

Code Amendments: General Intent



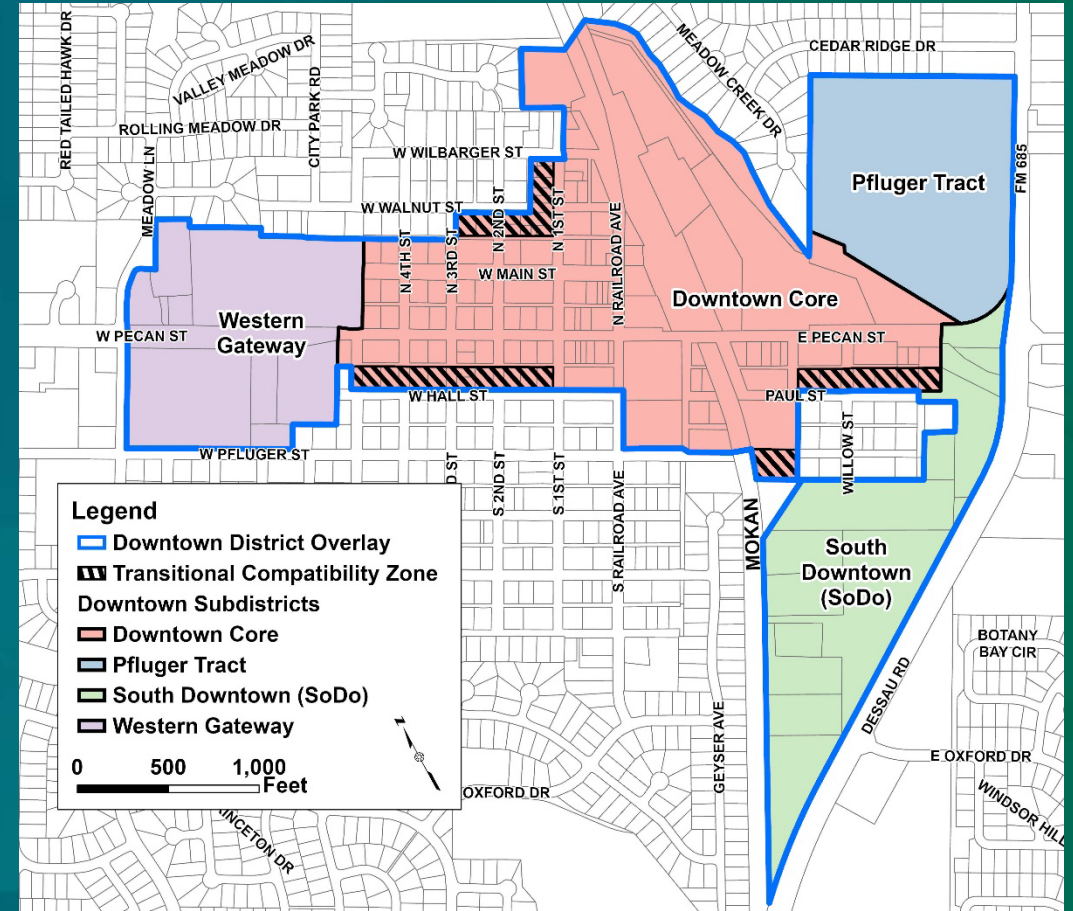
- ⇒ **Maintains intent and improves functionality of Downtown District Overlay**
 - ◆ Clarifies development standards for ease of use and enforceability
 - ◆ Provides for improved residential compatibility standards
 - ◆ Relocates development standards to the UDC
 - ◆ Reduces unnecessary redundancy and inconsistencies (with City-wide Code)
- ⇒ **Create sub-districts to address requirements for 'Infill' and 'Greenfield' development**



Overview of Downtown Regulations

Functional Elements:

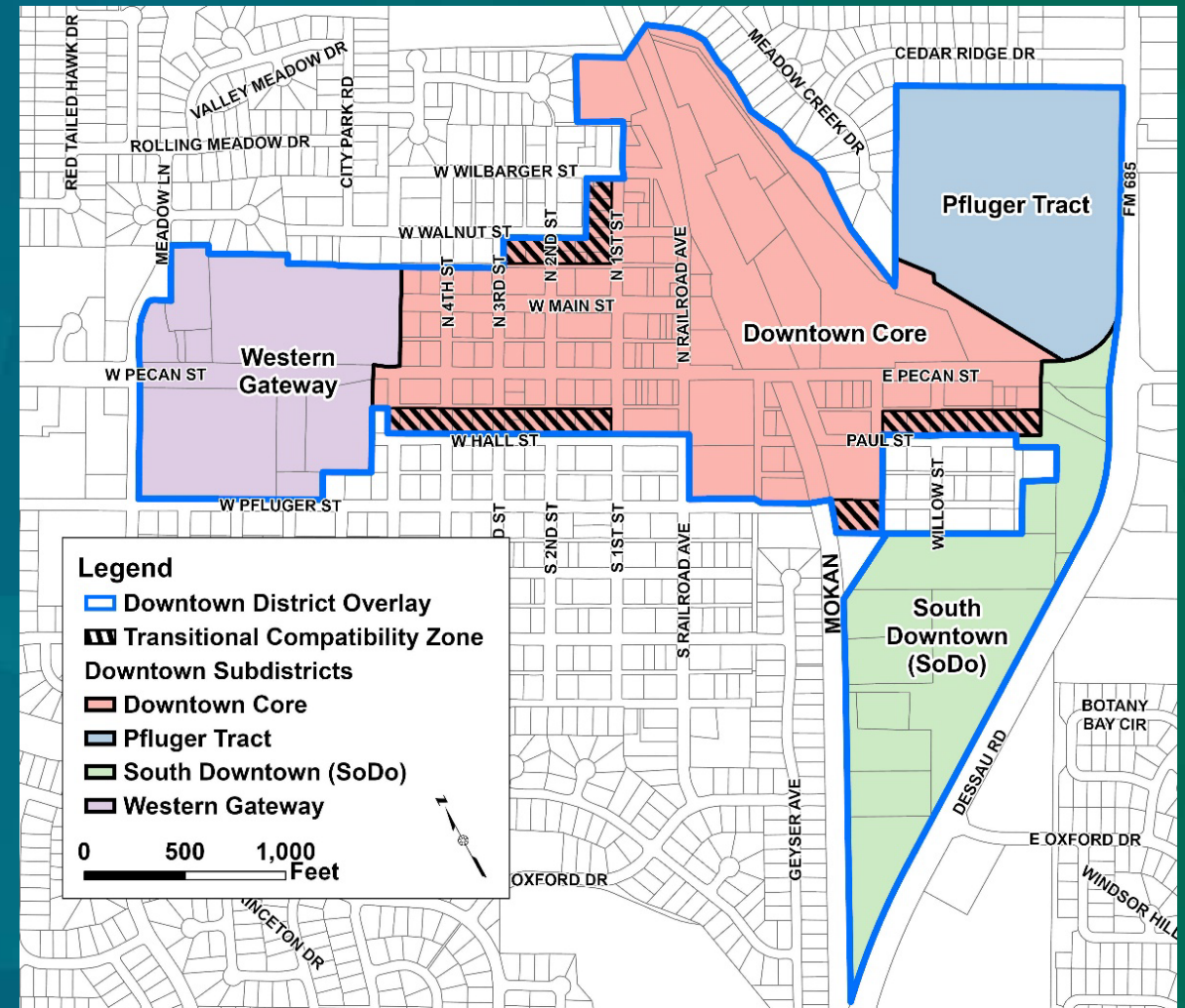
- ❑ Provides land use compatibility provisions by restricting or imposing additional conditions on land uses that are otherwise permitted in the base district.
- ❑ Context-sensitive development standards



Downtown District Overlay

Downtown Overlay Boundary:

