

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. **The amendments do not rezone any property but provide for regulations for future development and redevelopment of properties within the Downtown Overlay boundary.** 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 the elimination of unnecessary redundancy and conflicting provisions. In the Downtown, land uses are governed by city-wide base zoning districts as well as the regulatory 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.

- **Clarifications** - Clarifies development standards for ease of use and goes into more detail regarding the interrelationship of such standards and the base zoning development standards and 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. The proposed code provides for tightened development standards and clarifies which provisions are requirements rather than just guidelines.
- **Creation of Sub-districts** - Downtown District Overlay Sub-districts are proposed to address anticipated differing development patterns in the Downtown Core gridded street area and the gateway districts along F.M. 685 (e.g., South Downtown and Pfluger Tract).
- **Addition of the SoDo area into the Downtown District Overlay** - The South Downtown (SoDo) Sub-district 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.
- **Land Use Restrictions** - More land use restrictions on auto-centric uses (e.g., automotive repair shop, automotive body repair shop, automotive repair and service, automotive sales and rental)
- **Land Use Conditions** – proposed land use conditions on entertainment uses. (i.e., A bar/tavern is proposed to be permitted by right provided it is located a minimum of 200’ from a single-family detached building, townhome, or duplex uses. If the proposed bar/tavern is within 200’, a Specific Use Permit would be required.)
- **Proposed Transitional Compatibility Zone** - The Downtown Core Sub-district provides for a Transitional Compatibility Zone, which requires specific, context-sensitive development regulations relating to scale of development, architecture, site design, building height, and landscaping, to ensure improved compatibility with the surrounding residential neighborhood.

- **Build-to-Line Standards on Primary Streets** - Build-to-Line standards 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: 1.) Clarifies how the “Build-to-Line” applies to building setback standards; 2.) Refines and clarifies the “Build-to-Line” standards by adjusting for existing conditions and providing for graphics representative of the context of Downtown Pflugerville; 3.) Modifies and removes street segments governed by the “Build-to-Line” standards in residential areas, including Hall Street and Paul Street, to ensure better residential compatibility and scale; 4.) 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; and 5.) 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 25’ build-to-line requirement.
- **Modifies Downtown Core Sub-district 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 an alley from single-family residential zoning. 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. Also, there is a proposed increase in building height from 35’ to 50’ (approximately 3-story non-residential building) for buildings across the street from single-family residential zoning. There is a decrease in building height from 50’ to 35’ for buildings across the alley from single-family. In addition to the building height compatibility provisions related to single-family adjacency or across the street or alley from single-family zoning, new development within the Transitional Compatibility Zone (TCZ) is limited to a maximum building height of 35’.
- **Building Height Standards for the Gateway Districts** - 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.
- **Minimum 2-Story Building Requirement 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 shall not apply in the following scenarios: 1.) Development within the Transitional Compatibility Zone; 2.) Additions to existing 1-story buildings built prior to 1960; 3.) 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%); 4.) Additions to existing multi-story buildings where such expansion does not exceed 1,000 S.F.; 5.) New accessory buildings.
- **Drive-Thru** – Proposed to be prohibited in the Downtown District Overlay.
- **More Enforceable Architectural Standards** - 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.)

- **Architectural Styles** - Modifies the required historic architectural styles by removing styles not representative of the buildings found in Downtown or incompatible with the vision for Downtown.
- **Residential Architectural Styles and Architecture in Transitional Compatibility Zone** - 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.
- **Downtown Parking** - 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](#).
- **Mobility and Circulation** - 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.)
- **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 acorn fixture type are required consistent with the style 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.
- **Drainage** - In the proposed code amendments, the drainage section is removed so that the Engineering Design Manual shall control exclusively.