

Summary of Proposed Downtown Code Amendments

General

The proposed code amendments are intended to maintain the current regulatory framework with improved residential compatibility standards and provide for more clarity within the regulations for ease of use and enforceability. These amendments do not rezone any property and provide for the regulatory requirements for future development or redevelopment of property within the Downtown.

Currently, the development standards for the Downtown District Overlay are located in Chapter 155, Subchapter B of the Code of Ordinances. The proposed code amendments provide for the relocation of the Downtown development standards (e.g., building height, setbacks, architectural standards) to the Unified Development Code, where all other City zoning and development regulations are located, for ease of use and for the elimination of unnecessary redundancy and conflicting provisions.

- **Improved residential compatibility standards by creating a Transitional Compatibility Zone which provides for more restrictive development standards**
- **Clarifies development standards for ease of use and goes into more detail regarding how the downtown overlay further restricts and defines the existing zoning on the property and addresses other related site development standards within the Unified Development Code (e.g., parking, landscaping, street lighting, parkland standards, subdivision standards)**
- **More enforceability – Much of the current code located in Chapter 155, Subchapter B is unenforceable because the majority of the existing downtown regulations are simply guidelines and not requirements. The proposed code provides for tightened development standards and clarifies which provisions are requirements rather than just guidelines.**

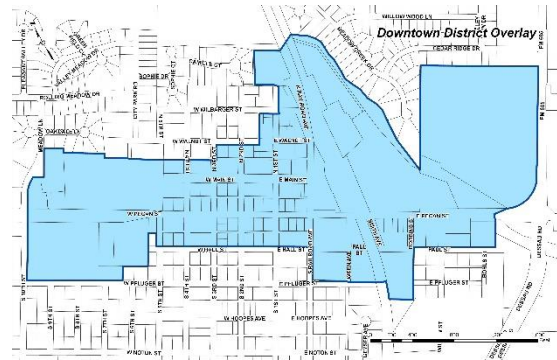
Land Uses / Zoning

In the Downtown, land uses are governed by city-wide base zoning districts as well as the regulatory Downtown District Overlay. A base zoning district is the standard tool for regulating land uses in the City. Single-Family Suburban (SF-S), General Business - 1 (GB-1), Retail (R), and Office (O) zoning districts are examples of base zoning districts that can be found in the Downtown District Overlay. The Downtown District Overlay serves as a tool to restrict more intensive commercial land uses in the Downtown that would otherwise be permitted by the base zoning district and provides for specific development standards related to the Downtown District Overlay. In other words, the Downtown District Overlay does not “zone” a property for commercial uses. The Downtown District Overlay effectively states that if the property is zoned for commercial uses, these are the types of commercial uses that are not permitted regardless of what the base zoning district allows (e.g., automotive repair shop). The Transitional Compatibility Zone (TCZ) further prohibits uses that are generally associated with nighttime operations, including Bar/Tavern, Body Art Studio, Brewpub/Wine Bar, and a Lounge.

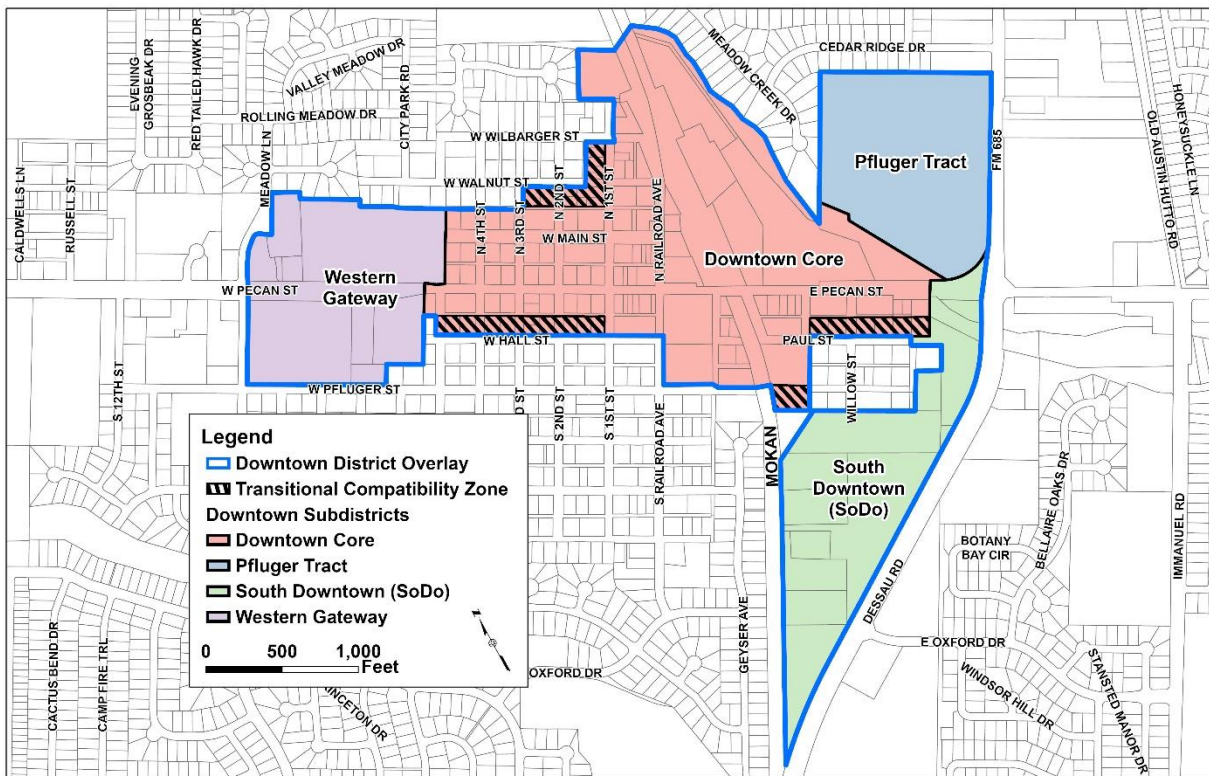
For example, a lot within the City that has a base zoning of General Business - 1 (GB-1) would be allowed to have an automotive repair shop; however, within the Downtown District Overlay, a GB-1 zoned property would not be allowed to have an automotive repair shop.

