West Campus/University Neighborhood Overlay (UNO) Design Guidelines

West Campus Design Guidelines

for the UNIVERSITY NEIGHBORHOOD OVERLAY

a component of the
Central Austin Combined Neighborhood Plan

June 2004

FINAL VERSION /10

prepared for the **UNIVERSITY AREA PARTNERS**

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INTRODUCTION

The West Campus Design Guidelines and the University Neighborhood Overlay of which it is a part are components of a neighborhood plan sponsored by the City of Austin and neighborhood organizations to the west and north of the UT Austin campus. These documents are intended to create a long range vision of a urban and diverse residential district in the area just west of the campus, while preserving the smaller scale residential character of other areas in the neighborhood plan. It is the intention of the groups which developed the documents that the conflicting goals - each firmly rooted in principals of sustainability - of urban density and the preservation of traditional inner neighborhoods, can each be satisfied through common effort.

As the university grew, West Campus developed with small scale buildings and homes, many of which served the university in some way. Much of this original building stock has become short term rental properties for students. In addition, some properties have been consolidated and converted to two and three story apartment blocks. The gradually increasing need for parking, resulting from the change to rental from single family has not been well accommodated. Streets and front yards are filled with cars from local residents and students. Many older apartment buildings use the previously required building setback for head in parking, creating conflicts with pedestrians at the sidewalk.

The overlay and guidelines are intended to help create a residential district that is close to the campus, consolidating some of the student housing that is presently scattered throughout the city, and thereby reducing transient student traffic to campus from outside, and reducing the transient parking requirements around West Campus. The district should also create housing for university faculty and staff, and may include hotels catering to business and academic visitors.

The overlay permits those who wish to develop under the existing strictures to do so. However, new development may also *opt-in* to the rules of the UNO, which allows larger buildings and denser development. These developments will follow the standards set in the UNO overlay and the West Campus Design Guidelines.

Through this process, larger residential buildings will be promoted, and the area will ultimately develop into a dense population of students, professors and staff for the university. The close proximity of the campus is expected to allow most to commute by foot and bicycle, greatly reducing this community's reliance on cars, and reducing the development pressure on the areas north of UT. This shift in population should also reduce the use of neighborhood streets for commuter parking.

Promoting a greater density at the city center is one way of reducing sprawl at the city periphery; this is considered by many to be one of the greatest threats to environmental health and to our livelihood. Besides simply putting more development in a smaller area - and benefiting from an efficient infrastructure, a dense mixture of uses can reduce our reliance on cars, subsequently reducing pollution and oil consumption.

The UNO overlay West Campus Design Guidelines were crafted to promote larger buildings of greater quality and longer life, which accommodate current parking requirements. These should also be designed to promote a comfortable pedestrian environment. The guidelines are not intended to create a manual of architectural style. They *are* intended to create a framework for a comfortable, walkable, urban fabric, within which a variety of architectural expression can exist without conflict.

SUMMARY OF GOALS OF UNO AND WEST CAMPUS GUIDELINES

1. *TRANSPORTATION*

The UNO Overlay is intended to support for City of Austin's and Capitol Metro's and The University of Texas's vision for an integrated transportation plan which includes commuter options and a reduced reliance on cars - through density and planning.

2. *STREET ORGANIZATION*

A Creation of HIERARCHY of transportation concerns in street design:
- 1 pedestrian traffic
- 2 transit
- 3 bicycle traffic
- 4 cars

B. Define street types throughout overlay:
pedestrian oriented east west streets
local transportation oriented north south streets
arterials with more cars and wider sidewalks: 24th+29th+Rio Grande+Guadalupe+MLK

C. Creation of a two-way street system throughout the area

D. Four way stops standard at all intersections for non-commercial corridors and Rio Grande

E. Lighted signals at major intersections along arterials

F. Accommodation of bike traffic on all streets

3. *PARKING*

A. *Municipal involvement:*
1. Encourage developments in rapid transportation, that reduce the need for parking throughout the district.
2. Encourage the establishment of a locally controlled municipal parking authority that would devel op regional parking structures which could - as the need for cars diminishes - be converted into habitable space. The creation of a local municipal parking authority could help control and requlate on-street parking.

B. *Parking responsibility:*
ensure that new buildings have off-street parking - either on the property or in a regional parking garage - and do not rely on surrounding streets for parking needs

C. *Parking control*:
do not create streets that are lined with only parking garages at the lower levels

D. *Parking control:*
provide significant incentives for parking underground

E. *Regional garages:*
will be required to contain secondary spaces at ground level

F. *Mixed-use encouragement*
buildings in the UNO Overlay may use smaller parking dimensions
off-street parking not required for commercial uses under 20,000 SF along the designated corridors

4. *BUILDING USE*

A. overlay will require 80% residential uses - in existing residential base districts.
except: buildings under 60 feet in height along Guadalupe;
buildings under 60 feet in height along MLK between Guadalupe and Rio Grande
buildings under 60 feet in height along 24th St. between Guadalupe and Rio Grande

B.1 overlay will require 10% of the residential to be leased through CoA Smart Housing Program for 12 year period. Threshold for inclusion in this provision will be projects of 40 units or a resident population of 80 tenants. Threshold income is 80% median family income.

B.2 overlay will also require an additional 10% of the residential to be leased through CoA Smart Housing Program using a 50% median family income threshold.

B.3 projects may satisfy the 50% affordable housing requirements by paying a fee in lieu of participating in the Smart Housing Program. The fee would be calculated as $0.15 per square foot of the gross building area. These fees would be used to develop affordable housing exclusively in the UNO district.

B.4. affordable units in a building may be separated from market rate units if given their own physical identity and if a separate management structure is established. Otherwise, the affordable units in a building must be integrated into the non-affordable units and distributed throughout. In either case, the units leased under the Smart Housing Program shall be constructed with the same level of quality as the average of the building.

C. the overlay will define *secondary uses* specifically for UNO

5. *COMPATIBILITY*

A. no INTRA district compatibility requirements
yes INTER district compatibility requirements

6. *STREETSCAPE IMPROVEMENTS*

A. Install trees, lighting, seating and other amenities in R.O.W.

B. Reduce the amount of curbcuts.

C. Create a complete system of wide sidewalks along street frontage.

D. Create a locally controlled finance district for funding streetscape improvements using local parking meters

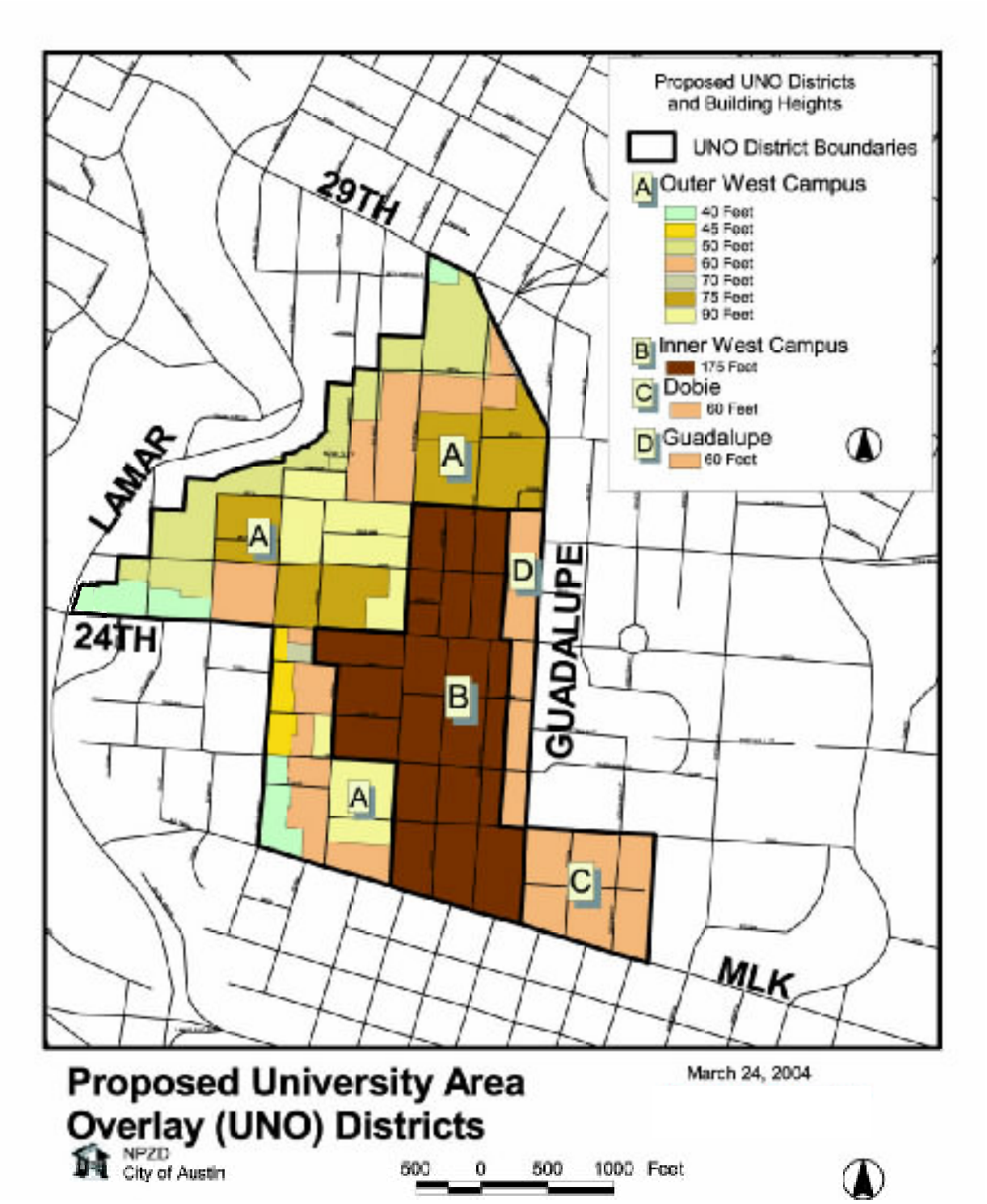
E. Encourage streetscape improvements by waiving fees associated with license agreements