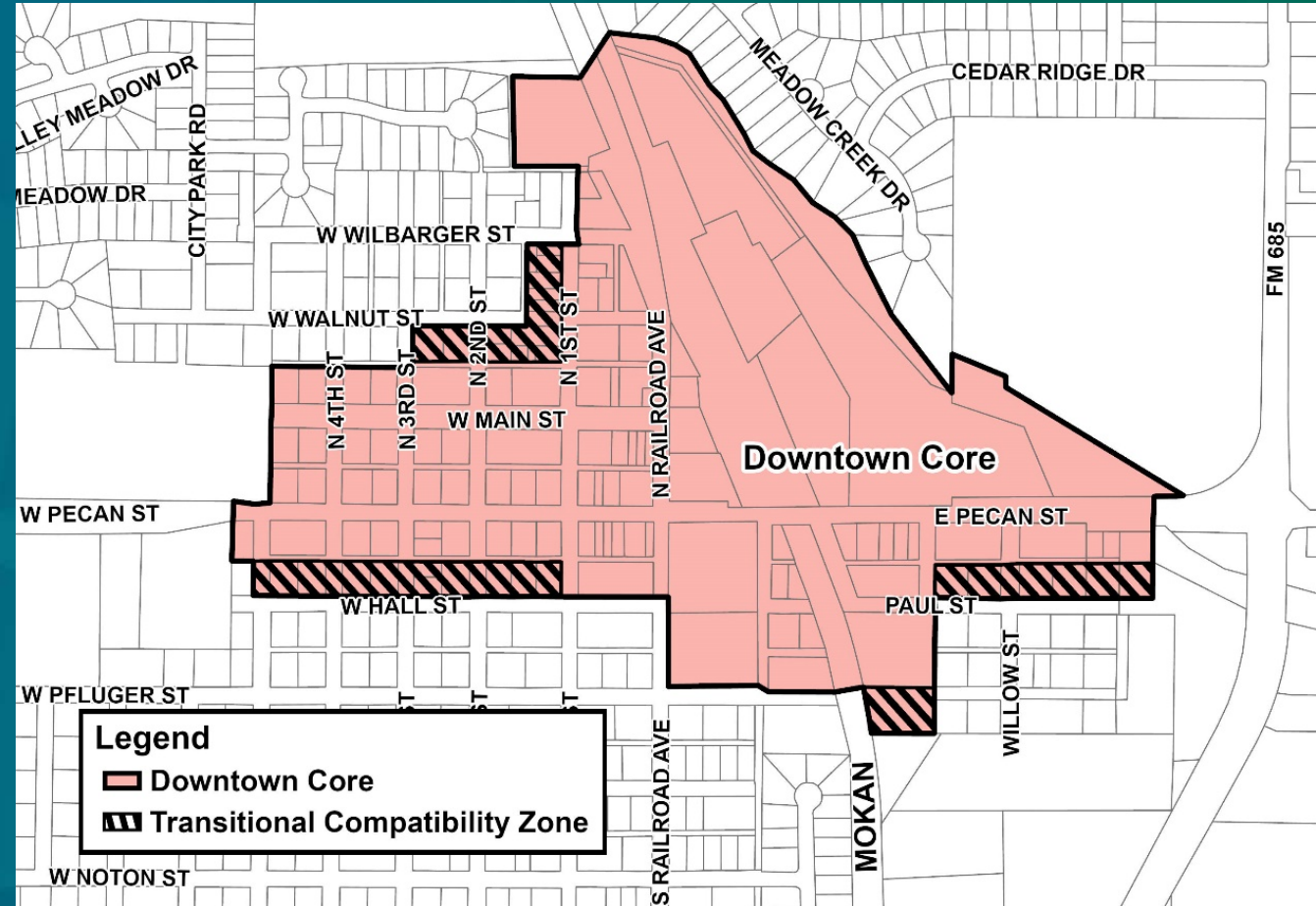
- Within the Downtown Core Sub-district, current boundaries are to remain in place in order to ensure architectural compatibility. The Transitional Compatibility Zone was designated within the Downtown Core.
- SoDo is proposed in order to address land use compatibility with neighboring residential uses; however, Downtown architectural standards may not be applied.



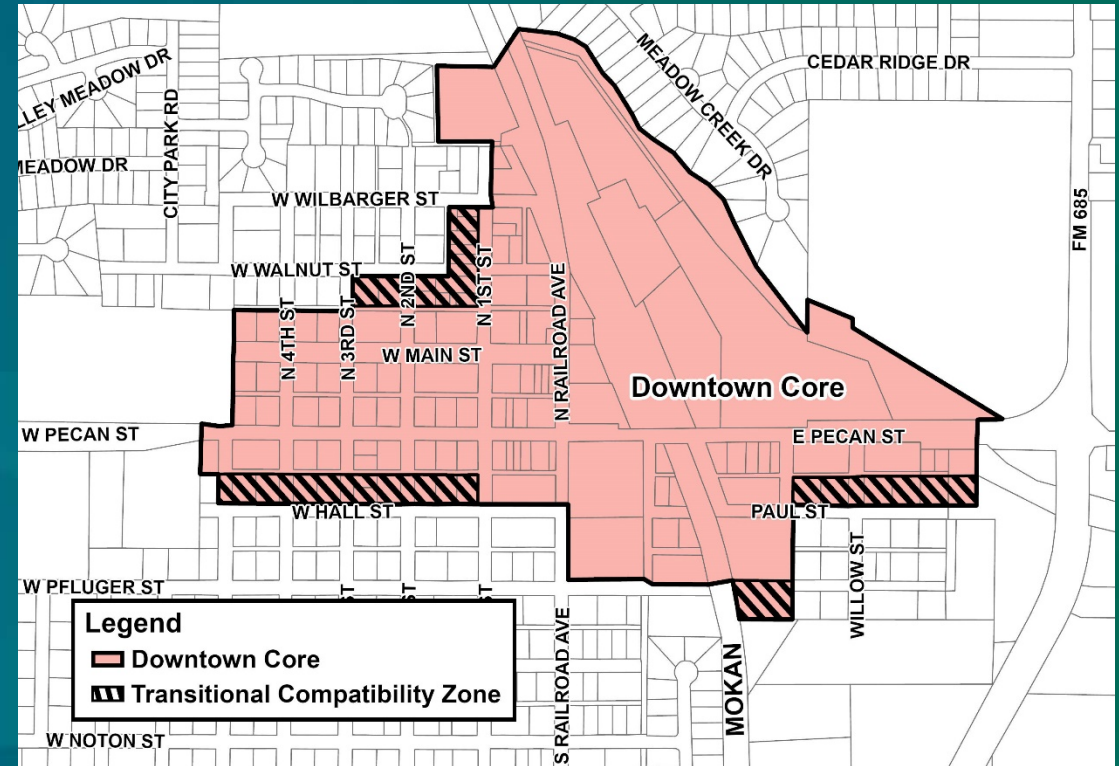
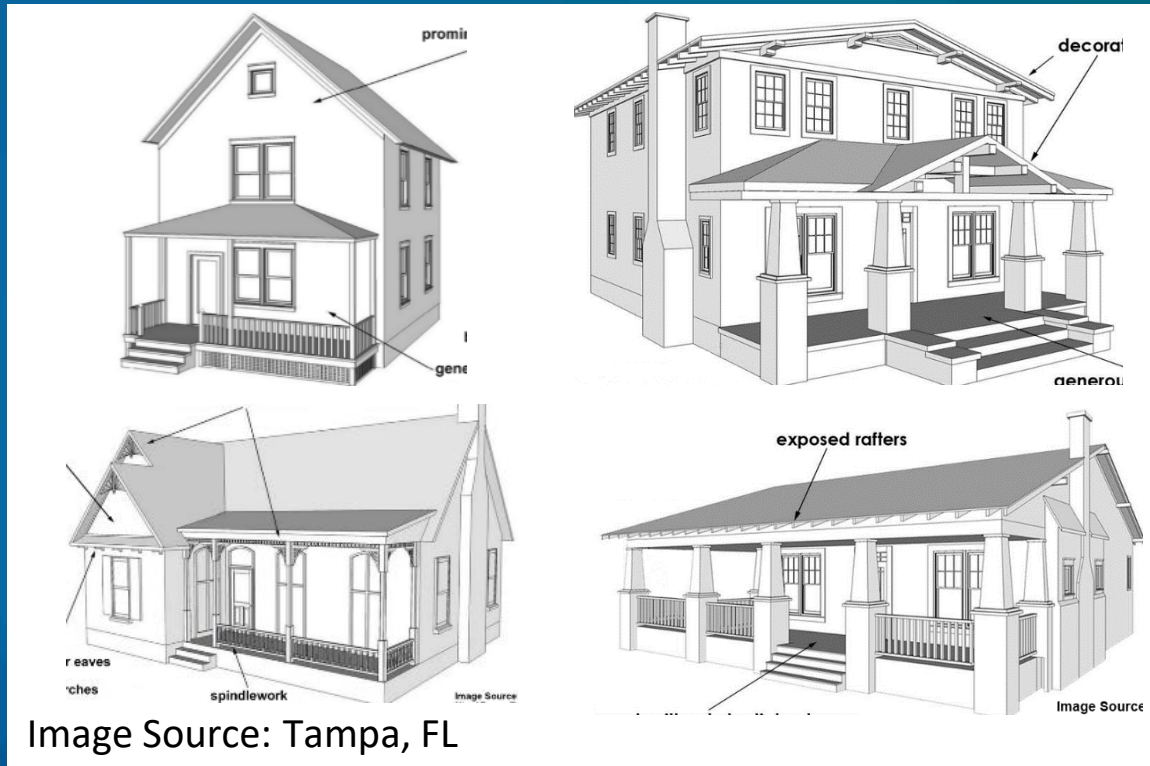
Downtown Core Sub-District

