition to protecting this existing network by carrying forward Austin's historic environmental regulations, CodeNEXT will work to promote additional green infrastructure and further integrate nature into the city. The proposed code will distribute landscape elements throughout a site, enhance ecosystem service benefits, foster the beneficial use of stormwater, and capitalize on existing vegetation, trees, soils, and other natural features. The Integrated Green Infrastructure Plan referenced in Imagine Austin will not be completed before the adoption of CodeNEXT. However, CodeNEXT uses Imagine Austin as the guiding document, including implementation of the policies and actions recommended for the green infrastructure and sustainable water management priority programs.

23-3B: Parkland Dedication; 23-3C: Urban Forest Protection and Replenishment; 23-3D: Water Quality; 23-4: Zoning; 23-9: Transportation; 23-10E: Drainage

- C. Supports the Dark Skies initiative and reduces negative impact on neighboring properties by minimizing flood lighting on facades.

The proposed code requires fully shielded and full cut-off light fixtures for building facades which will minimize light pollution, conserve energy, while maintaining night time safety.

23-4E-2030 (D): Lighting of Building Facades

- D. Provides “Functional Green” tools (green roofs and walls, stormwater collection and re-use, rain gardens) to help landscapes function as water quality filters and reduce burden on stormwater pipes and our drinking water lake supply.

The applicability for Functional Green is found in the Landscape division of the Land Development Code. The specific requirements for this new provision (e.g., elements, weighting) will be housed in the Environmental Criteria Manual. Functional Green, as well as the standard landscape code, will provide multiple ecosystem benefits (e.g., habitat creation, urban heat island mitigation, air quality) beyond water quality enhancement. Proposed landscape regulations will also better address the environmental pressure created on highly impervious sites and integrate with the water quality code to help foster the beneficial use of stormwater. In addition, standards for designing stormwater controls as amenities to integrate and enhance public space are described in the Civic Open Space Division).

23-4E-4: Landscape; 23-4E-4120: Functional Green; 23-3D-6: Water Quality Control and Green Stormwater Infrastructure Standards; 23-3D-6030: Water Quality

- E. Improves standards for calculating open space requirements for developments to promote greater variety of usable and desirable public spaces as well as expansion and connectivity of trail networks.

Proposed calculations for parkland dedication are outlined in Division 23-3B-2. 23-4C-1, which addresses large site requirements and is a carryover from current code, requires connectivity, and sets detailed standards for open space and amenities. Civic open space types include neighborhood parks, greenbelts, linear parks, and pocket parks.

23-3B-2: Dedication (Parkland Dedication Article); 23-4C-1: Large Site Requirements; 23-4C-2: Civic Open Space