7. *BUILDING SIZE/LOCATION*

A. Avoid deep canyons by stepping back buildings above streetwall.

GREATER NEIGHBORHOOD PLANNING AREA

BOUNDARIES OF THE UNO PLANNING AREA



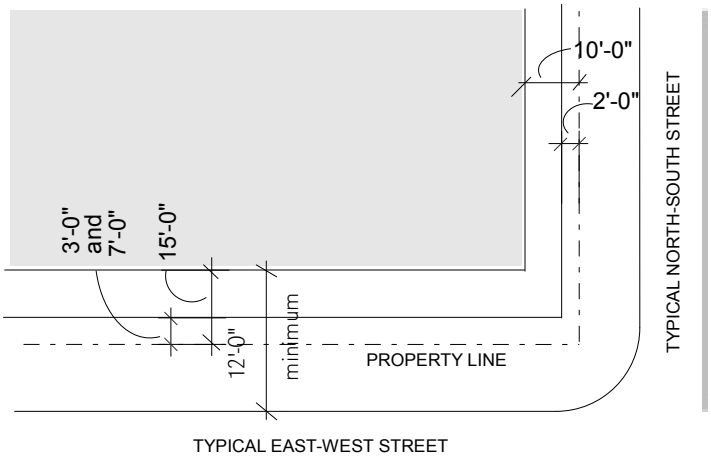
GENERAL G.1
BUILDING SETBACKS

Buildings throughout West Campus should be located close to the property lines, rather than away from them, helping to create a continuous street edge and define the area of public right-of-way. This will also allow a greater usable area inside the property lines and accommodate larger scale development. However, because the ROW here is typically narrow, a small street-side setback is required, allowing wider sidewalks and more area for street trees.

It is recommended that the small area between the building and the property line be considered a pedestrian space, and be designed accordingly. Buildings should limit the installation of mechanical equipment and dumpsters and utility equipment in the setback area. Extensive landscaping in this area is also not recommended, due to concerns for safety.

Setbacks apply to the general building mass between the ground level and the first solar setback at 60'. Ground levels may setback farther than the maximum if the additional ground level space is used as an accessory pedestrian oriented space, provided the building above meets the setback limits. An example of this would be the creation of an exterior space for cafe dining associated with an adjacent restaurant, under a building overhang.

Where a primary pedestrian entrance forms an entry court, this area is not subject to the maximum setback requirements. The maximum setback to accommodate a light court shall be 45 feet. A light court a courtyard that is open along the street frontage and is used to allow natural light into occupant space. These may set back from the property to 45 feet.



Where the building design must respond to existing trees, buildings may setback beyond the driplines of the trees to create a tree court.

Entry courts, light courts and tree courts must be accessible to the public and must include amenities such as benches and pedestrian scaled lighting.

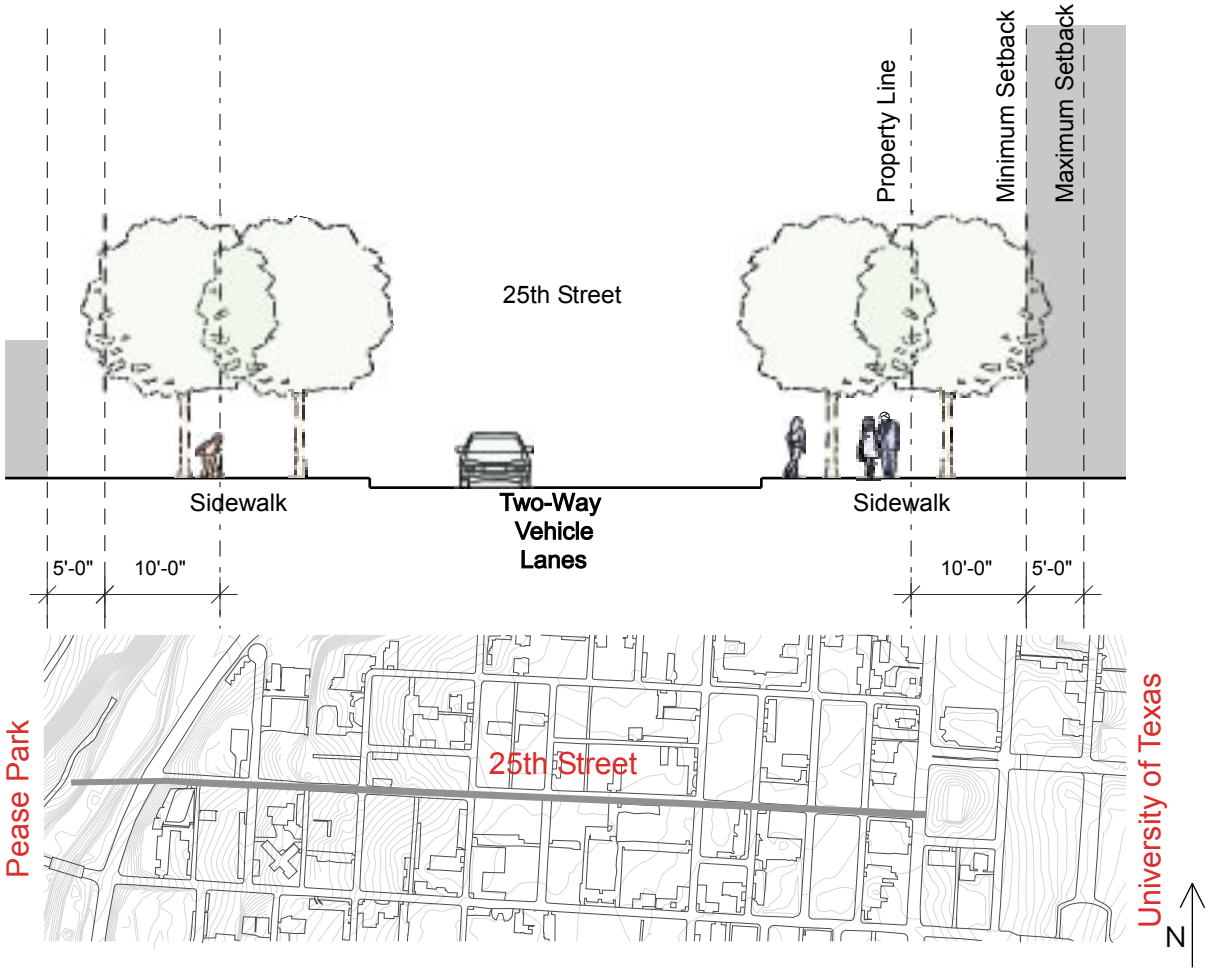
G.1.A	BUILDINGS ALONG NORTH-SOUTH STREETS SHALL SET BACK A MIN 2'-0" AND MAX 10'-0" FROM PROPERTY LINES AT STREET FRONTAGES.
G.1.B	BUILDINGS ALONG EAST-WEST STREETS SHALL SETBACK BETWEEN 3'-0" AND 15'-0" WEST OF RIO GRANDE, AND BETWEEN 7'-0" AND 15'-0" EAST OF RIO GRANDE.
G.1.C	THERE ARE NO REQUIRED SETBACKS ON ALLEYS OR ADJOINING PROPERTIES.
G.1.D	THERE ARE NO REQUIRED SETBACKS ALONG 24TH STREET BETWEEN GUADALUPE AND RIO GRANDE.
G.1.E	THERE ARE NO REQUIRED SETBACKS ALONG GUADALUPE BETWEEN MLK AND 28TH STREET.
G.1.F	BUILDING SETBACKS ALONG M.L.K. SHALL BE 10'-0" BETWEEN RIO GRANDE AND SAN GABRIEL.
G.1.G	IN ADDITION TO THE SETBACKS DESCRIBED ABOVE, A MINIMUM OF 12'-0" SHALL BE MAINTAINED BETWEEN THE FRONT OF CURB AND THE BUILDING - TO ASSIST THE GROWTH OF LARGE STREET TREES. THIS SETBACK APPLIES TO ONLY THOSE PROPERTIES ALONG STREETS WITH A RIGHT OF WAY OF 60'-0" OR MORE.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS ■