Traditional Compatibility Zone:

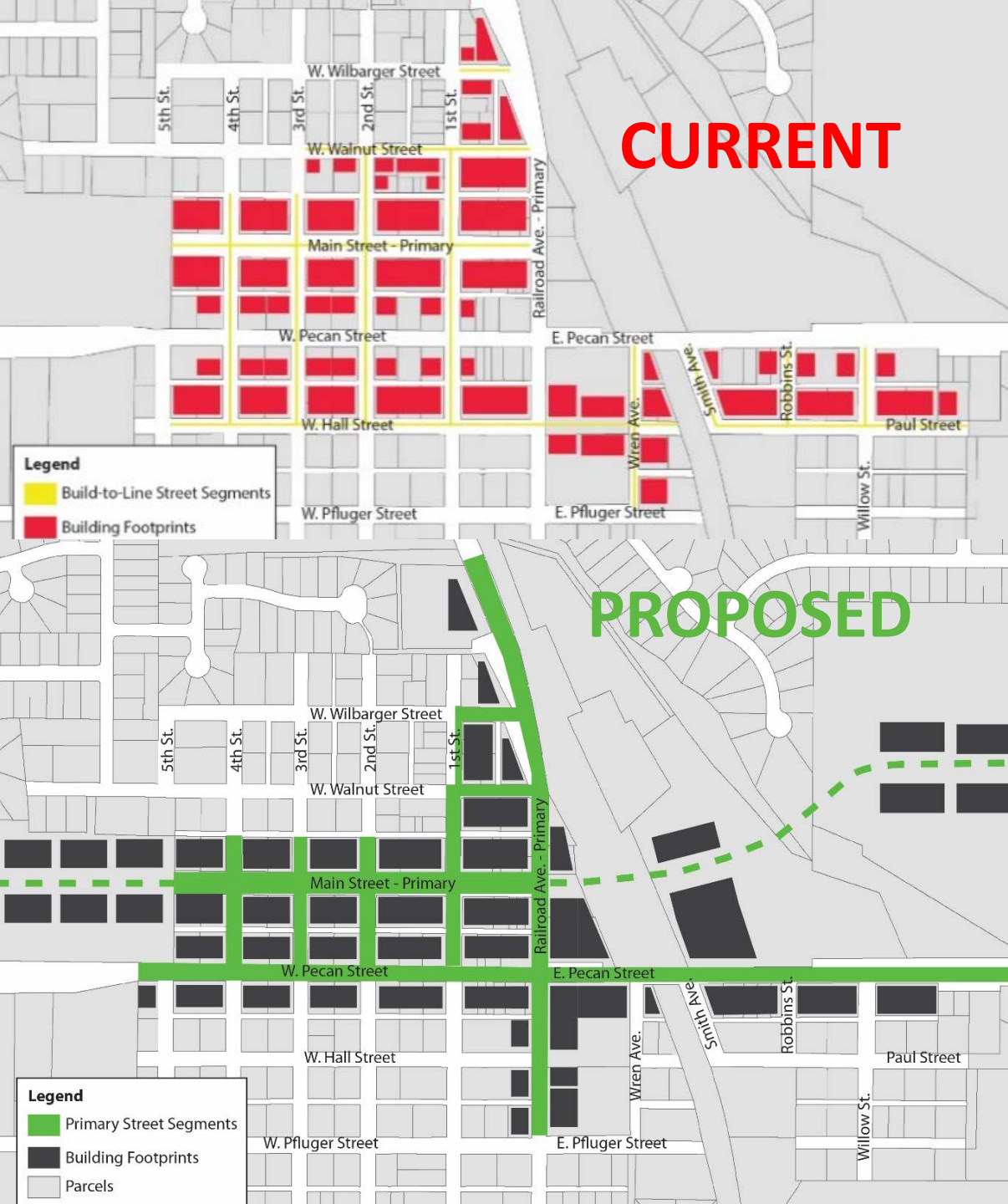
- ❑ Provides for improved compatibility and a smoother transition between non-residential and residential uses with context-sensitive development standards.
- ❑ Incorporates standards for:
 - Building setbacks
 - Maximum lot coverage
 - Maximum impervious cover
 - Building Height
 - Landscaping
 - Architecture