Downtown District Overlay and Sub-districts

Currently, the existing Downtown District Overlay is bound by F.M. 685 north of Pecan Street, as shown in the map to the right. The proposed downtown code amendments create sub-districts within the existing boundaries of the Downtown District Overlay and do not propose to change the existing overall boundaries except for the South Downtown (SoDo) Sub-district which is proposed to be incorporated into the Downtown District Overlay, as shown in the map below.

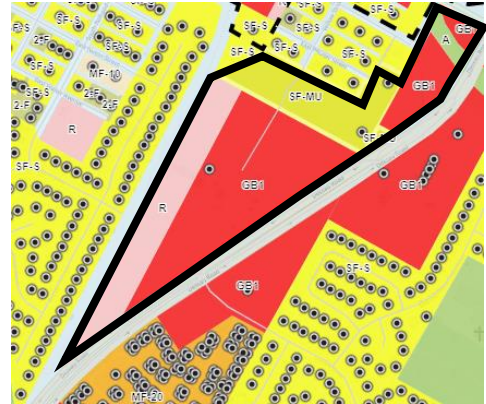


Downtown District Overlay Sub-districts, as shown in the map below, are proposed to address anticipated differing development patterns in the Downtown Core gridded street area (Main at 1st Street for example) and the gateway districts along F.M. 685 (e.g., South Downtown and Pfluger Tract). The South Downtown (SoDo) Sub-district shown below in green is proposed to be added to the Downtown District Overlay to address residential compatibility concerns and place additional restrictions on commercial development and commercial land uses.



South Downtown (SoDO) Sub-district:

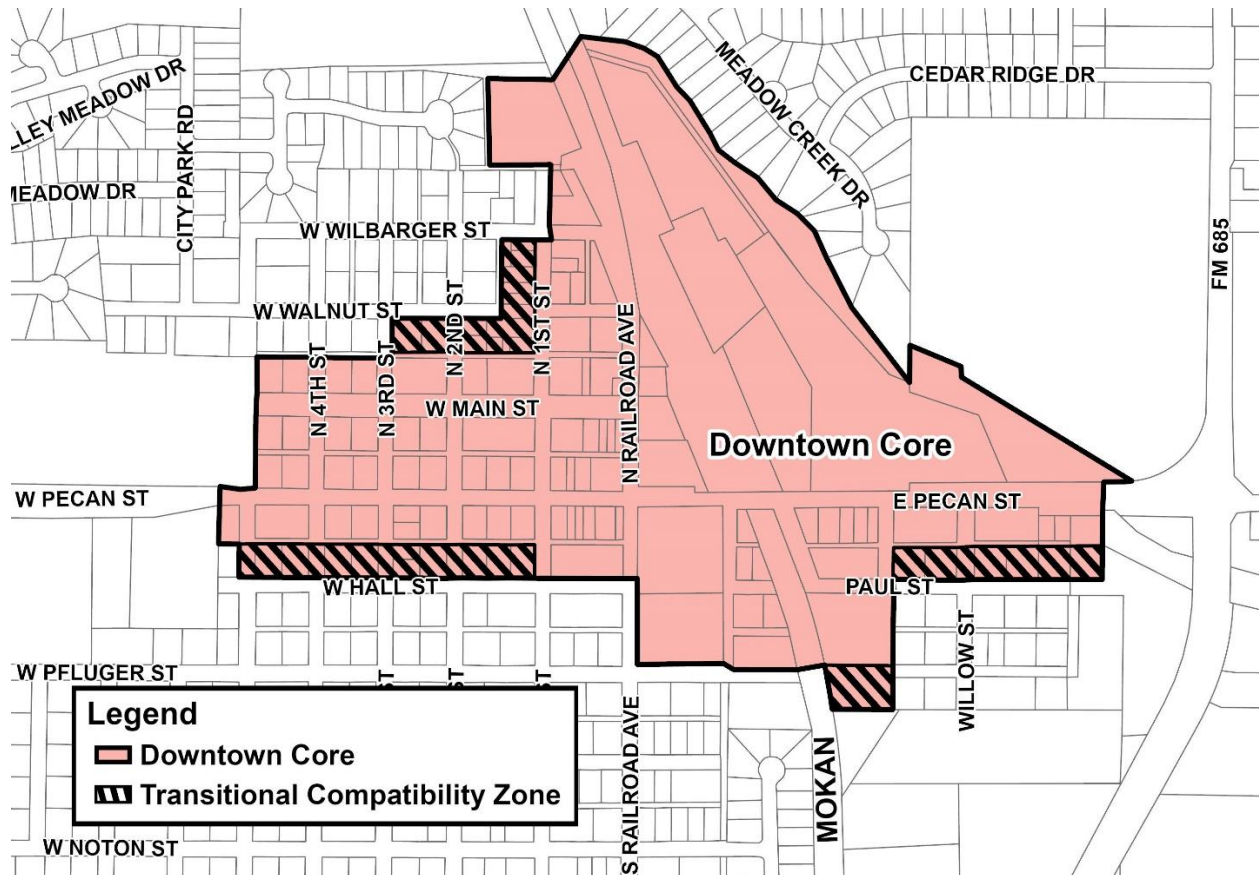
On the map to the right, the varying colors represent base zoning districts (e.g., GB1, R, SF-MU), whereas the solid black line represents the proposed SoDo Sub-district.



This is an area currently not included within the Downtown District Overlay. This area is proposed to be included within the Downtown District Overlay in order to restrict certain commercial uses that are permitted by the base zoning district, most predominately zoned for General Business-1 (GB1) and Retail (R). This sub-district is intended to provide for more residential compatibility by placing additional restrictions on commercial development and uses. For example, by adding this area to the Downtown District Overlay, automotive repair shops would not be permitted.