PEDESTRIAN PARK ACCESS

The district is framed on the east by the shopping strip of Guadalupe and on the west by Shoal Creek and the park. Presently, residents can easily walk to campus and Guadalupe, but getting to Shoal Creek is more difficult due to the large number of east-west streets that dead-end along the cliff above Lamar Boulevard and the few intersections where pedestrians can safely cross. Because of this most residents find themselves driving to a park that is quite close by.

One or two east-west streets should be developed with bike lanes and greater emphasis on shade (trees) which can form pedestrian feeder paths to the park, giving residents calmer alternatives to MLK and 24th Street.



G.2 A GROUP OF EAST WEST STREETS WILL HAVE ADDITIONAL SETBACK REQUIREMENTS AND TREE REQUIREMENTS TO CREATE A PEDESTRIAN BOULEVARD CONNECTING THE DISTRICT AND PARKLAND ALONG SHOAL CREEK.

APPLICABILITY: DOBIE GUADALUPE OUTER W. CAMPUS INNER W. CAMPUS

GENERAL G.3

HISTORICAL CONTINUITY AND AUTHENTICITY

Austin is not a city with a large stock of preserved historic buildings. Because of this, and because older buildings can create a link to the past that promotes a sense of place, what does exist should be treated with a certain amount of deference. All parts of the built environment tell a part of the story of the town they create. It is possible today to build buildings which mimic or replicate these buildings to the point where people could believe that they area actually original historic buildings. This might be done in a response to a perceived market, and might seem justified by those who develop projects like this. But creating confusion between historic buildings and new buildings results in the devaluation of the real thing.

Where older buildings have been registered as historic structures, certain strictures apply which regulate alterations or additions. These dis-allow additions which mimic the original building, due to way that this would promote confusion about the authenticity of the original historic building. The intent of this guideline is essentially the same as that historical restriction, but applied to a broader urban fabric. The most likely development scenario in which concern for historic authenticity would come into play is the the creation of a building that mimics the turn of the century buildings we have downtown. It has already occurred in some new developments.

G.3.A BUILDINGS SHALL NOT BE DESIGNED TO APPEAR TO BE ORIGINAL HISTORIC BUILDINGS.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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ACCOMMODATION OF PERMANENT SMALL SCALE NEIGHBORS

There are some small scale buildings in the district which are less likely to be removed and replaced with the sort of dense development promoted by the University Neighborhood Overlay. Due to their present use or to historic designation, they may be considered to have a permanent place in the neighborhood. And for this reason, new buildings should be designed with some acknowledgment of permanent small scale neighbors so that the contrast between the two does not create an uncomfortable experience when viewed from the street.

New buildings should not attempt to accommodate the small scale building through the duplication or imitation of architectural features. Rather, the larger building should incorporate into its exterior some building breaks or strong edges which create a similar scale in the overall mass where it comes closest to the small building. These breaks in the massing could be created by small setbacks in the exterior skin, or by radical differences in the construction and appearance of the skin. These differences could be created through the use of different materials or color.

A BUILDING WHICH DOES NOT ACCOMMODATE
A PERMANENT SMALL SCALE NEIGHBOR

G.4.A BUILDINGS LOCATED ADJACENT TO A PERMANENT SMALL SCALE BUILDING - EITHER ON THE SAME BLOCK OR ACROSS A R.O.W. - SHALL CREATE SOME SCALE ACCOMMODATING ELEMENT IN THEIR MASSING WHICH HELPS MITIGATE THE CONTRAST BETWEEN THE TWO.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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GENERAL G.5

ACCOMMODATION OF BUILDING SIGNAGE

Signage is a useful part of the built environment, providing necessary information about building entrances, addresses, retail opportunities and permitted uses of the right-of-way.

However, a distinction should be made between the way signage is developed on the major corridors, which will support larger populations of cars, pedestrians and retail, and the way signage is developed away from these corridors - where a less commercial atmosphere is desired.

In areas away from the retail areas of 24th Street and Guadalupe, smaller scale signage, placed closer to the sidewalk are more appropriate.

Signage should not adversely affect the residents in neighboring buildings by its size or character.

G.5.A	BUILDINGS SHALL NOT INSTALL ADVERTIZING SIGNAGE (EXCLUDES BUILDING NAME) ABOVE THE SECOND LEVEL.
G.5.B	LIGHTED SIGNAGE SHALL NOT BLINK OR CREATE A STROBE EFFECT.
G.5.C	NO SINGLE SIGN SHALL BE LARGER THAN 100 SQUARE FEET.
G.5.D	MONUMENT OR POLE MOUNTED SIGNS ARE NOT PERMITTED.
G.5.E	SIGNAGE MAY NOT BE MOUNTED TO THE ROOF A BUILDING.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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PARKING P.1

PLANNING PARKING STRUCTURES

an example of a garage that includes pedestrian spaces at the ground level

an example of a street lined only with parking garages

A goal of the UNO Overlay is to create development which supports and compliments the notion of a walkable West Campus community attached to the greater city through various methods of rapid transportation. It should have a street character which is comfortable to the pedestrian - lined with trees and buildings and not with above ground garages. To the extent possible, it is hoped that new garages will be located below ground, and behind occupied space. A requirement for occupied space along the street frontage is illustrated in guideline B.2.

While the immediate need for large amounts of parking is recognized, it is also possible that, through the development of future transit systems, the amount of parking required for West Campus will be less than it it presently is. One way that new buildings can plan for this is by creating stand-alone garages - all or part of which could be replaced with residential buildings, should the need for cars drop in the future. Another is to create structured parking garages inside the envelope of the building which can be converted to habitable space.

A parking authority may be created which would be responsible for creating and managing all the parking in the district. Management of the parking and the land required for it in this way would provide the greatest amount of flexibility to adjust to future demands, and might ultimately result in the most efficient use of each.

Where new above grade parking is created - either stand-alone, or within a building - these should be designed to be pleasant components of the streetscape. But they should be recognizable as garages, and not disguised to appear to contain apartments or offices.