Transitional Compatibility Zone Architectural Standards



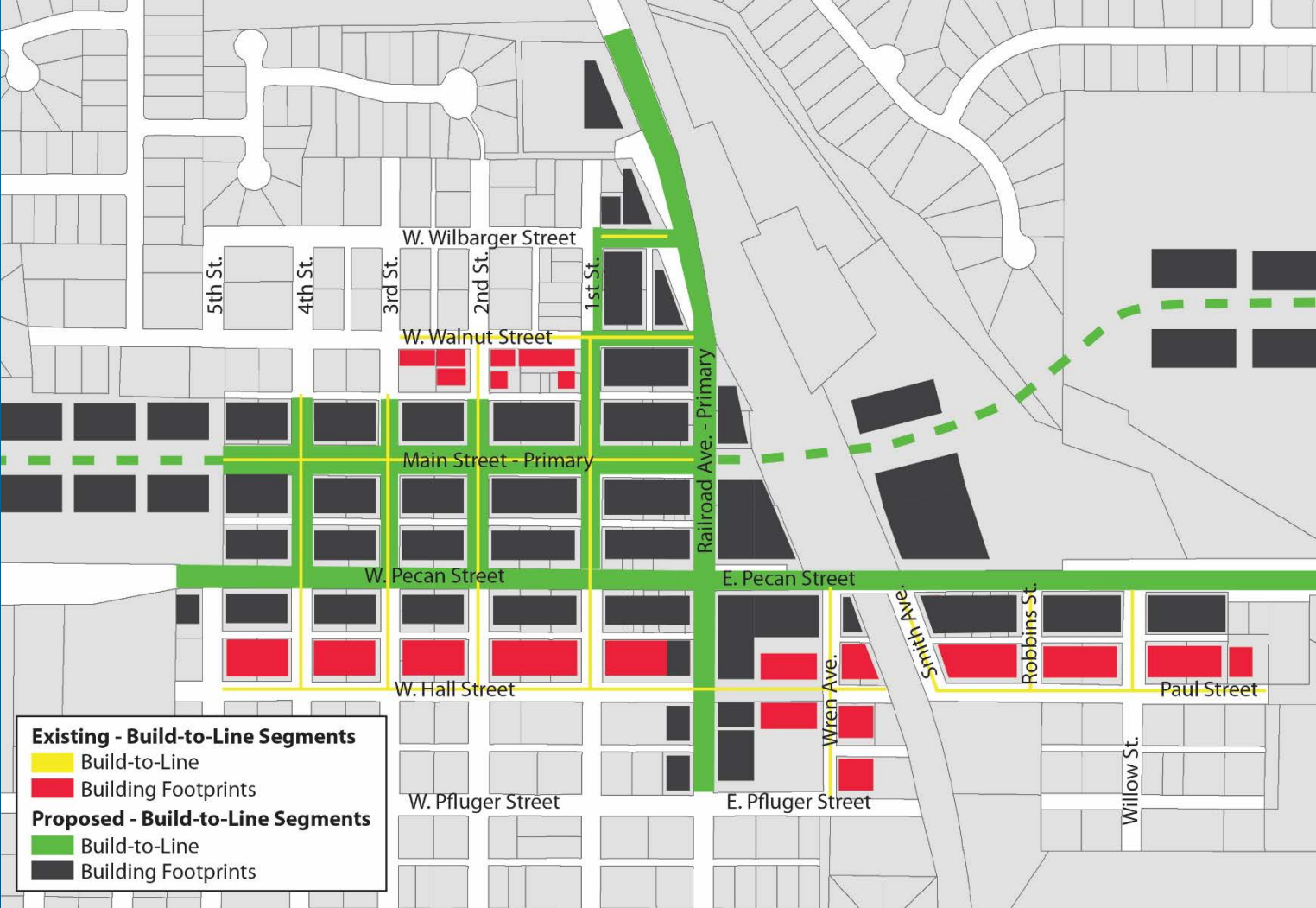
Build-To-Line Locations

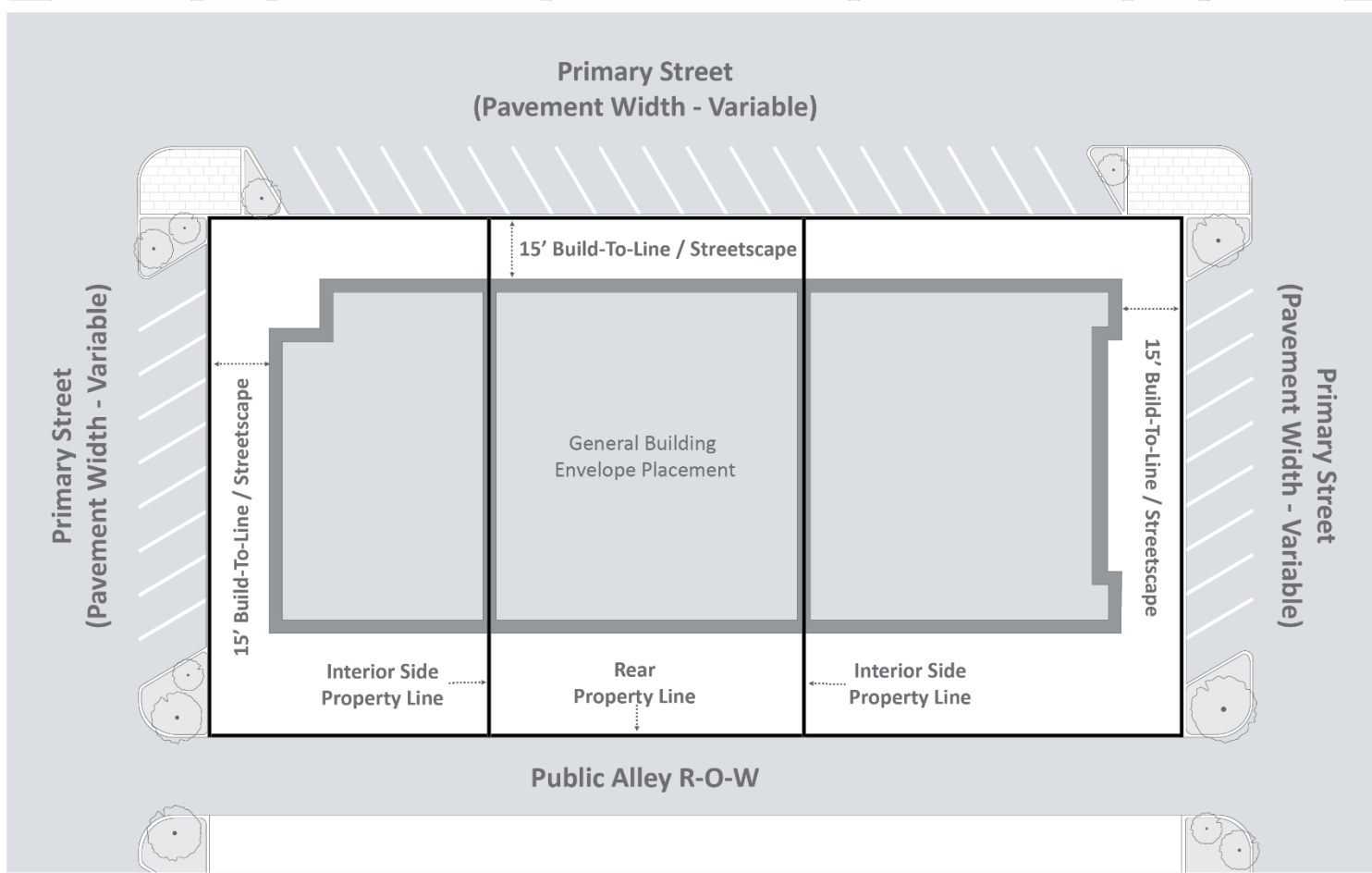


- Modifies and removes street segments in residential areas to ensure better compatibility and scale. (i.e., Hall Street and Paul Street removed)
- Adds Railroad Avenue, Pecan Street, and any extension of Main Street as Build-to-Line segments.
- Adds east side of N. 1st Street between Walnut and Wilbarger Street.



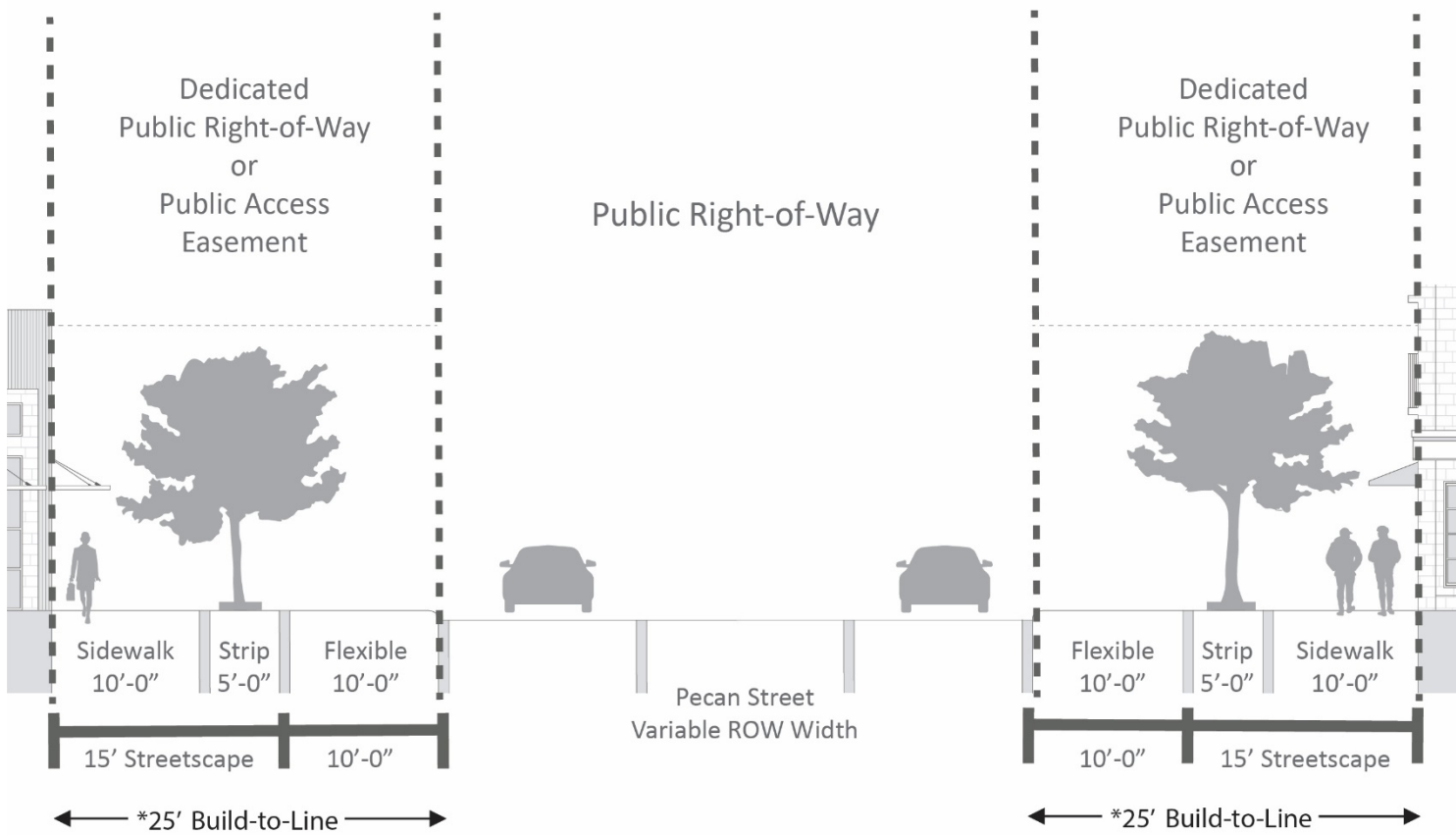
Build-To-Line Current vs. Proposed Locations





