

SUMMARY OF VERTICAL MIXED USE & NEIGHBORHOOD OPTIONS***1. VERTICAL MIXED USE (VMU) BUILDINGS**

A Vertical Mixed Use (VMU) building integrates 2 or more land uses in one building with a strong pedestrian orientation. A formal, new Vertical Mixed Use building type has been added to the City's Land Development Code with the adoption of the Commercial Design Standards (CDS), which are available at <http://www.ci.austin.tx.us/development/downloads/final.pdf>. (See CDS, Article 4.)

VMU buildings have special requirements and are allowed some relaxed standards that are subject to neighborhood considerations and recommendations.

All VMU buildings will adhere to the following special requirements

- A use on the ground floor must be different from a use on an upper floor
- At least one of the floors shall contain residential dwelling units
- Along at least 75 percent of the building frontage along the principal street, the building must be designed for commercial uses in ground-floor spaces
- Ground floor standards for each commercial space
 - A customer entrance that opens directly onto the sidewalk
 - A depth of not less than 24 feet
 - A height of not less than 12 feet
 - A front façade that meets the new glazing requirements in the Commercial Design Standards
- All VMU buildings are subject to the compatibility standards and to base district heights

VMU developments with at least 100 lineal feet of VMU building frontage on the principal street will qualify for bonuses

- The new requirements for queuing, connectivity, and building design in the Commercial Design Standards are somewhat loosened
- Existing impervious cover on redeveloped sites may be retained but only for buildings of 60' in height or less (under certain conditions)

To the extent of conflict, these VMU regulations (and all regulations in the Commercial Design Standards) are superseded by several other regulations and provisions of the code, including existing conditional overlays (CO), the waterfront overlay (WO), neighborhood conservation (NC) combining districts, neighborhood plan (NP) combining districts, the Barton Springs Zone overlay, and provisions applicable to Hill Country Roadways. (See CDS Section 1.2.4 for full listing.)

The additional VMU relaxed standards and neighborhood considerations are described in more detail below in Section 3.

2. CORE TRANSIT CORRIDORS (CTC) AND FUTURE CORE TRANSIT CORRIDORS (FCTC)

Core Transit Corridors are roadways that have or will have a sufficient population density, mix of uses, and transit facilities to encourage and support transit use. All developments on core transit corridors (whether VMU or not) have special requirements to encourage a pedestrian friendly environment: wider sidewalks (15'), street trees, underground utilities, and bringing the building to the front of the lot with no parking allowed between the building and the street.

Future Core Transit Corridors are roadways that are expected, in the future, to be CTCs. Additional CTCs may be designated in the future through neighborhood planning processes. A complete listing of CTCs and FCTCs is included in Section 7 below.

* This summary has been prepared for informational and neighborhood review purposes, with every effort to be accurate. Legal requirements are of course dictated by the adopted Commercial Design Standards, which are Subchapter E of the Land Development Code (Title 25).

3. RELAXED STANDARDS FOR VMU BUILDINGS THAT ARE SUBJECT TO NEIGHBORHOOD CONSIDERATION

There are 3 categories of relaxed standards that a VMU building may take advantage of, subject to neighborhood consideration: dimensional standards, off-street parking requirements, and additional ground floor commercial uses in office districts.

Dimensional Standards

- No minimum street side or interior side yard setbacks; no front yard setback; however, if the right-of-way is less than 60’ in width, the minimum front yard setback for buildings three or more stories in height is 30’ from the centerline of the street
- No floor to area ratio (FAR) limit; no building coverage limit
- No “minimum site area” requirement (limits # dwelling units on a site)

Parking: Minimum off-street parking reduced to 60% normally required by Code.

Addition to Office Base District Uses on Ground Floor

- Consumer convenience services
- Food sales
- General retail sales (convenience or general)
- Restaurant (limited or general) without drive-in service

4. WHERE VMU BUILDINGS ARE ALLOWED; NEIGHBORHOOD CONSIDERATIONS & RECOMMENDATIONS TO COUNCIL

Location where VMU Buildings are Allowed	Conditions	Neighborhood Consideration of Relaxed Standards
CTCs & FCTCs: Commercially zoned sites	Exceptions <ul style="list-style-type: none"> • H (historic) zoned properties • Properties that are “contributing” to Local or National Register Historic Districts 	Opt-OUT: Relaxed standards will apply except where neighborhood recommends otherwise and Council approves recommendation.
MU Properties not on a CTC or FCTC		Opt-IN: Relaxed standards will <i>not</i> apply unless neighborhood recommends that they apply and Council approves recommendation.
Sites larger than 3 acres	Conditional Use Permit required. <ul style="list-style-type: none"> • Uses limited to those in base zoning district • Uses prohibited in an applicable Neighborhood Plan are prohibited • In non-planned areas, limited to commercially zoned properties 	N/A. However, neighborhoods will have an opportunity for input through the Conditional Use Permitting process.
Other Properties	Only if recommended by the neighborhood and approved by Council	Opt-IN: Neighborhood recommendation on relaxed standards will be made along with recommendation to allow VMU buildings.

Only the reduced parking requirement for commercial uses is subject to the neighborhood recommendation. A VMU building may by right reduce the parking for residential uses to 60% of that required by the Code.