P.1.A	CONSIDER FUTURE ADAPTABILITY AND THE CHARACTER OF THE STREETSCAPE WHEN PLANNING PARKING STRUCTURES. CONSIDER FUTURE CHANGES IN PARKING DEMAND, AND PRESENT NEED FOR HABITABLE SPACE ALONG THE STREETSCAPE.
P.1.B	PARKING DIMENSIONS FOR BUILDINGS WHICH OPT INTO THE UNO OVERLAY MAY BE REDUCED TO AN OVERALL WIDTH OF 60 FEET - FOR STALL/DRIVE AISLE/STALL IN 90 DEGREE ORIENTATION USING FULL SIZE SPACES. COL UMNS MAY INTRUDE ON STALLS PER EXISTING AUSTIN STANDARD.
P.1.C	PARKING DIMENSIONS FOR BUILDINGS WHICH OPT INTO THE UNO OVERLAY MAY BE REDUCED TO AN OVERALL WIDTH OF 58 FEET - FOR STALL/DRIVE AISLE/STALL IN 90 DEGREE ORIENTATION - WHEN STALLS ARE DEFINED AS A CLEAR AREA WITH NO INTRUSION OF COLUMNS OR OTHER ELEMENTS. STALLS WHICH ARE COMPROMISED BY COLUMNS WILL NOT BE INCLUDED IN THE PARKING COMPUTATION WHEN USING THIS MODULE.
P.1.D	UPON APPROVAL OF THE DIRECTOR OF THE WATERSHED PROTECTION AND DEVELOPMENT REVIEW DEPART MENT, REQUIRED PARKING MAY BE PROVIDED IN AN OFF-SITE PARKING GARAGE OWNED BY A SEPARATE OWNER OR BY THE CITY OF AUSTIN.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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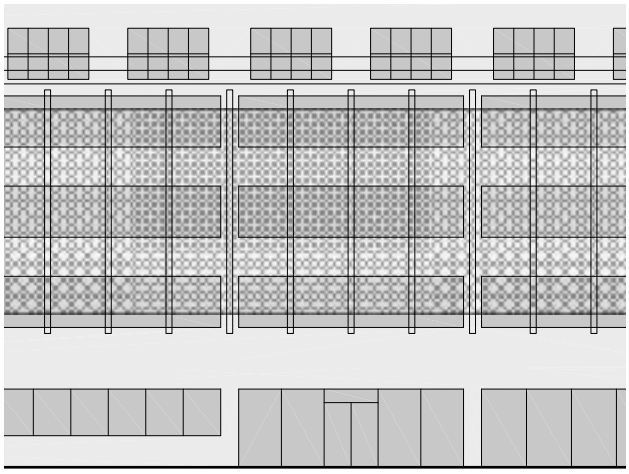
PARKING
SCREENING PARKING

P.2

Structured parking need not simulate occupied spaces. Ambiguity about the nature of the spaces around them is not considered a beneficial experience for the pedestrian. For this reason it is considered better that pedestrians understand, through the building design, which areas of street frontage are garage and which are occupied spaces.

However, the large scale of structured parking should be mitigated through the design of perimeter treatments that break long horizontal structures into smaller, more human scaled building facades. Walls of garages may be broken into small, window-sized openings to achieve this, but should not be glazed - to avoid the condition of ambiguity.

Further, headlights from inside structured parking garages should not be allowed to adversely affect adjacent properties. It is considered important that these be screened in some way to avoid shining headlights directly into the windows of adjacent properties. Light from headlights may be visible, but should not be directly from the beam.



upper levels of parking garages
should be screened, but not made
to appear to be habitable spaces

P.2.A HEADLIGHTS IN ABOVE GRADE PARKING STRUCTURES SHALL BE SCREENED FROM ADJACENT PROPERTIES.

P.2.B LARGE STRUCTURED PARKING GARAGES SHOULD BE MITIGATED THROUGH THE DESIGN OF PERIMETER TREAT MENTS WHICH BREAK THE GARAGE INTO SMALLER, HUMAN SCALED FACADES.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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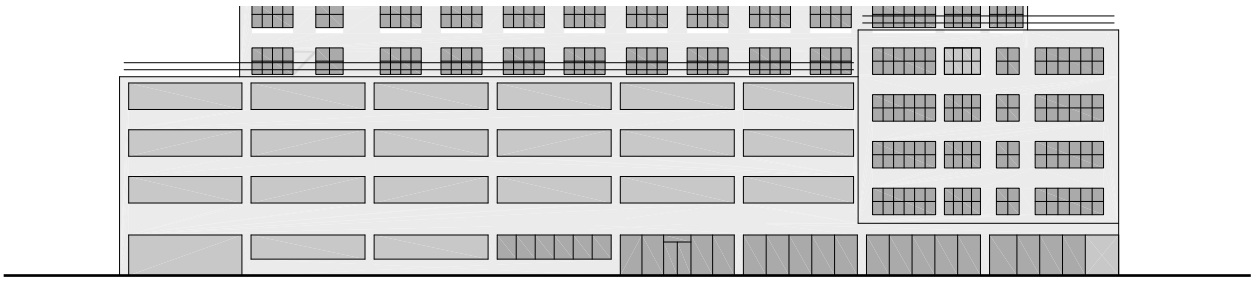
PARKING
FLAT SLAB REQUIREMENT

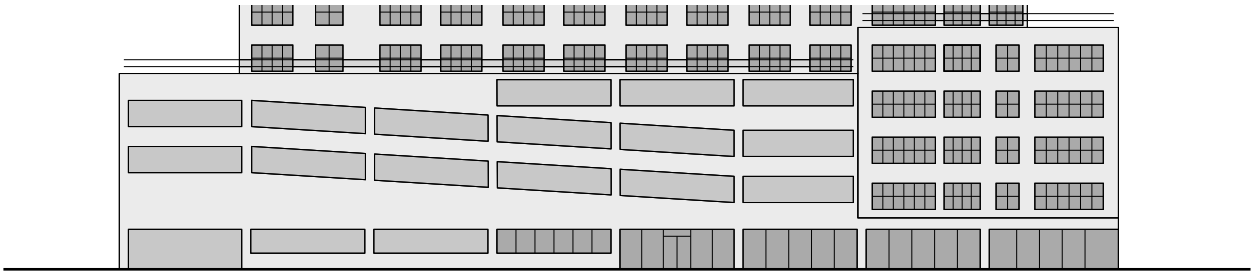
P.3

Above grade parking frequently uses sloped floors which act as park-on ramps. Where visible from the street, these can create a sense of discomfort, particularly where several garages in a row line the street. The park-on ramps seem to flaunt their association with cars, and suggest that in the visible areas of the building are not created for people - resulting in a sense of reduced safety and sense disconnect from the residents of the buildings.

Additionally, as the city becomes more dense and transportation alternatives become more viable, garages will become less necessary. The potential to turn a garage level into living units should be built into the design of the garage. This will require that floor slabs are not sloped and that they have enough height to permit the installation of other uses such as office or residential.



garage with flat floors facing the street



garage with sloped floors facing the street

P.3.A	WHERE ADJACENT TO A PUBLIC STREET, SLABS OF ABOVE GROUND PARKING STRUCTURES SHALL BE FLAT.
P.3.B	GARAGE FLOOR SHALL HAVE A MINIMUM 10'-0" BETWEEN SLABS WITH A MIN. CLEAR DISTANCE OF 8'-0" TO BOTTOM OF STRUCTURE.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS

STREETSCAPE IMPROVEMENTS S.1

STREET TREES

The district is intended to be dense and urban and humane at the same time. To help ensure this occurs, street trees will be required in new developments. These are intended to create a sense of connection to the natural landscape, and to create as shady and cool a summer environment as possible. These will also help reduce the effects of the local urban heat island. The landscape requirements are also intended to foster a sense of the local and unique character of central Texas.

The area of building setback should be designed as a pedestrian space associated with the sidewalk. Extensive landscaping in this area is not recommended for reasons of safety. Street trees are also intended to isolate the pedestrian from structured parking above the sidewalk. They should provide less isolation where residential uses occur along and above the sidewalk. For these reasons, species should be matched to the scale and use of the adjacent building. To facilitate this, trees may occur in a variety of locations and at a variety of intervals.

sycamores in West Campus

There are many existing mature trees throughout the area. It may not be practical to design a streetscape around a tree near the end of its anticipated life span. But generally, significant existing trees should be preserved and incorporated in new development projects. Owners will also be expected to maintain landscaped areas and trees. Tree roots must be maintained and not allowed to damage or upend sidewalks. Tree grates should be included in the sidewalk design when trees are in or near the pedestrian path.

Developments are required to install street trees throughout the overlay area. Development along Guadalupe and 23rd. Street shall implement the existing plans for these streets. Elsewhere in the district, the 23rd St. Plan - developed by the University Area Partners - shall be used as a guide and completed to the degree that it is feasible.