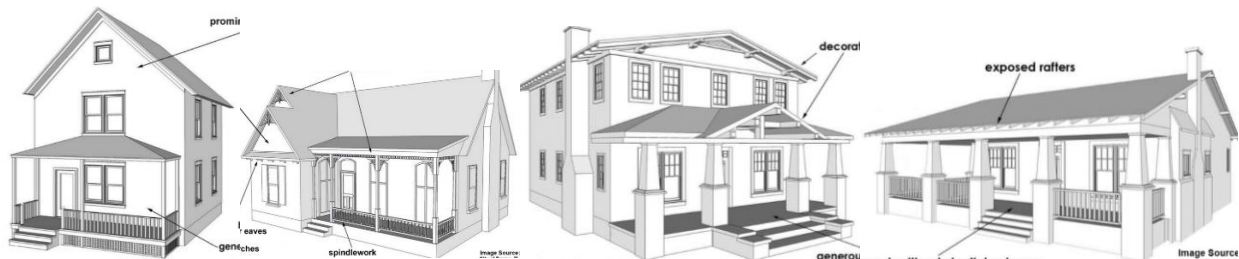
Downtown Core Sub-district – Transitional Compatibility Zone

The Downtown Core Sub-district further provides for a Transitional Compatibility Zone, which requires specific, context-sensitive development regulations relating to architecture, site design, building height, and landscaping to ensure improved compatibility with the surrounding residential neighborhood.



Instead of what development standards are applied to the Downtown Core Sub-district as a whole, lots within the Transitional Compatibility Zone will have more restrictive standards for maximum lot coverage and maximum impervious cover. (i.e., 70% maximum lot coverage and 70% maximum impervious cover) This limitation of 70% maximum lot coverage and maximum impervious cover is comparable to the standards applied to a Single-Family Suburban (SF-S) zoned lot.

Additionally, the scale of development within these areas will need to resemble a single-family residential structure in terms of aesthetics and placement on the property. In regard to architectural standards, new development within these areas would be required to have residential building design (e.g., Craftsman Style, Queen Anne, and Folk Victorian) regardless of the land use on the property. New construction of single-family detached, single-family attached (townhomes), duplexes, and condominiums with similar structure types in the Downtown District Overlay shall comply with base zoning development regulations established per [Section 4.2 of the Unified Development Code](#) and the architectural styles required in the Downtown. Refer to examples below for the type of architectural styles that would be required within the Transitional Compatibility Zone. New development within the Transitional Compatibility Zone is limited to a maximum building height of 35'.



General Development Regulations of the Downtown District Overlay

The general development regulations applicable to the Downtown District Overlay have been clarified or addressed so that they are more representative of a small town, urban development.

- Building Setbacks
- Streetscape Yard Standards
- Minimum Lot Width
- Maximum Lot Coverage (Building Footprints)
- Maximum Impervious Cover
- Density
- Single-Family Adjacency
- Building Height Standards

Build-to-Line Standards on Primary Streets

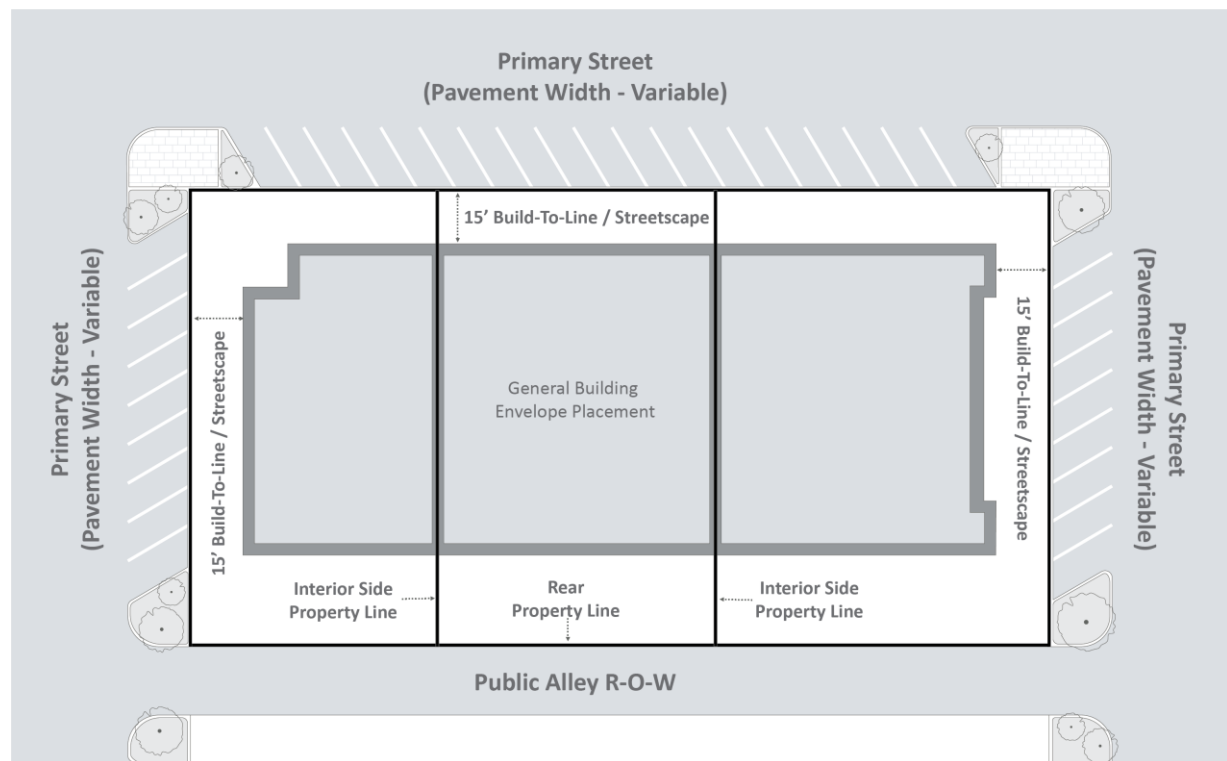
A Build-to-Line requirement means a building shall be situated and setback a certain distance from the front property line to create a consistent streetscape. Build-to-Line standards within the Downtown Overlay are currently required along certain street segments within the Downtown District Overlay pursuant to Ch. 155, Subchapter B. Central Business District. The proposed amendments address the following:

- Clarifies how the “Build-to-Line” applies to building setback standards.
- Refines and clarifies the “Build-to-Line” standards by adjusting for existing conditions and providing for graphics representative of the context of Downtown Pflugerville.
- Modifies and removes street segments governed by the “Build-to-Line” standards in residential areas or along the Transitional Compatibility Zone (TCZ) to ensure improved residential compatibility and scale. (i.e., Hall Street is no longer classified as a Build-to-Line Primary Street segment.)
- Adds Railroad Avenue, Pecan Street, any extension of Main Street, and N. 1st Street segment between W. Wilbarger and W. Walnut on the east side only as Build-to-Line segments.