15' Build-To-Line Standard





25' Build-To-Line Standard

Pecan Street

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



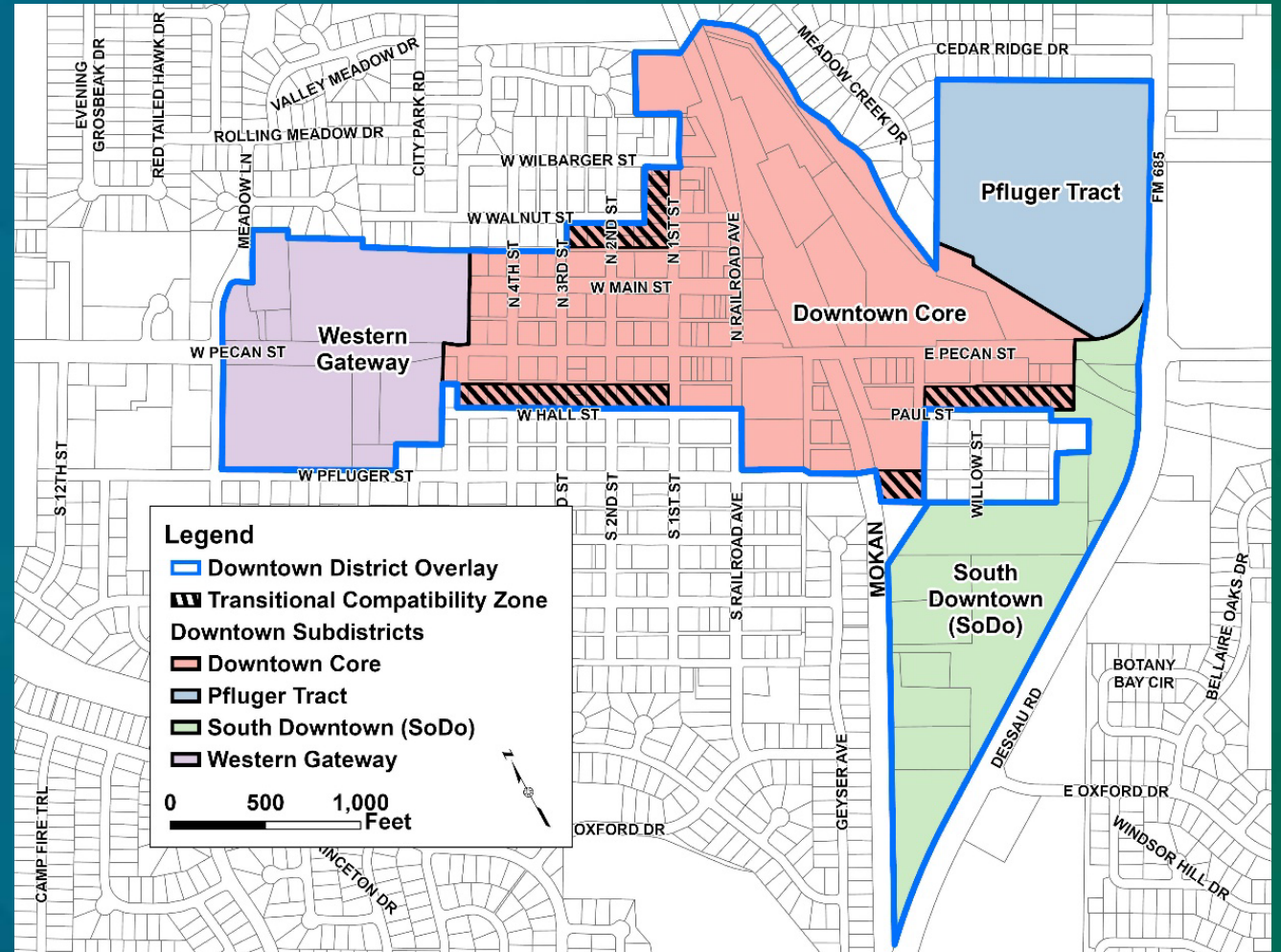
Height Regulations

Existing Standards:

- Applied to Downtown Core only

Gateway Sub-districts:

- Shall observe the building height standards of the base zoning districts



Height Regulations Downtown Core

Additional Height Regulations:

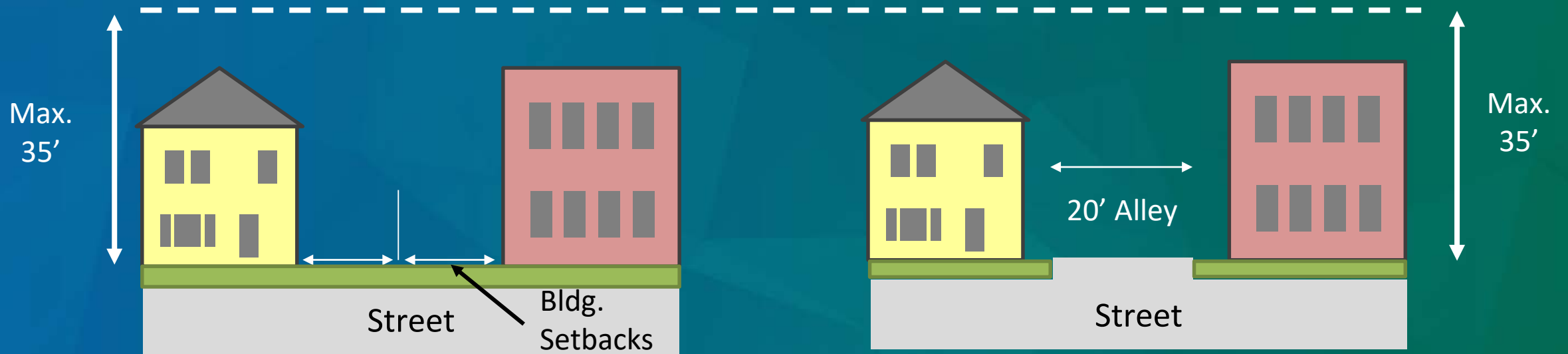
- “Adjacent” also includes single-family residential zoned property lines within twenty (20’) feet from the subject property.)
- Max. Building Height of 35’ in Transitional Compatibility Zone
- Max. Building Height of 35’ for single-family and two-family zoning

Downtown Core Sub-district		
Height Standard	Current Standards	Proposed Standards
Number of Stories	N/A	*Min. 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 (Across the alley from single-family residential zoning)	Max. 50’ (Does not specify)	Max. 35’
Maximum Building Height (Adjacent to single-family residential zoning)	Max. 35’	Max. 35’