The streetscape improvements and tree requirements described here are intended to supplement and not replace the existing requirements of the City of Austin.

Proposed street layouts and tree locations are shown in attached *illustrated transportation standard*.

S.1.A	PROVIDE CLASS ONE STREET TREES ALONG ALL STREET FRONTAGE
S.1.B	TREE PLACEMENT SHOULD PERMIT GROWTH OF LARGE FULL CANOPIES CONSISTENT WITH EXISTING MATURE TREES IN NEIGHBORHOOD.
S.1.C	PROVIDE LANDSCAPE IRRIGATION FOR ALL TREES AND LANDSCAPED AREAS.
S.1.D	TREE SPECIES SHALL BE MATCHED TO THE SCALE AND USE OF THE ADJACENT BUILDING.
S.1.E	ALL PLANTING SHALL BE CREATED FROM A PALETTE OF NATIVE SPECIES.
S.1.F	FUNDS COLLECTED IN THE WEST CAMPUS DISTRICT THROUGH THE CITY OF AUSTIN'S TREE FUND - WHERE FEES ARE PAID WHEN EXISTING TREES ARE REMOVED - SHALL BE USED TO PLANT ADDITIONAL TREES WITHIN THE WEST CAMPUS DISTRICT.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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STREETSCAPE IMPROVEMENTS
SIDEWALKS/UTILITIES/AMENITIES

S.2

Sidewalks should be considered more important a public pathway as the roadway they line. All streets in the neighborhood should have continuous, sufficiently wide, paved sidewalks on each side to facilitate the easy movement of pedestrians. It is important that sidewalks be maintained and rebuilt when necessary.

Utility accoutrement associated with larger buildings frequently interrupt the sidewalk because it is the only R.O.W. space outside the roadway that is still accessible to utility service companies. It is important that hatchways and access panels of all sorts are carefully incorporated into the design of the sidewalk and streetscape. These should not present obstructions to pedestrians, and should attempt to blend well into the surfaces of the sidewalk and adjacent buildings. Where possible, these should be located within the building.

sidewalk amenities can create a more comfortable steetscape

a utility box blocking a busy sidewalk creates a conflict with pedestrians

S.2.A	ALL PROPERTIES SHALL INSTALL AND MAINTAIN CONTINUOUS CONCRETE SIDEWALKS IN THE SPACE BETWEEN THE BUILDING EDGE AND PUBLIC STREETS.
S.2.B	SIDEWALKS SHALL BE CONSTRUCTED TO THE MAXIMUM ALLOWABLE WIDTH PERMITTED BETWEEN THE CURB AND BUILDING BETWEEN 5' AND 12' WIDE.
S.2.C	CURB CUTS SHALL BE LIMITED TO 24' AS THEY CROSS SIDEWALKS.
S.2.D	VEHICULAR ENTRANCES SHALL BE CONSTRUCTED TO CREATE AS LITTLE DISRUPTION AS POSSIBLE TO PEDESTRIAN AND WHEELCHAIR TRAVEL.
S.2.E	NEW ELECTRICAL AND FRANCHISE UTILITIES SHALL BE INSTALLED BELOW GRADE.
S.2.F	MUNICIPAL AND PRIVATE ACCESS PANELS, PULL BOXES, SIGNALIZATION BOXES, ETC., WHEN INSTALLED IN THE R.O.W. SHALL BE DESIGNED TO BLEND INTO THE STREETSCAPE AND PROVIDE MINIMAL INTERRUPTION OF THE PEDESTRIAN PATH.
S.2.G	PROPERTY OWNERS SHALL MAINTAIN ADJACENT R.O.W. BY KEEPING SIDEWALKS AND STREETS FREE OF TRASH AND DEBRIS.
S.2.H	STREETSCAPE IMPROVEMENTS SHALL INCLUDE TRASHCANS, BICYCLE RACKS AND BENCHES AS NEEDED.
S.2.I	USE OF ANY SIDEWALK OR R.O.W. FOR PRIVATE DECKS OR PATIOS, OR SERVICE USES SUCH AS TRANSFORMERS, DUMPSTERS, OR OUTWARD OPENING DOORS OR WINDOWS SHALL BE PROHIBITED.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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STREETSCAPE IMPROVEMENTS S.3

STREETSCAPE LIGHTING

Lighting along the streetscape should take into account both safety and comfort. Occupied spaces at and above the streetscape will help increase safety by influencing the sense that the area is inhabited and cared for and watched. Beyond this, new development should provide general lighting of the sidewalk and area between buildings and street. It is recommended that a minimum of 1/2 footcandle be provided at the sidewalk surface.

Lighting designs should take into account the shadows that can occur below street trees.

Comfort should be accommodated through the quality of light at the source, and by providing more frequent, smaller scaled lighting fixtures. This will reduce the scale along the pedestrian path and distinguish it from the roadway. High pressure sodium and non-corrected fluorescent lamps should be avoided.

Lighting may occur either from building mounted fixtures or from small scale pole lights.

The streetscapes should be lit all night, every night.

A variety of fixtures will be acceptable with in the UNO Overlay, but all should be shielded and should not allow light to escape upward into adjacent buildings. Fixtures will be required to fit on the existing standard City of Austin light pole footing design.

fixture similar to the pecan street standard - pre-approved by the City of Austin for use in the right of way

S.3.A	ALL PROPERTIES SHALL PROVIDE A MINIMUM 1/2 FOOT CANDLE OF LIGHTING ALONG ALL PEDESTRIAN PATHS.
S.3.B	HIGH PRESSURE SODIUM LIGHTING IS NOT PERMITTED.
S.3.C	STREET LIGHTING SHALL NOT SHINE INTO WINDOWS OF OCCUPIED SPACE ABOVE IT.

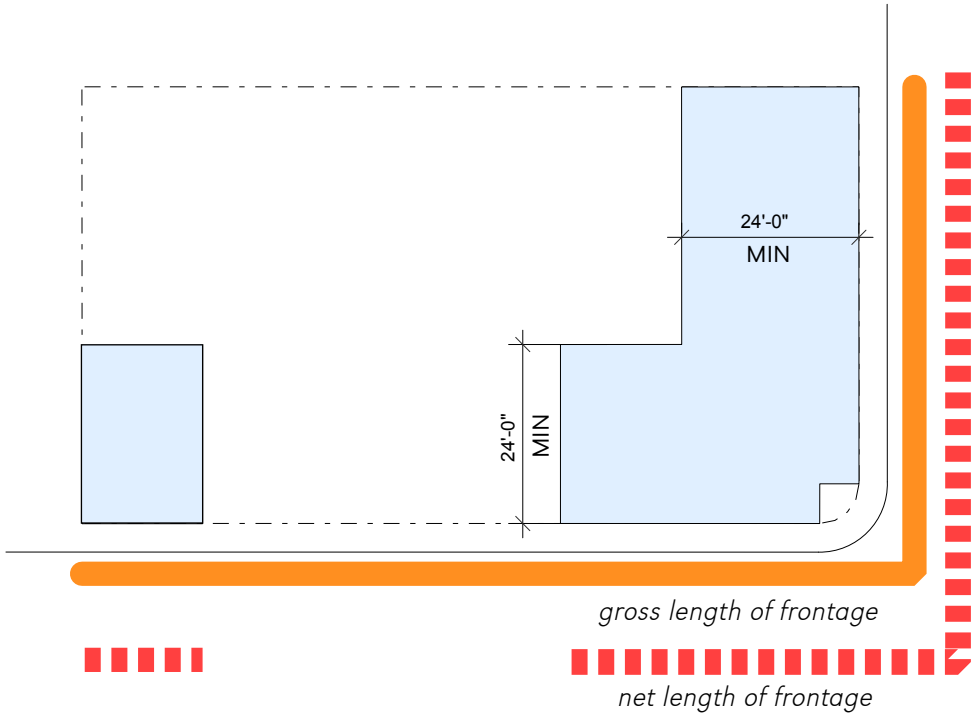
★ lighting in Guadalupe District shall follow the existing Guadalupe Street plan.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	★ ■	■	■

The ground floors of buildings in the UNO Overlay should contain a high percentage of local uses. These pedestrian oriented ground level uses will increase safety on the street and create a stronger sense that the area is inhabited - rather than vacant - and so will help create a more appealing streetscape.