List of Primary Streets:

Table D.3. Primary Street Segments – 15’ Build-to-Line Requirement		
Primary Street	From	To
Main Street	Western-most extent of Main Street generally located at 5 th Street, and any western extension thereof	North Railroad Ave, and any eastern extension thereof
North 1 st Street	West Wilbarger Street (Between W. Wilbarger and W. Walnut Street, only the east side of North 1 st Street shall have a 15’ build-to-line requirement)	Pecan Street
North 2 nd Street	Alley immediately north of Main Street	Pecan Street
North 3 rd Street	Alley immediately north of Main Street	Pecan Street
North 4 th Street	Alley immediately north of Main Street	Pecan Street
Railroad Avenue	Northern boundary of the Downtown District Overlay	East Pfluger Street
Primary Street Segments – 25’ Build-to-Line Requirement		
West Pecan Street	Western-most boundary of the Downtown Core approximately 80’ west of the intersection of South 5 th Street	1 st Street
East Pecan Street	1st Street	F.M. 685

Examples of application of Build-to-Line requirement:

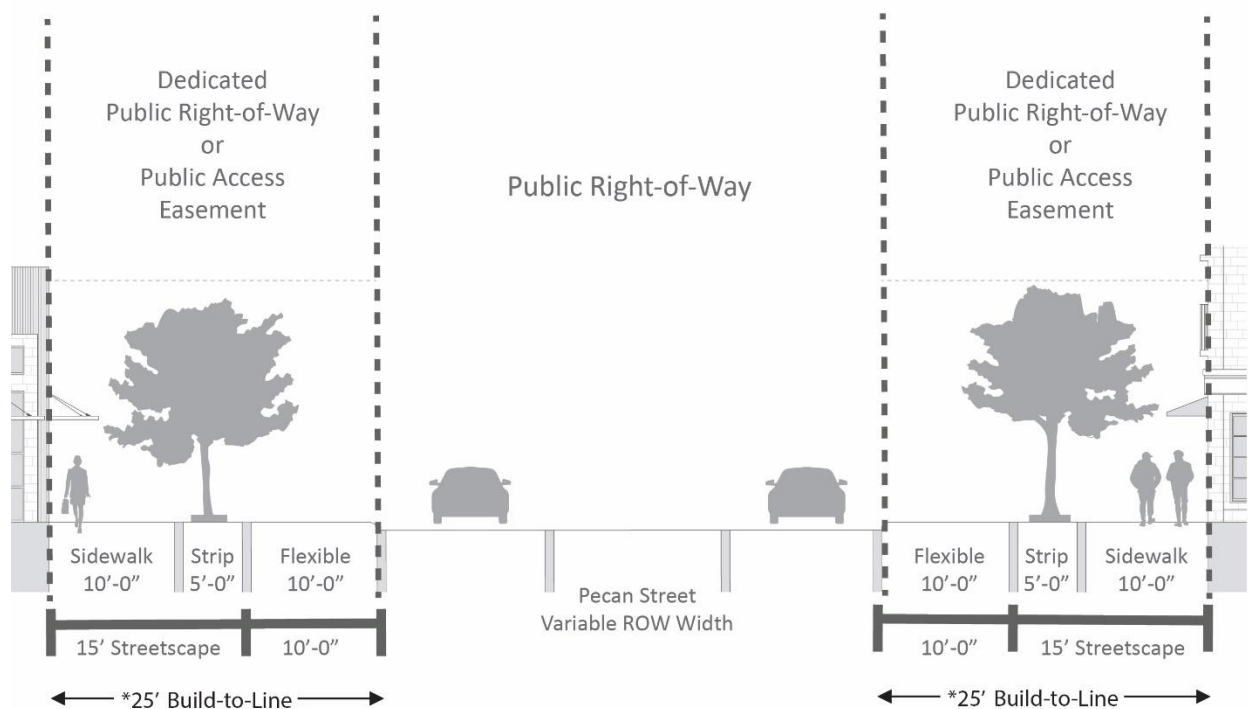


Pecan Street as a 25' Build-To-Line Street Segment:

With the exception of Pecan Street, Primary Streets shall have 15' build-to-line requirements. Due to right-of-way constraints and uncertainty of the ultimate cross-section for Pecan Street through Downtown, Pecan Street calls for an expanded build-to-line requirement.

For lots fronting Pecan Street, a 25' build-to-line requirement shall be provided to include a 15' streetscape yard with minimum 15' sidewalk, of which five feet is designated for benches, street trees, landscape planters, trash containers, and other street furniture. Such 15' streetscape yard shall be situated 10' from the property line abutting Pecan Street right-of-way. The remainder 10' is intended for right-of-way reservation and may be utilized as additional landscape and pedestrian area between the street pavement and the 15' sidewalk. If the sidewalk is not situated within the public right-of-way, it shall be situated within a public access easement. The 25' build-to-line requirement shall be measured from the front property line along Pecan Street prior to additional public right-of-way dedication. When it has been determined that no additional right-of-way is required along such Pecan Street segment, the Planning Director may allow for a reduced 15' build-to-line requirement to ensure continuity of the streetscape aesthetic intent is maintained.

Existing buildings along Pecan Street are exempt from this requirement unless the owner redevelops the property.



*25' Build-to-Line measured from front property line prior to additional public right of way dedication.