Maximum 35' Building Height

Adjacent to or Across the Alley from Single-Family zoning



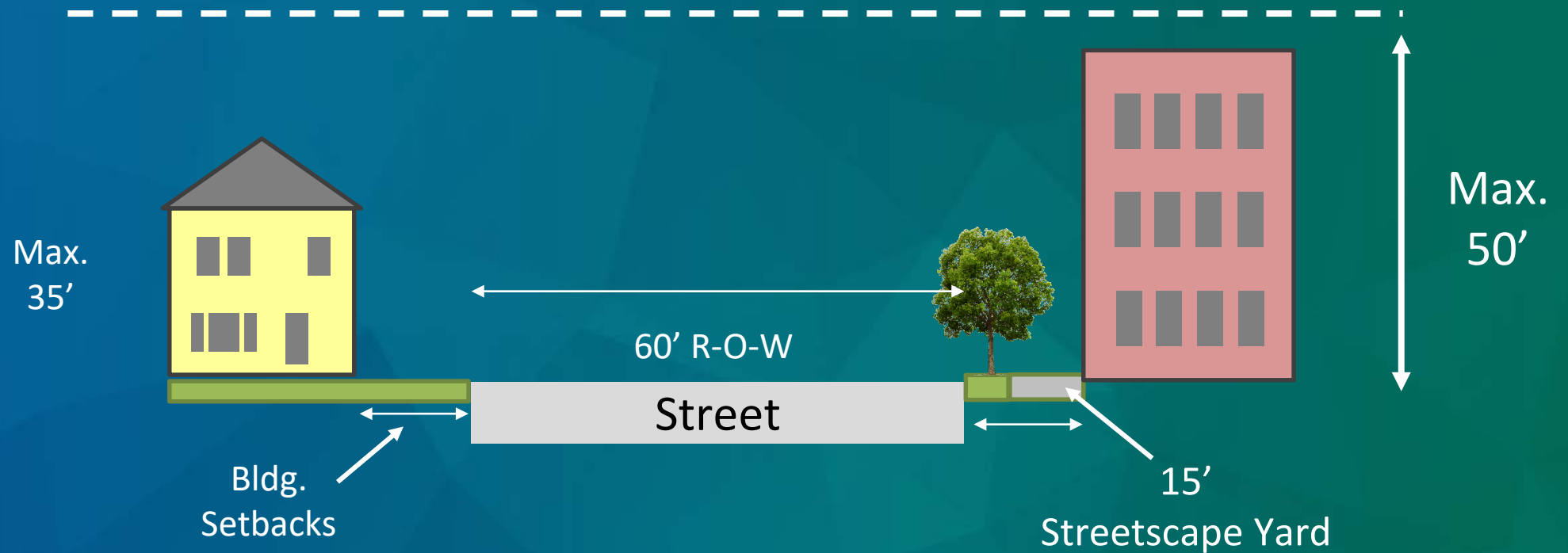
Adjacent to SF

Across the alley from SF



Maximum 50' Building Height

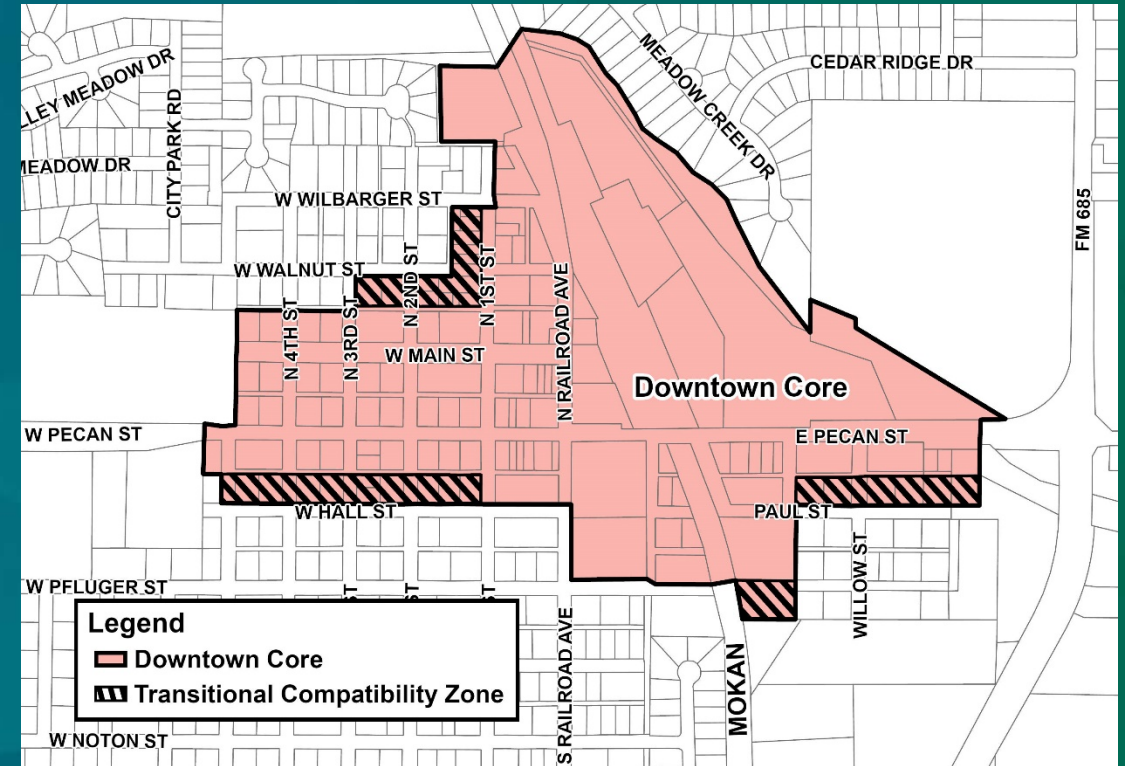
Across the Street from Single-Family zoning



Minimum 2 Story Requirement Downtown Core

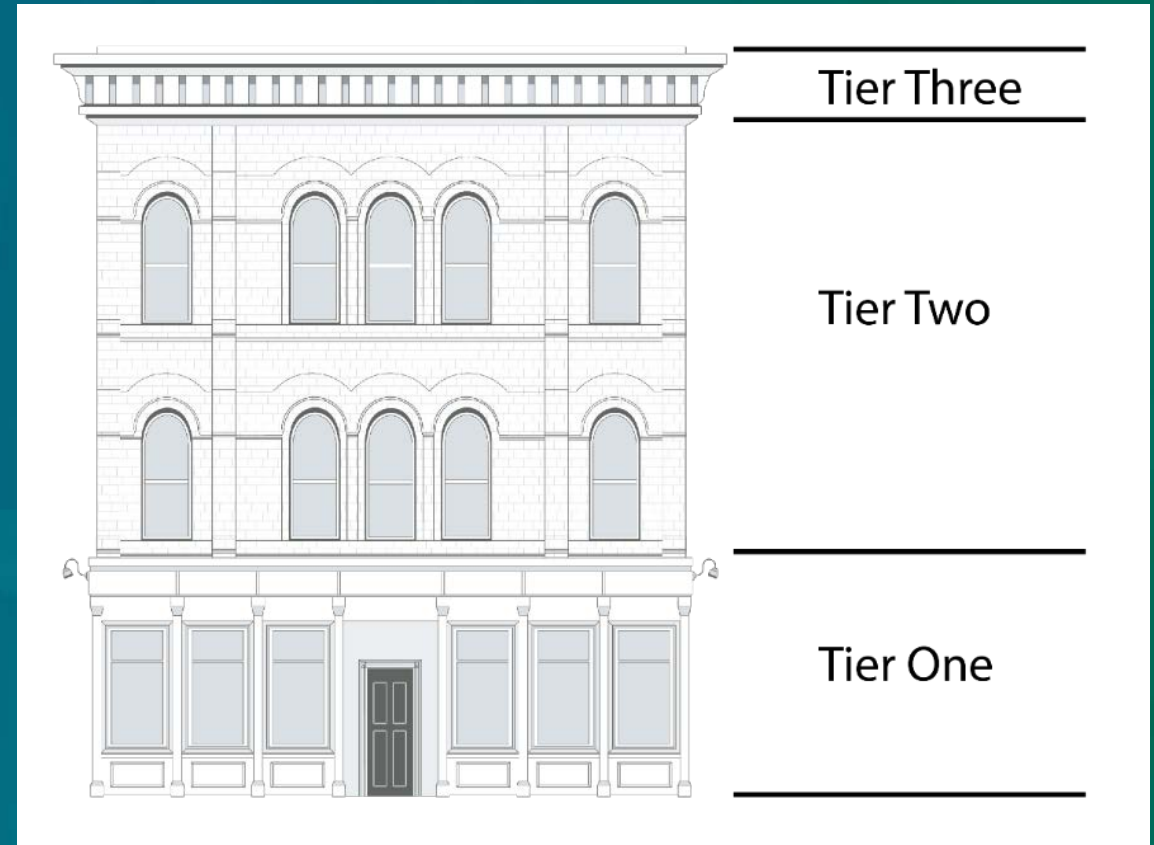
Min. 2-Stories exceptions:

- Development within the Transitional Compatibility Zone.
- Additions to existing 1-story buildings built prior to 1960.
- 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%).
- Additions to existing multi-story buildings where such expansion does not exceed 1,000 S.F.
- New accessory buildings.