To determine the required minimum area of uses at the ground level, add the entire length of all street frontages together. This is the *gross length of frontage*. Subtract required drive aisles, and stairs which occur at the building perimeter. This is the *net length of frontage*. The required amount of local uses at the ground level is 75% of the net length of frontage.

A *ground level* is the a building floor that is at sidewalk level or up to five feet above sidewalk level.



B.1.A GROUND LEVELS SHALL INCLUDE LOCAL USES ALONG 75% OF THE NET LENGTH OF FRONTAGE AS MEASURED ALONG THE R.O.W.. *THIS INCLUDES GROUND LEVELS OF STAND-ALONE REGIONAL PARKING GARAGES.*

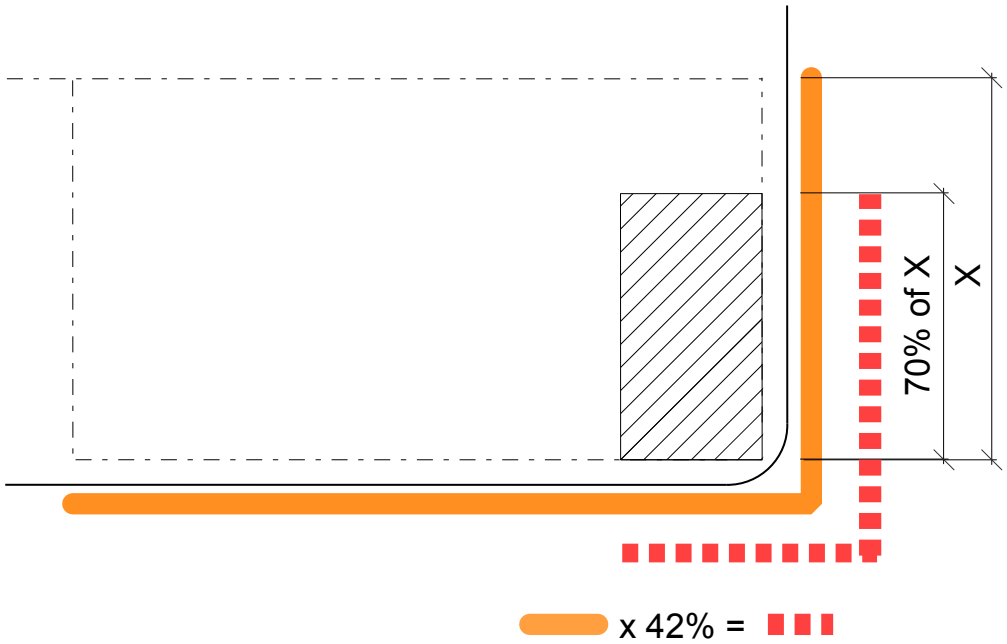
B.1.B SPACES FOR GROUND LEVEL PEDESTRIAN USES SHALL BE A MINIMUM OF 24 FEET DEEP ON AVERAGE.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS

BUILDING USES AT UPPER LEVELS

Above grade structured parking is allowed in the West University Campus, but should not become the primary feature of it. Because the width of residential buildings is somewhat smaller than that for parking, and because a setback is required to allow greater penetration of sunlight, it is likely that the predominant visual feature of the streetscape could be structured parking, if not mitigated through architectural design. In areas of the city where this has occurred, it has created a landscape that is particularly uninviting, seeming unpopulated and unaccommodating to people.

This is not the character the neighborhood should have, and to help mitigate the issue, some inhabited spaces are required in the part of the building which forms the street wall. Because level one will have its own parameters which incorporate pedestrian uses, the street wall is the area between level two and the first building setback at 60 feet. This is the part of the building which will most influence the character of the street and the experience of the neighborhood.



B.2.A A MINIMUM OF 42 % (AS MEASURED IN LINEAL FEET ALONG THE STREET-SIDE BUILDING PERIMETER) OF THE STREET WALL MUST CONTAIN OCCUPANT SPACES.

B.2.B WHEN BUILDINGS HAVE FRONTAGE ALONG EAST-WEST STREETS, A MINIMUM OF 70% OF THE REQUIRED 42 % MUST BE LOCATED FACING THE EAST WEST STREET.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS

BUILDING
HEIGHT OF GROUND LEVEL

B.3

It is important that the spaces which house ground level pedestrian uses be as flexible as possible and allow the eventual installation of retail. To accommodate this a minimum floor to floor height of 13'-4" is required, and a clear height of 10'-0" is required below structure.

ground level spaces should have a clear height which supports pedestrian uses

B.3.A 60% OF THE SPACES ALONG THE BUILDING FRONTAGE, AS MEASURED ALONG THE ROADWAY, SHALL HAVE A CLEAR HEIGHT OF 10'-0" TO THE BOTTOM OF STRUCTURE, AND A MIN FLOOR TO FLOOR HEIGHT OF 13'-4".

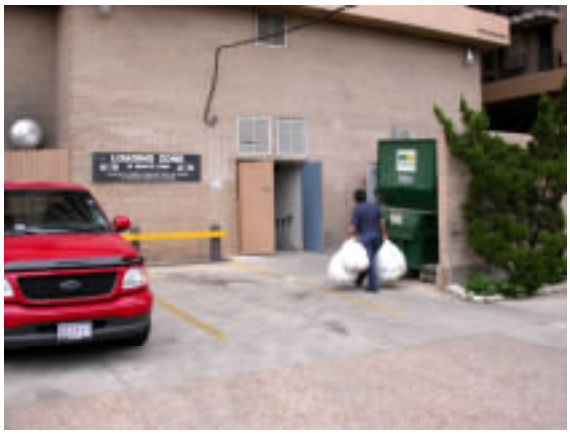
APPLICABILITY: DOBIE GUADALUPE OUTER W. CAMPUS INNER W. CAMPUS

BUILDING
PLANNING FOR BUILDING SERVICES

It is important that streetscapes and sidewalks remain, to the degree that they can, areas for people. To facilitate this, buildings will need to accommodate trash removal in a way that has minimal impact on the public R.O.W. When services are not planned for in a building and site design, they can burden the neighboring properties by using the right of way - which should be kept clear for pedestrians.

Wherever possible, trash and recycling should be picked up from an alley or a service area away from the sidewalk and streetscape.

Trash and recycling yard should be maintained frequently.



service yards should be screened from the sidewalk

trash should not be placed in the sidewalk

dumpsters should not be placed in the sidewalk

dumpsters should not be placed in the street

B.4.A WHERE A PROPERTY ADJOINS AN ALLEY, ALL SERVICES SHALL BE ACCESSED FROM THE ALLEY.

B.4.B WHERE A PROPERTY DOES NOT ADJOIN AN ALLEY, DUMPSTERS AND RECYCLING BINS SHALL BE EITHER ENCLOSED INSIDE THE BUILDING OR SCREENED FROM THE SIDEWALK, AND NOT IN THE R.O.W..

B.4.C ALL MECHANICAL, SOLID WASTE AND UTILITY RELATED EQUIPMENT MUST BE SCREENED FROM PUBLIC VIEW.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

BUILDING
LOADING AND MANEUVERING

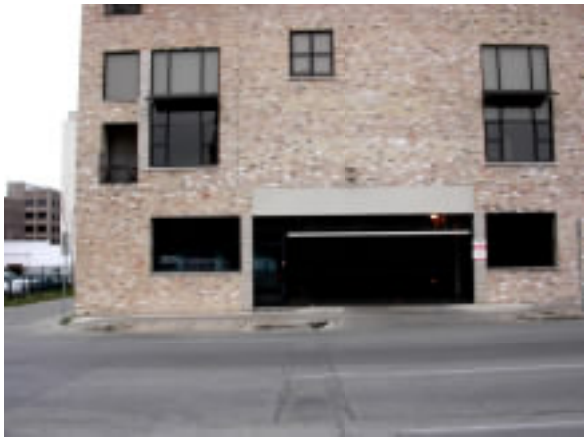
B.5

Loading and unloading in the West University Neighborhood should generally take place inside the ground level of the building. But the small size of blocks and the goal of maximizing pedestrian oriented uses at ground level are in conflict with an existing requirement for on-site loading and maneuvering. This would require trucks to pull head first into the building from the street, and pull head first out of the building to the street. Depending on the site, this will generally require devoting a large portion of the ground level to trucks and their turning radius.