Current Build-To-Line Street Segments:

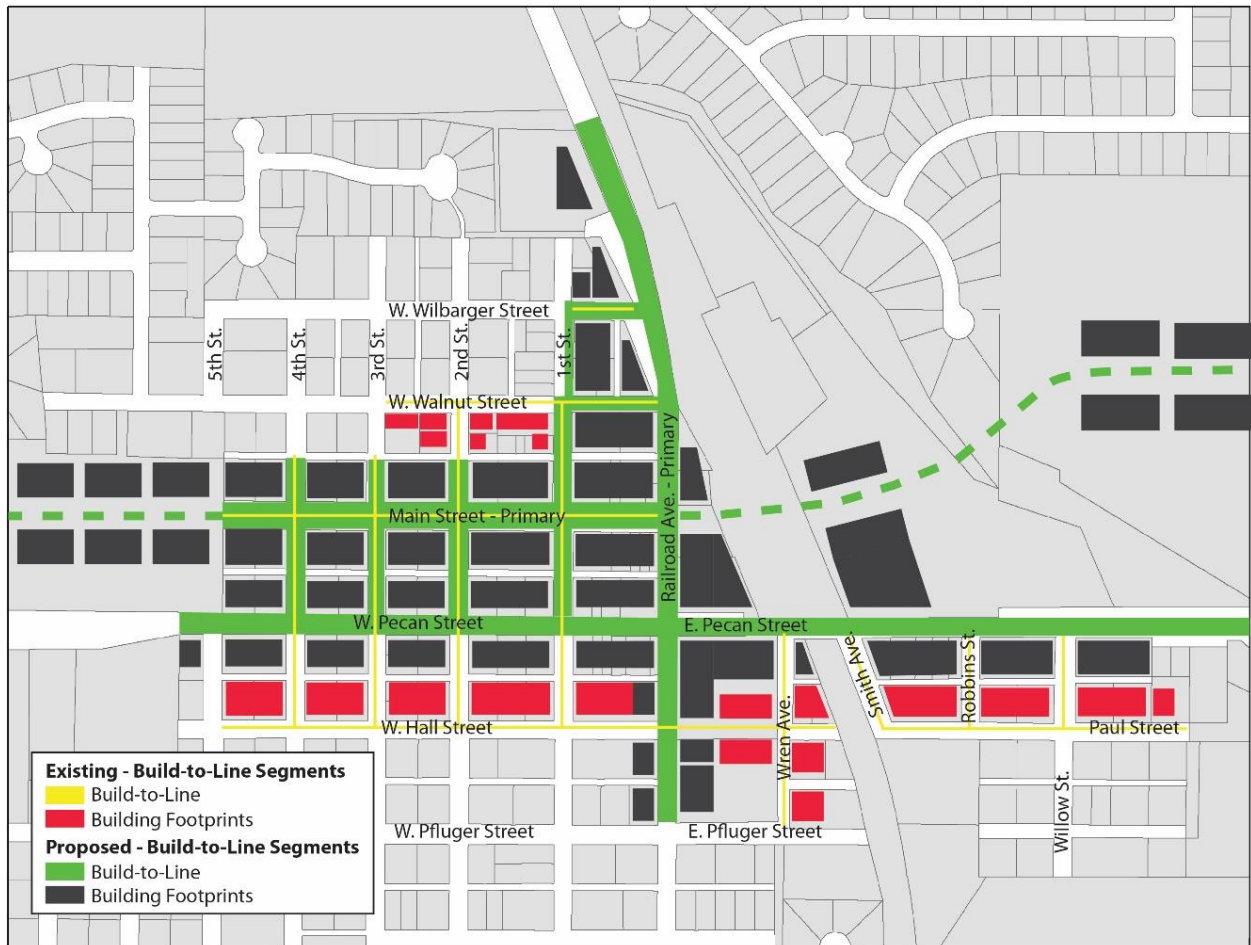


Proposed Build-To-Line Street Segments:



Current vs. Proposed Build-To-Line Street Segments:

The red building footprints represent potential building footprints under the current code. The proposed code amendments remove street segments governed by the “Build-to-Line” standards in residential areas or along the Transitional Compatibility Zone to ensure improved residential compatibility and scale. (i.e., Hall Street is no longer classified as a Build-to-Line Primary Street segment.)



Building Heights

The proposed amendments simplifies and modifies building height standards for the Downtown Core Sub-district. The Current standard states: *“When new development occurs adjacent to or is separated by a street from any residential lot, the new development shall observe the same maximum height that applies to the residential lot. Height shall be measured as the vertical distance between the average finished grade at the base of the building and the highest point of a flat roof including parapet walls or the midpoint between the eaves and the ridgeline of a gable, hip, or gambrel roof. Additional height shall be permitted at a rate of one foot of additional height for every foot of additional setback of the upper floors of the structure. However, in no case shall any building be taller than 35 feet. Unenclosed balconies on the building above the 24-foot transition line setback shall be permitted to encroach into the setback.”*

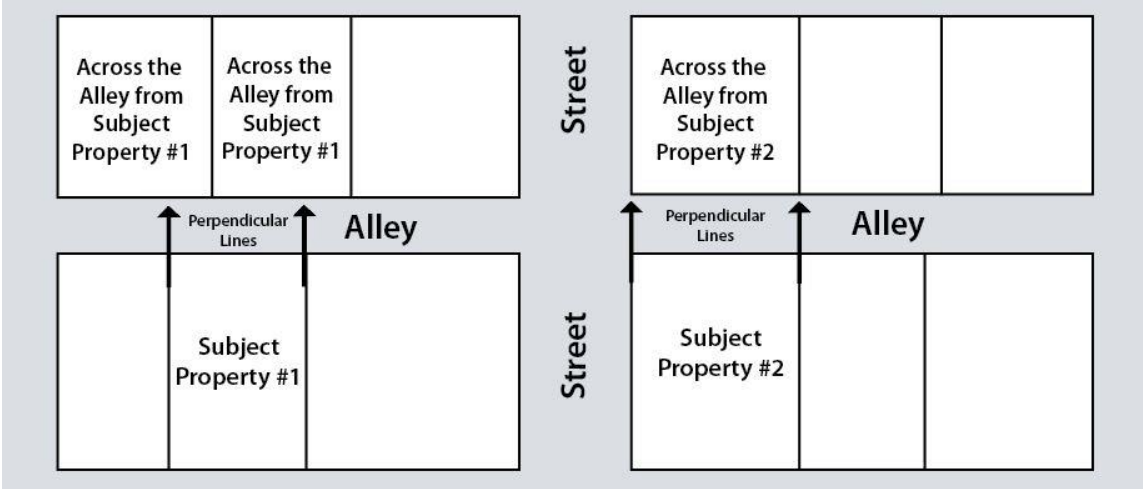
The simplified table below shows a comparison to current requirements and proposed building height standards. Generally, there is a proposed increase in building height from a maximum of 50’ to 60’ provided it is not adjacent to, or across the street or alley from single-family residential zoned property. A 60’ non-residential building is anticipated to provide for 4 stories; however, a 60’ residential building may equate to a 5-story building depending on individual story height. Development within the Transitional Compatibility Zone (TCZ) is limited to a maximum building height of 35’.