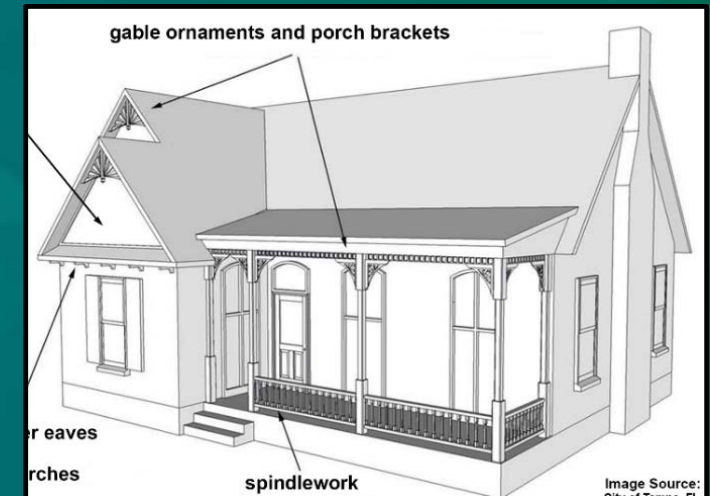
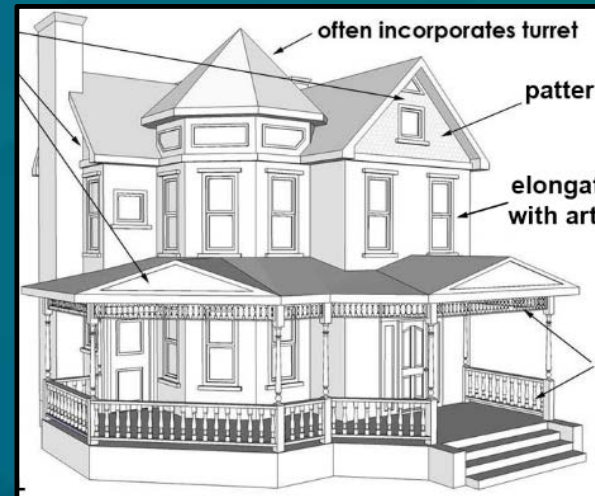
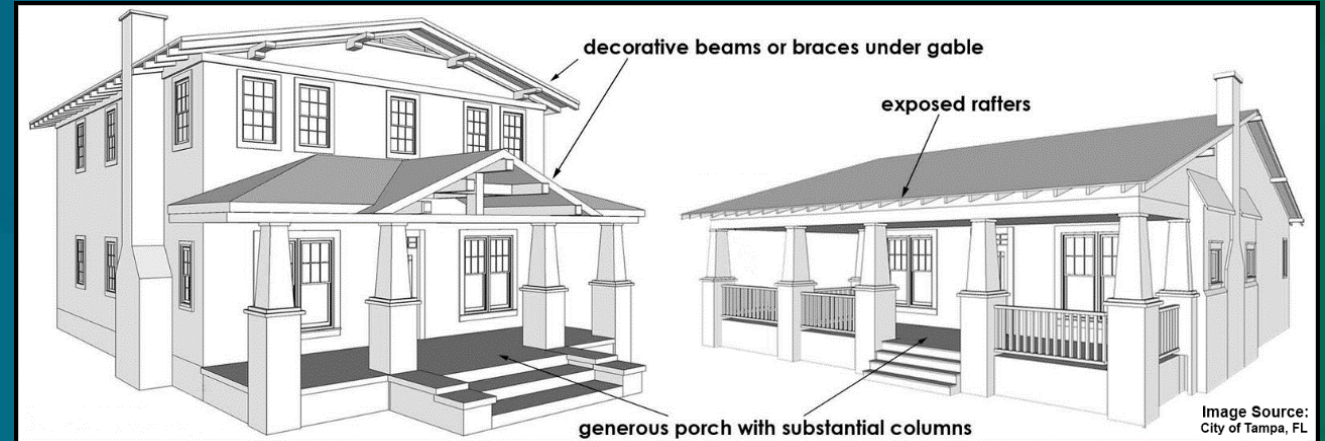
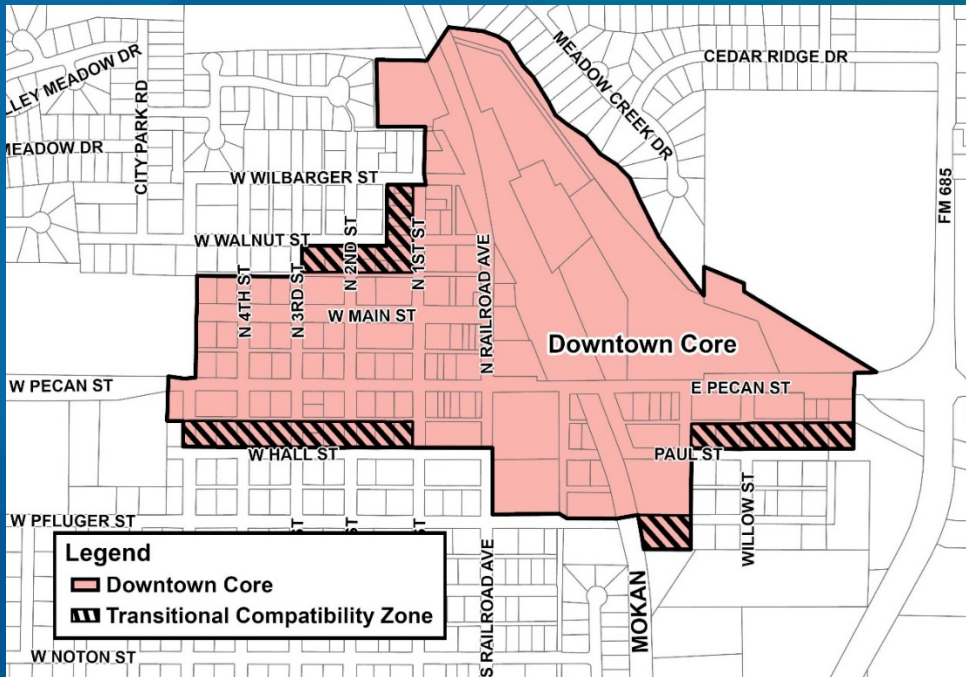
Site Design & Architectural Standards

- Drive-thrus are prohibited.
- Modifies the architectural design standards to be more consistent with the Build-to-Line standards for a more walkable, urban streetscape.
- Modifies the permitted historic architectural styles by removing styles not representative of the buildings found in Downtown