Rather than displace uses with a more positive impact on the neighborhood, maneuvering in the street - essentially, backing into the dock - will be permitted.

To ensure that sidewalks are always unobstructed, trucks must pull completely into the building - either front ways or by backing - and not be forced, by the design of the loading area, to stand across the sidewalk.

Future street patterns will likely be two-way throughout the district, so it is important that all new development be designed to accommodate this.



Examples of loading areas which allow trucks to pull off the roadway and sidewalk.

B.5.A	ON-STREET MANEUVERING OF SERVICE VEHICLES IS ALLOWED.
B.5.B	LOADING DOCKS MUST BE DESIGNED TO ALLOW TRUCKS, WHEN LOADING, TO ENTER THE SITE COMPLETELY AND NOT BLOCK THE SIDEWALK.
B.5.C	VEHICLES MAY PARALLEL PARK TEMPORARILY IN THE PART OF THE R.O.W. .SET ASIDE FOR PARALLEL PARKING OF PASSENGER CARS. LOADING ACTIVITIES MAY NOT DISRUPT PEDESTRIAN TRAFFIC OR ACTIVITIES OF ADJACENT PROPERTIES.
B.5.D	VEHICULAR ACCESS SHALL BE DESIGNED TO OPERATE IN A TWO-WAY STREET SYSTEM.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

BUILDING MATERIALS AND QUALITY

B.6

It is hoped that buildings in the West Campus will be constructed as long-term, high quality additions to central Austin. If built for a long life cycle, buildings can incur less maintenance cost and difficulties, can be considered a more sustainable construction, and can be good neighbors to other buildings and properties in the area. Quality buildings will also age well and generally enhance the character of any place. As they do so they will create an environment that expresses, through its buildings, the sustainable notion that this generation has operated with consideration of later generations.

Therefore, construction types, and building materials should be selected with longevity in mind; buildings should employ details which help maintain the exterior materials and waterproofing components. Over reliance on paint finishes and caulking will charge future tenants and owners with perennial maintenance considerations. Austin's climate should also be considered when choosing building systems and components. Many materials can be trouble free in other areas, but weather poorly in Austin due to the heat and sun. Because Austin is also relatively humid, shaded sides of buildings tend to stay moist for sometime after a rain, encouraging rot in wood and rust in metal.

Masonry, metal, glass, and carefully placed wood are considered the most appropriate exterior materials for the district. Masonry could be stone, brick, clay tile, cast-in-place concrete, pre-cast concrete, cultured stone, terra cotta, ceramic tile or block. In addition, some materials are considered inappropriate for the district and should be avoided. Highly reflective glass, for instance, tends to reflect sunlight into cars and other buildings. Windows are also considered a large part of a system of community safety - which includes lighted paths, denser populations, and the sense that there are eyes on the street - which encourages the use of large amounts of clear glass in building levels near the street.

B.6.A	THE USE OF EIFS BELOW THE FIRST BUILDING HEIGHT SETBACK IS NOT ALLOWED.
B.6.B	THE USE OF HIGHLY REFLECTIVE GLASS IS NOT ALLOWED.
B.6.C	WOOD SHINGLES AND WOOD SIDING ARE NOT ALLOWED.
B.6.D	THE USE OF EXPOSED CMU AS A FINISH MATERIAL BELOW THE FIRST SETBACK NOT ALLOWED. THIS INCLUDES SPLIT-FACED, GROUND FACE AND INTEGRALLY COLORED FLAT CMU.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

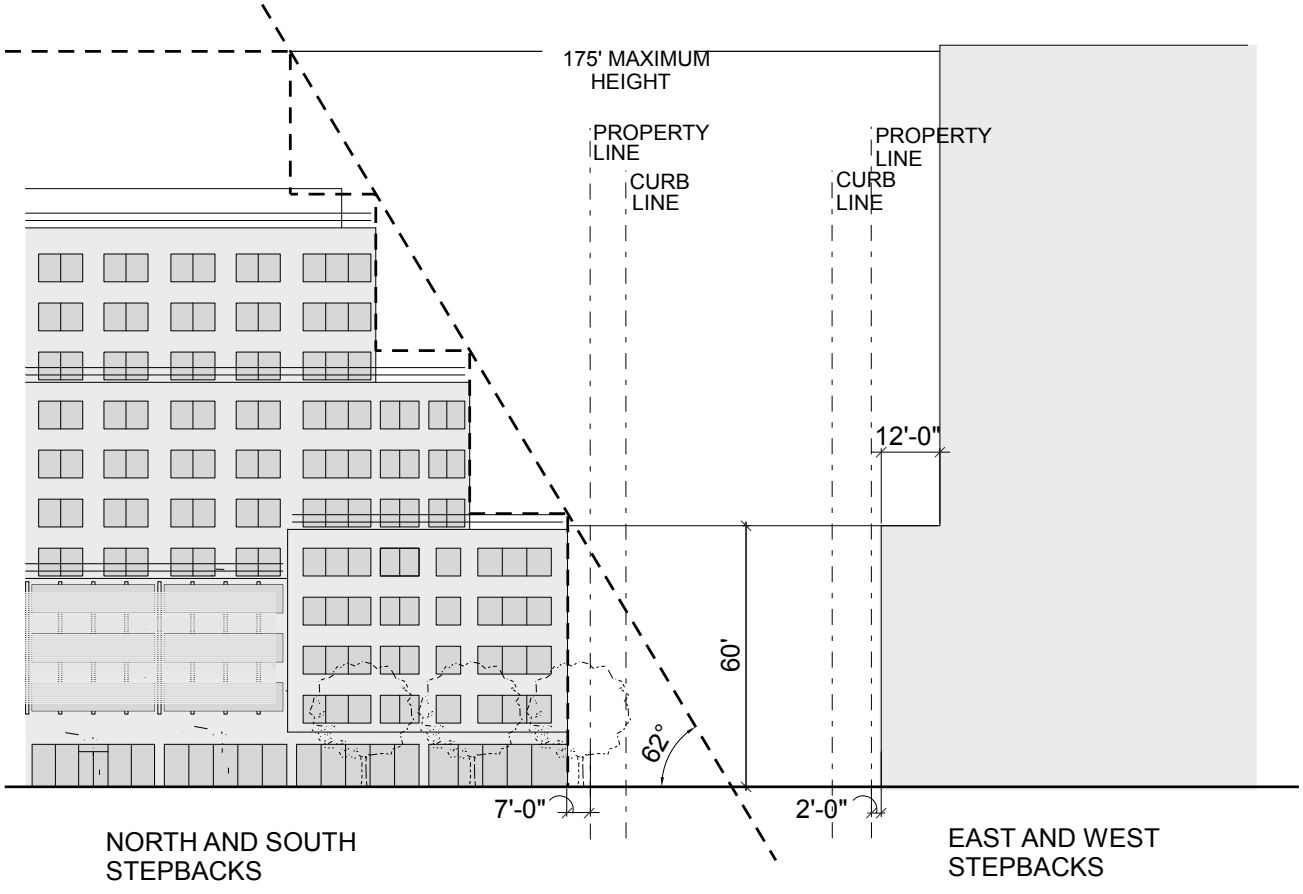
B U I L D I N G
BUILDING STEPBACKS

B.7

Tall buildings which step back as they rise can create two positive effects on the streetscape. Pulling back at the upper levels can permit sun to fall on the street and onto buildings across the street, and can help create a more human-scaled, less canyon-like street wall. Because Austin has very hot summers, shading the sidewalk adjacent to a building can actually be very positive, but setbacks should allow the sun onto the lower floors of adjacent properties in all but two months of winter - when the sun is at its lowest relative position.

Set backs on the east and west faces of buildings should be used to create a common, unifying streetwall throughout the district, and mitigate the effect a very tall facade would have on the pedestrian.

Buildings with very long street frontages - over 280 feet of continuous building - may exempt 20 % of the *gross length of footage* from the requirement for stepbacks.



B.7.A BUILDING SHALL FOLLOW THE VERTICAL SETBACKS ON THE DIAGRAM ABOVE..