Downtown Core Sub-district – Building Height Standards		
Height Standard	Current Standards	Proposed Standards
Number of Stories	N/A	*Minimum – 2 Stories
Maximum Building Height	Max. 50’	Max. 60’
Maximum Building Height (Across the street from single-family residential zoning)	Max. 35’	Max. 50’
Maximum building height for single-family and two-family zoning	(Does not specify)	Max. 35’
Maximum Building Height (Across the alley from single-family residential zoning)	Max. 50’ (Does not specify)	Max. 35’
Maximum Building Height (Adjacent to or across the alley from single-family residential zoning; This shall include single-family residential zoned property lines within twenty (20’) feet from the subject property.)	Max. 35’	Max. 35’ (no change)
Maximum building height within the Transitional Compatibility Zone	(Does not specify)	Max. 35’
<p>* Minimum 2-Story Buildings in Downtown Core Sub-district. New development and redevelopment of existing sites shall require new buildings to be a minimum of 2-stories. However, the minimum 2-story building requirement <u>shall not apply in the following scenarios</u>:</p> <ul style="list-style-type: none"> a. Development within the Transitional Compatibility Zone. b. Additions to existing 1-story buildings built prior to 1960. c. Additions to existing 1-story buildings built in 1960 or later, provided the expansion does not increase the total gross floor area of the building by fifty percent (50%). d. Additions to existing multi-story buildings where such expansion does not exceed 1,000 S.F. 		

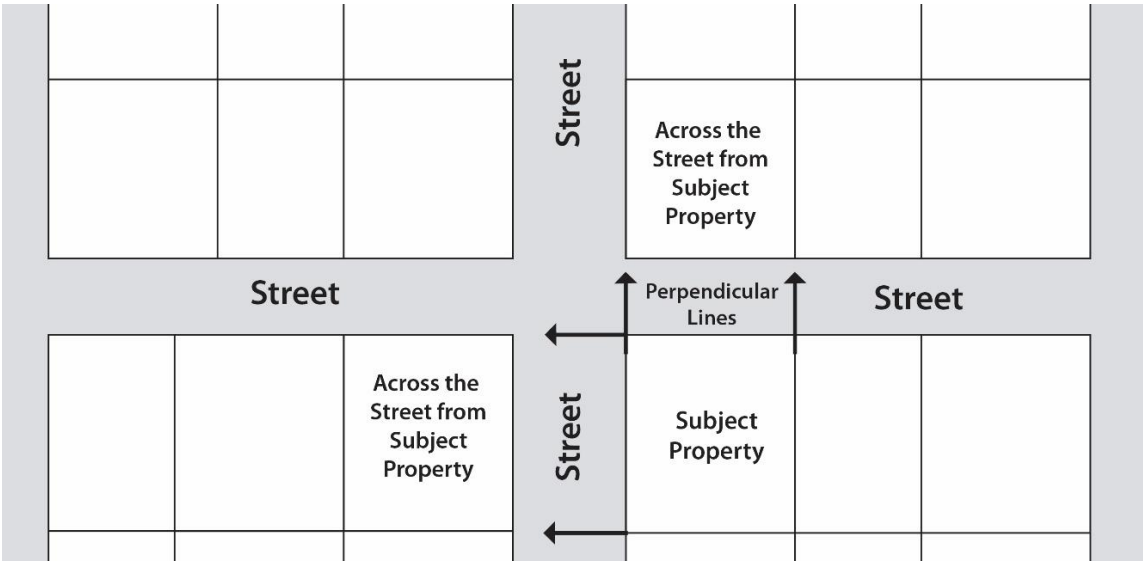
e. New accessory buildings.

Definitions to be included within Subchapter 20 of the UDC relating to building heights