A neighborhood recommendation to Council regarding dimensional standards will be as a package, i.e., to apply all or none of the dimensional standards to a property being addressed in the recommendation.

The neighborhood may separately make recommendations on the reduced parking requirement and/or the additional uses for the ground floor in office base district for each property being addressed.

Expedited Review for Residential Parking Permit Districts: Neighborhoods that do not opt-out of relaxed development standards on CTCs or FCTCs will receive expedited review of Residential Parking Permit applications for blocks starting within 600 feet of the portion of the Core Transit Corridor or Future Core Transit Corridor. The City’s on-site survey of the street’s usage for parking (with a 75% threshold) is waived. City staff will act on the application within 2 weeks of receipt and will install signage within 6 weeks.

5. AFFORDABILITY REQUIREMENTS IN VMU BUILDINGS AND NEIGHBORHOOD CONSIDERATION

To be eligible for the relaxed dimensional and parking standards above, the VMU development will be subject to an affordability requirement.

Type of Space	Neighborhood Consideration
<p>Rental Units</p> <ul style="list-style-type: none"> • 10% of units reserved as affordable for a minimum of 40 years for rental by households earning no more than 80% annual MFI 	<p>Neighborhood may recommend to Council that the affordability income level requirement for their Neighborhood Planning Area be set to a different level, as low as 60% MFI.</p>
<p>Owner-occupied Units</p> <ul style="list-style-type: none"> • 5% of units reserved as affordable for a minimum of 99 years for rental by households earning no more than 80% annual MFI • 5% of units reserved as affordable for a minimum of 99 years for rental by households earning no more than 100% annual MFI 	<p>N/A</p>
<p>Upper-Level Nonresidential Space</p> <ul style="list-style-type: none"> • Fee to be paid for all climate controlled space • Fee to be set by Council • Fees paid reserved only for expenditure within the area of the City from which they were collected 	<p>N/A</p>

A VMU building that meets these affordability standards and that is not located on a greenfield development site is exempt from the parkland dedication fee.

The City may elect to subsidize an additional 10% of the residential units in the building for rental purposes for residents at any level of affordability.

6. THE NEIGHBORHOOD OPT-OUT & OPT-IN PROCESS

Neighborhoods will have 90 days after written notice from the City to provide inputs on these issues. Planning Commission will review the recommendations, and the Council will act on them within 45 days of the 90 day deadline.

The recommendations to Council will be made for neighborhood areas identified by the Director of Neighborhood Planning and Zoning. Recommendations will be made by the Neighborhood Plan Team or Neighborhood Plan Contact Team if there is one. Otherwise, the applicable neighborhood associations in a neighborhood will work together to develop the recommendations.

To summarize, the neighborhood input to Council will be:

- Opt-out recommendations for relaxed standards on CTCs and FCTCs
- Opt-in recommendations for relaxed standards on MU properties that are not on a CTC or FCTC
- Opt-in recommendations to allow VMU buildings on any other sites the neighborhood deems appropriate, and recommendations for relaxed standards for those additional sites
- A recommendation to lower the affordability income level requirement, to a figure as low as 60% MFI, to apply in their Neighborhood Plan Area

VMU options will be implemented via conditional overlays detailing the Council-approved opt-in/opt-out recommendations. Any change will be considered an amendment to the neighborhood plan.

7. LISTING OF CORE TRANSIT CORRIDORS AND FUTURE CORE TRANSIT CORRIDORS

Core Transit Corridors (CTC)	Future Core Transit Corridors (FCTC)
<ul style="list-style-type: none"> • South First Street, north of Ben White Boulevard • East Seventh Street, west of Pleasant Valley Road • East Fifth Street, from I-35 to Pleasant Valley Road • West Fifth Street, from Guadalupe Street to Mopac Expressway • East Sixth Street, from I-35 to Pleasant Valley Road • West Sixth Street, from Guadalupe Street to Pressler Street • West Thirty–fifth Street, from Mopac Expressway eastward until becoming West Thirty-Fifth Street Cutoff, and continuing eastward until becoming West Thirty-Eighth Street, and continuing eastward to Speedway • Airport Boulevard from Lamar Boulevard to I-35 • Anderson Lane, from Burnet Road to Mopac Expressway • Barton Springs Road, east of Robert E. Lee Drive • Burnet Road, from 45th Street to Anderson Lane • South Congress Avenue, north of Stassney Lane • Guadalupe Street • Lamar Boulevard, between Banyon Boulevard and Ben White Boulevard • Martin Luther King, Jr., Boulevard, from Pearl to Airport Boulevard • Riverside Drive, west of Pleasant Valley Road 	<ul style="list-style-type: none"> • South Congress Avenue from Stassney Lane to Slaughter Lane • Slaughter Lane from I35 to Mopac • Seventh Street from Pleasant Valley Road to 183 • Lamar Boulevard from Banyon Lane to Howard Lane • Manor Road from Dean Keaton Street to 183 • Airport Boulevard from Manor Road to I-35 • Fifty-first Street from Manor Road to Airport Boulevard • Far West Boulevard from Mopac to western side of Chimney Corner • Cameron Road from Fifty-first Street to Highway 183 • Mesa Drive from Spicewood Springs to Steck • Jollyville Road from Great Hills Trail to Highway 183