APPLICABILITY: DOBIE GUADALUPE OUTER W. CAMPUS INNER W. CAMPUS

BUILDING HUMAN SCALE

B.8

Constructional standardization and economies of scale tend, when unchecked, to result in urban environments which feel too large and inhuman, or tend to express a lack of concern for human comfort. Large areas of featureless facades can create streetscapes which are overly static and over-scaled for the people who live there. Expressive more of the collective than the individual, overly monolithic buildings become associated with anonymity and so have difficulty creating a positive connection to the people who live in and interact with them.

Creating buildings with a varieties of scale, where the smaller, more human scale is clearly developed, can help neighborhoods feel more specific to the place, and make residents feel more comfortably connected to the buildings they live in. They can, in this way enhance the sense of community in the neighborhood.

Human scale can be created in the overall building massing, and in the way components of the exterior are fashioned together into a whole. Breaking the building massing into smaller parts through variety in the building plane - vertically and horizontally - is the most common way to create an intermediate scale, and reduce the apparent size of a large building. The use of detailing and craft in articulating the joining of materials and surfaces is a way to define an even smaller scale in building exteriors. Connections can be made with standard industrial components, rather than through the use of stylized decorative effects.

The base of a building with good human scale, includes variety in the massing and transitional detailing at the streetscape.

Large buildings with poor human scale (right) tend to rise undifferentiated from the sidewalk.

B.8.A BUILDINGS SHALL CREATE A SMALLER, INTERMEDIATE SCALE, EITHER THROUGH INTERRUPTIONS IN THE BUILDING FACADE AT A MINIMUM OF SIXTY FEET APART, OR THROUGH THE INSTALLATION AND EXPRESSION OF COMPONENT PARTS OF THE FACADE, OR BOTH.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

BUILDING
STREET LEVEL WINDOWS

B.9

Sides of buildings which face streets will be lined with sidewalks and street trees, street lighting and amenities. These are intended to encourage the free and safe accommodation of pedestrians. An enhanced pedestrian environment is key to the development of a neighborhood designed to minimize traffic and maximize density and create a true pedestrian oriented district.

Generous street level windows on the buildings that line streets in West Campus can help create a sense that these streets were created for pedestrians, and that walking there is safe. The phenomenon referred to as "eyes on the street" suggests the implication that windows facing a sidewalk will both deter crime - as the likelihood of being seen, and caught is greater - and encourage walkers - who sense that the street is not an isolated or dangerous route.

local examples of buildings with generous street level windows

Consequently, buildings in West Campus will be required - on sides facing a public right-of-way - to install generous windows into inhabited spaces on the first and second floors. Guidelines B.1 and B.4 address the minimum inhabited spaces in these levels.

The percentages in this guideline are most appropriate for commercial uses at the ground level. Should a building install residential units at ground level, instead of commercial - a model which could be very appropriate to certain less travelled streets in the neighborhood, the percentage of glass at the ground level could be reduced.

B.9.A	INHABITED SPACES ON THE GROUND LEVEL SHALL HAVE A MINIMUM 70% GLASS AT SIDES FACING A STREET. WHERE INHABITED SPACES AT GROUND LEVEL HOLD RESIDENTIAL USES, THE MINIMUM GLASS PERCENTAGE SHALL BE REDUCED TO 40%.
B.9.B	INHABITED SPACES ON THE SECOND LEVEL SHALL HAVE A MINIMUM 40% GLASS AT SIDES FACING A STREET.
B.9.C	GLASS AT FIRST TWO LEVELS MUST HAVE A VISIBLE TRANSMITTANCE RATIO OF 0.6 OR HIGHER.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
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APPENDIX

1 RESOLUTION BY COUNCIL

2 ILLUSTRATION OF TRANSPORTATION STANDARD

RESOLUTION NO. 020411-55

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

1. The City Council directs the Planning Commission to consider neighborhood plans for the following areas: West University Neighborhood, North University Neighborhood and Hancock Neighborhood. The effective date of this resolution for each neighborhood plan area is September 1, 2002.

Area boundaries are identified on the maps for each area, attached as Exhibit "A".

2. The University Partners (as stakeholders), and the University of Texas Faculty Master Planning Committee, University of Texas facility planning representative, and University of Texas student government representative, shall be included in the planning process.

3 The neighborhood planning process shall include a review and consideration of the following documents:

   a. December 1995 Tri-party agreement between University Area Partners, the University of Texas, and Capital Metro.

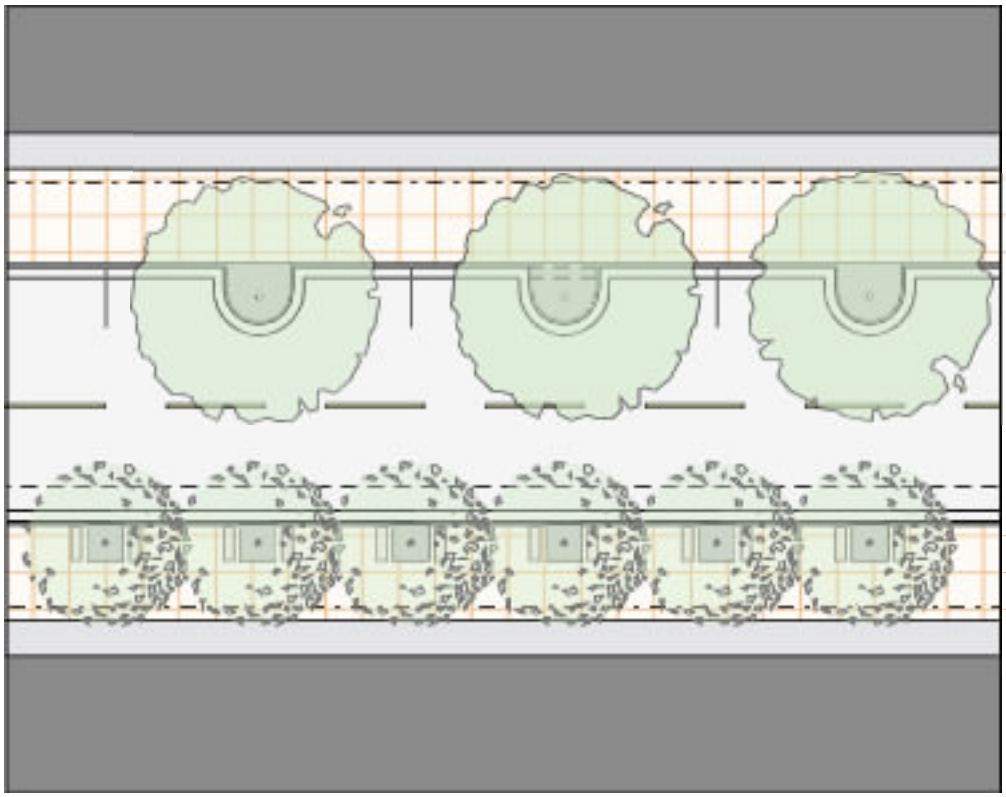
   b. 1996 City Council resolution designating Guadalupe Street as a pedestrian street.

   c. 2002 Guadalupe Street Master Plan Implementation document.

   d. January 2001 University Area Partners Comprehensive Transportation

4. The Planning Commission shall act as mediators and mentors in this neighborhood planning process.

ADOPTED: April 11 , 2002 **ATTEST:** Shirley A. Brown
City Clerk



STREET IMPROVEMENT RULES:

1. STREET TREES AT MAXIMUM 22'-0" O.C. IF IN SIDEWALK.
2. STREET TREES AT MAXIMUM 44'-0" O.C. IF IN BULB OUT.
3. OVERALL BULB OUT AREA IS 8'-0" X 8'-0".
   (STREETS MAY DRAIN BEHIND THE BULB OUT IN A TROUGH
   OR IN FRONT BY RAISING THE CURB AND PARKING LANE.)
4. MINIMUM LANE WIDTH IS 11'-6".
5. MINIMUM BIKE LANE WIDTH IS 5'-0".
6. MINIMUM OVERALL PARALLEL PARKING STALL DIMENSIONS ARE 8'-0" X 18'-0".
7. ALL STREETS MUST BE DESIGNED TO WORK IN A TWO-WAY STREET SYSTEM.
8. BULB-OUTS AND LARGE TREES SHALL BE INSTALLED ALONG THE NORTH SIDE OF
   THE FOLLOWING STREETS:
   21st St., 22nd St., 23rd St., 25th St., 26th St., and 28th St.