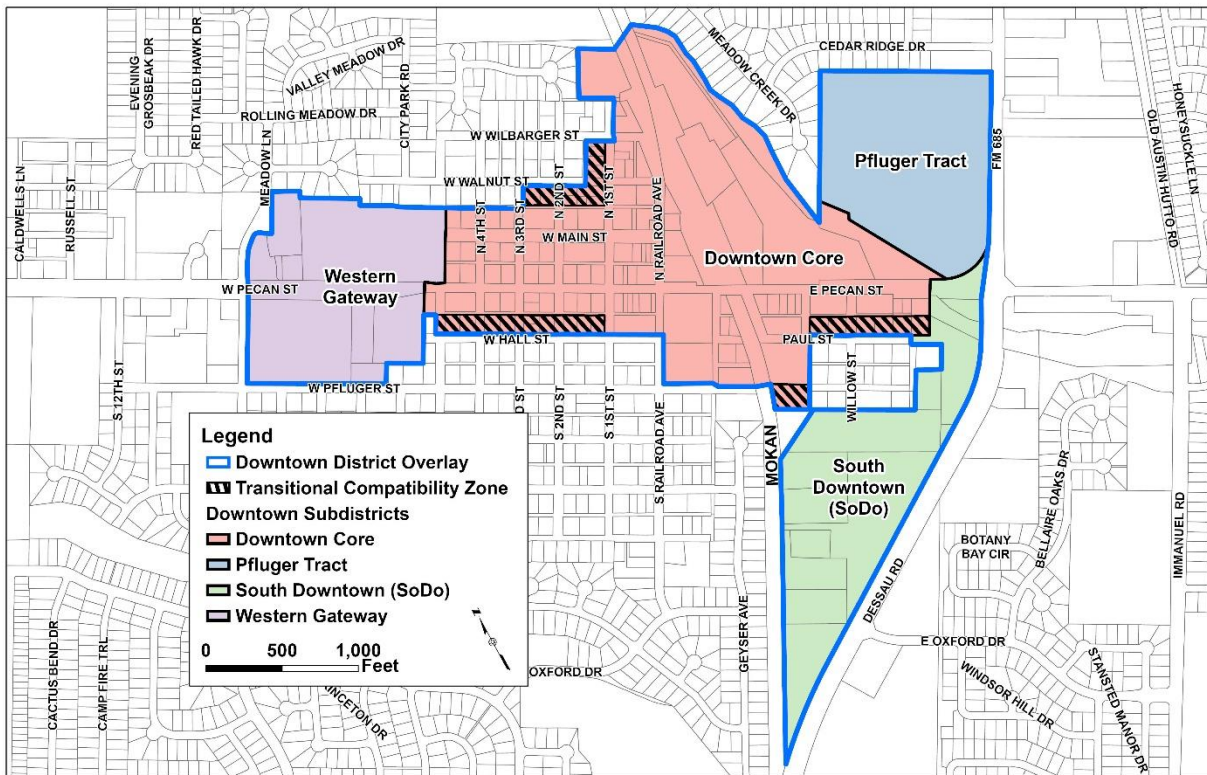
ACROSS THE ALLEY (FROM). In reference to building heights pursuant to Section 4.5.1, "across the alley" from means the lot, or portion thereof, immediately across the alley from the subject property and formed by perpendicular lines at the property line.



ACROSS THE STREET (FROM). In reference to building heights pursuant to Section 4.5.1, "across the street" from means the lot, or portion thereof, immediately across the street from the subject property and formed by perpendicular lines at the property line.

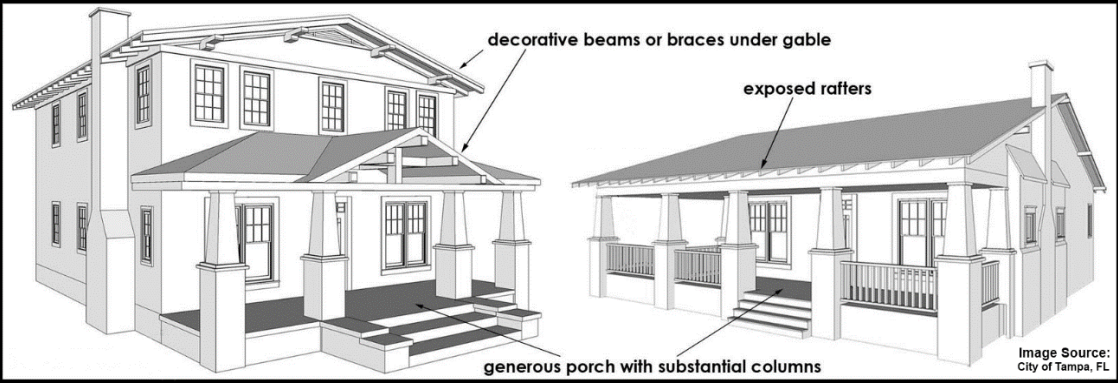
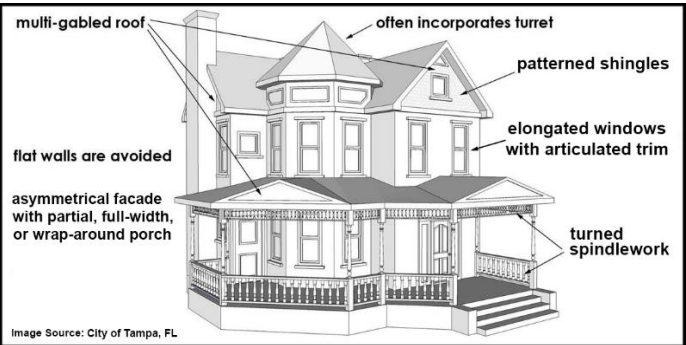
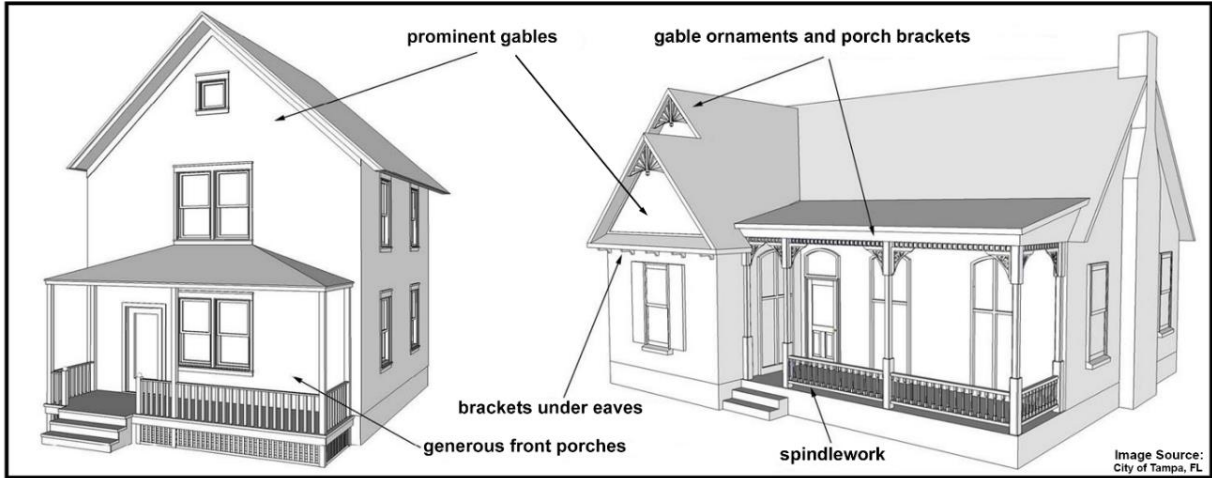