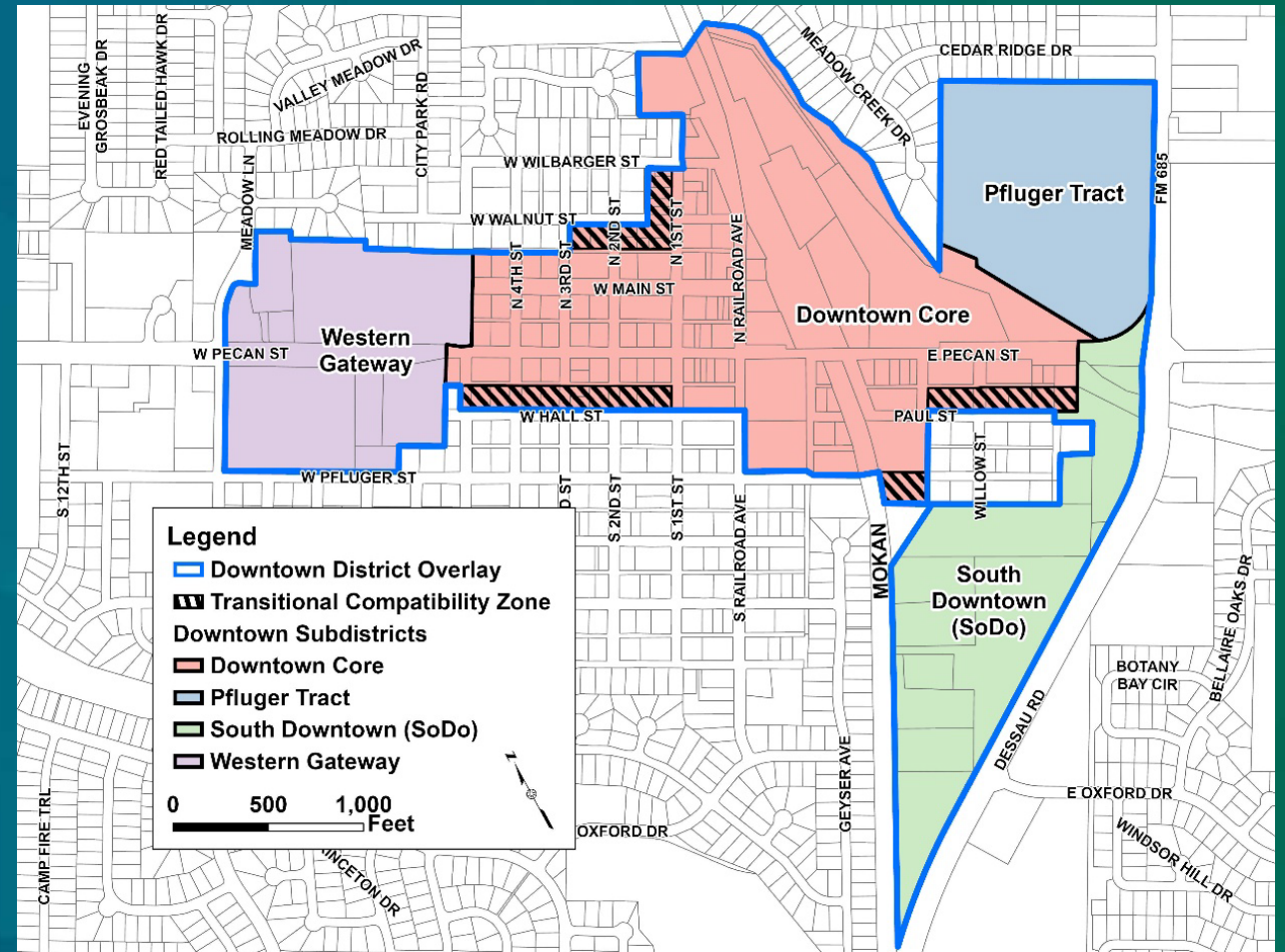
Residential Architecture

- Classifies certain historic architectural styles based on land use and structure type.



Downtown Parking Overview

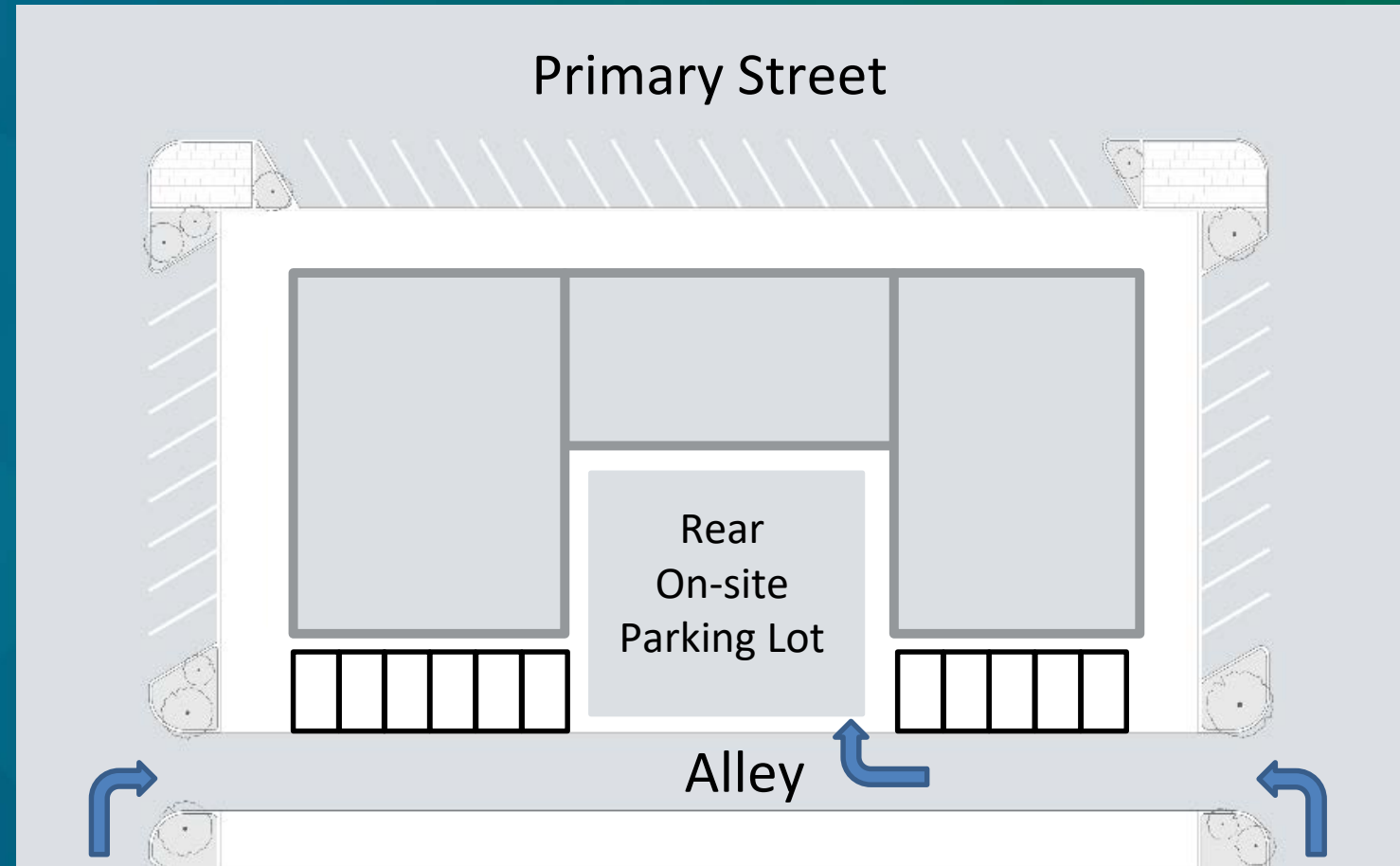
- Current standards will apply to the Downtown Core Only.
- The Pfluger Tract, Western, and SoDo Sub-districts shall meet city-wide parking standards in the UDC Subchapter 10.
- Parking in Transitional Compatibility Zones is prioritized to require alley loaded parking over street parking



Mobility and Circulation

Vehicular Access:

- Alleys - For sites abutting an alley, primary vehicular access shall be from the alley.
- Driveways – no new driveways along primary streets in the Downtown Core.



Other Standards

Unified Development Code:

- Tree Preservation – UDC, Subchapter 12
- Exterior Lighting – UDC, Subchapter 13 (Requires Acorn fixture type)
- Public Parkland – UDC, Subchapter 14 (Streetscape amenity credit)
- Subdivision Standards – UDC, Subchapter 15

Other:

- Signs – relocated to Chapter 154
- Drainage/Detention – Engineering Design Manual



Downtown Code Amendments: Recommendation



- ⇒ Neighborhood Meeting with Staff – July 15th
- ⇒ Neighborhood Meeting with Council Subcommittee – August 19th
- ⇒ Mailed information to all property owners within the Downtown District Overlay
- ⇒ Phone calls & emails with interested parties
- ⇒ P&Z Commission Public Hearing September 21st

- Supported by the goals in the Comprehensive Plan, Downtown Vision Report and Downtown Action Plan
- Planning and Zoning Commission Recommended Approval as presented (7-0)