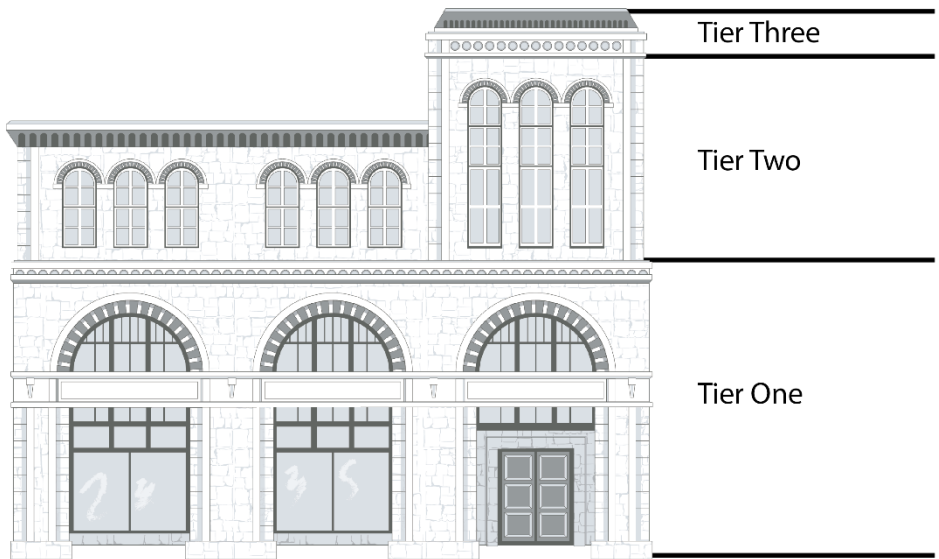
New development within the Pfluger Tract, South Downtown, and Western Gateway Sub-districts shall observe the same maximum building heights and building height setbacks with the respective base zoning requirements.



Architectural, Site Design, and Layout Provisions

- Clarifies when such standards are triggered with more specific applicability provisions.
- Drive-thrus are no longer permitted. Please note this does not impact existing drive-thrus.
- Modifies the architectural design standards to be more consistent with the Build-to-Line standards for a more walkable, urban streetscape. (i.e., Awnings and canopies may be used to meet the vertical and horizontal articulation requirements in the Downtown District Overlay along Build-to-Line streets and on comparable architectural/site design. A higher percentage of windows is required on the first floor’s primary facades in order to create a traditional, active storefront.)
- Modifies the required historic architectural styles by removing styles not representative of the buildings found in Downtown or incompatible with the vision for Downtown.
- Classifies certain historic architectural styles based on land use and structure type. (i.e., The Craftsman style may only be used on single-family detached or duplex structure types, as it is not appropriate, in the context of Downtown Pflugerville, on a townhome, multi-family, or non-residential building.) Also, all development within the Transitional Compatibility Zone shall have similar residential architectural forms.





Parking, Mobility, and Circulation Standards (Refer to Subchapter 4, Section 4.5.1 G.)

- Modified, clarified, and refined the Downtown parking requirements based on existing conditions and the proposed Sub-districts.
- [Subchapter 10](#) of the UDC shall apply as well as additional standards for the Downtown District Overlay.
- In summary, the current Downtown parking requirements will be applied to the Downtown Core due to its gridded street network suitable for on-street parking and its heavy reliance on a shared public parking program. Gateway sub-districts are eligible to receive credit for on-street parking and create a shared parking program reviewed through a shared parking study in accordance with Subchapter 10.
- Modifies and limits vehicular access requirements in the Downtown Core Sub-district. For example, the construction of new driveways off of Pecan Street shall be prohibited to reduce vehicular and pedestrian conflict points and create a more safe, walkable environment Downtown. (Refer to the proposed code amendments in Subchapter 4, Section 4.5.1 G. for more details.)
- The proposed code amendments address the location and orientation of parking within the Transitional Compatibility Zone (TCZ), whereby on-site alley-loaded parking is prioritized above on-street parking in satisfying the parking requirements.

Landscaping

- The landscaping standards of [Subchapter 11](#) shall apply to the Downtown District Overlay and addresses specific requirements for streetscape yards and building foundation plantings in the Downtown Core Sub-district.

Tree Preservation

- The tree preservation standards of [Subchapter 12](#) shall apply to the Downtown District Overlay.

Exterior Lighting

- New development within the Downtown District shall comply with [Subchapter 13](#).
- If pole lighting is provided, a specific decorative light pole and fixture type are required consistent with the styles found in downtown today.

Public Parkland

- New development within the Downtown District shall comply with [Subchapter 14](#).
- Credit provided for Park Development Fee for amenities within the street public rights-of-way, at the discretion of the Planning Director and the Parks & Recreation Director.

Subdivision

- The subdivision standards of [Subchapter 15](#) shall apply to the Downtown District Overlay; however, the maximum block length shall be 600 linear feet.

Signs

- All Downtown signage requirements moved to Chapter 154. Signs.
- Provides clarity and consistency by adding the requirements to the City-wide sign standards.

Drainage/Detention

- In the current code, pursuant to [Chapter 155, Subchapter B, Section 155.1205](#), sites more than one acre in size shall comply with the drainage and detention requirements. The current code does not specifically address drainage and detention requirements for sites that are one acre or less and can be interpreted as an exemption. Therefore, such site would not have to mitigate for increased stormwater runoff due to the increase in impervious cover. However, this would be contrary to the requirements of the Engineering Design Manual that requires stormwater mitigation on all sites to be provided, such that the proposed development runoff rates do not exceed the existing conditions runoff rates for the 2, 25, and 100-year storm events. The most common stormwater mitigation comes in the form of on-site detention or regional detention. Without a regional stormwater plan for Downtown or other engineering analysis per the Engineering Design Manual, exempting certain lots from detention requirements is not in the best interest of the City. In the proposed code amendments, the drainage section is removed so that the Engineering Design Manual, which is more restrictive than existing requirements within Chapter 155, Subchapter B, Section 155.1205, shall be applied to Downtown.
- In summary, the proposed code amendments relating to impervious cover, lot coverage, and drainage requirements are more restrictive.