

City Council & Planning Commission

# Joint Workshop

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February 8



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# AGENDA

<b>Introduction</b>	<b>15 Min.</b>
<b>New Water Quality Requirements</b>	<b>40 Min.</b>
<b>New Drainage Requirements</b>	<b>40 Min.</b>
<b>Break</b>	<b>10 Min.</b>
<b>Parking</b>	<b>20 Min.</b>
<b>Corridor Overlays</b>	<b>20 Min.</b>
<b>Parkland Dedication</b>	<b>20 Min.</b>
<b>Next Steps</b>	<b>15 Min.</b>

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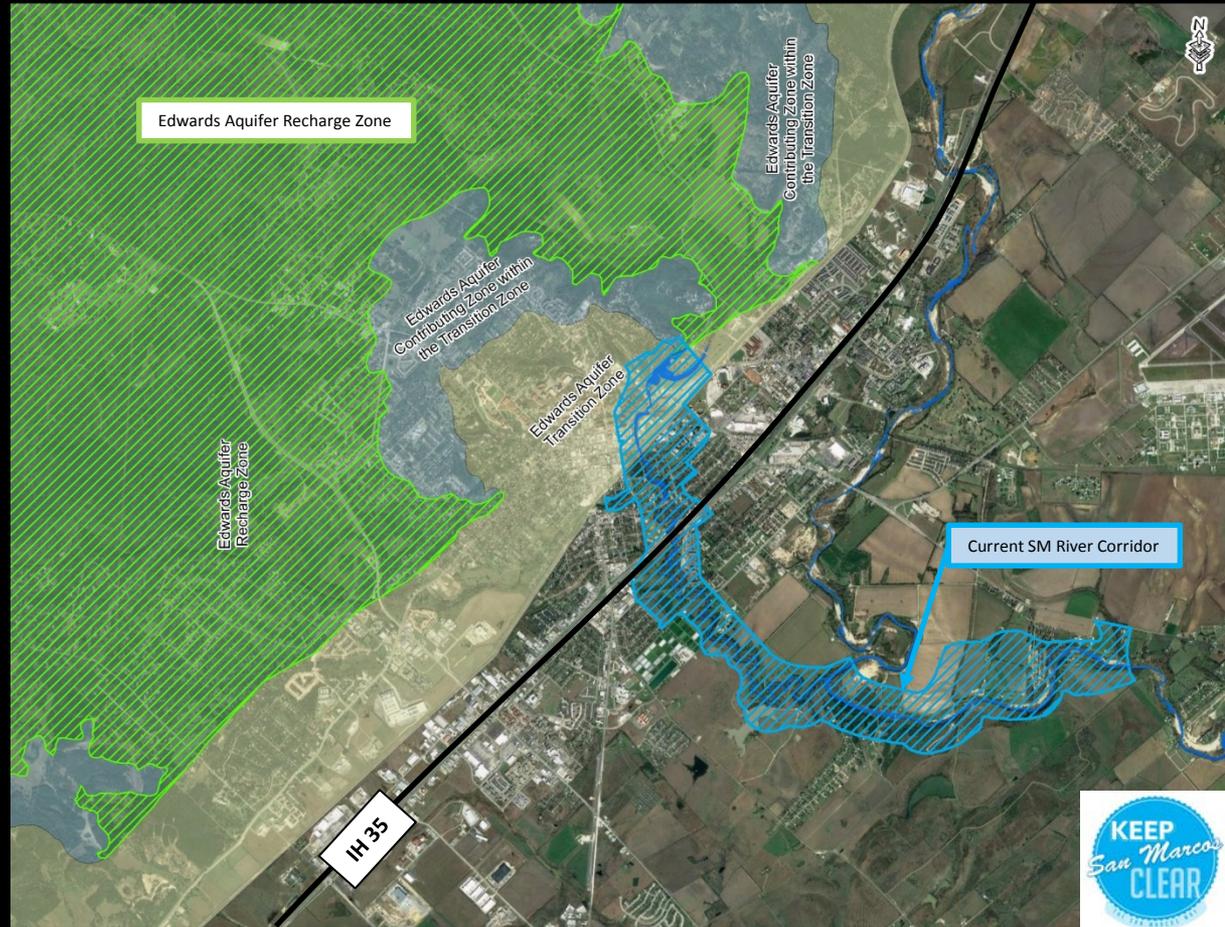


# Enhance and Expand Protection Zones

CURRENT CODE:

Protection Zones

- Edwards Aquifer Recharge Zone
- San Marcos River Corridor



# Enhance and Expand Protection Zones

## Edwards Aquifer Recharge Zone- *Enhance*

### CURRENT CODE:

- TSS Limited to an increase of no more than 20% of which would occur naturally

### PROPOSED REVISION:

- 85% removal of increased TSS
- Capture 1.25-in. from developed area
- Required for new and redevelopment
- Impervious cover credit not allowed pervious pavements

### WHY:

- Provides more protection to environmentally sensitive areas as recommended by WQPP
- Consistent with past development agreements and PDD's
- Protects waterways from erosion



# Enhance and Expand Protection Zones

Transition Zone and Contributing Zone In Trans. Zone- *Enhance and Expand*

## CURRENT CODE:

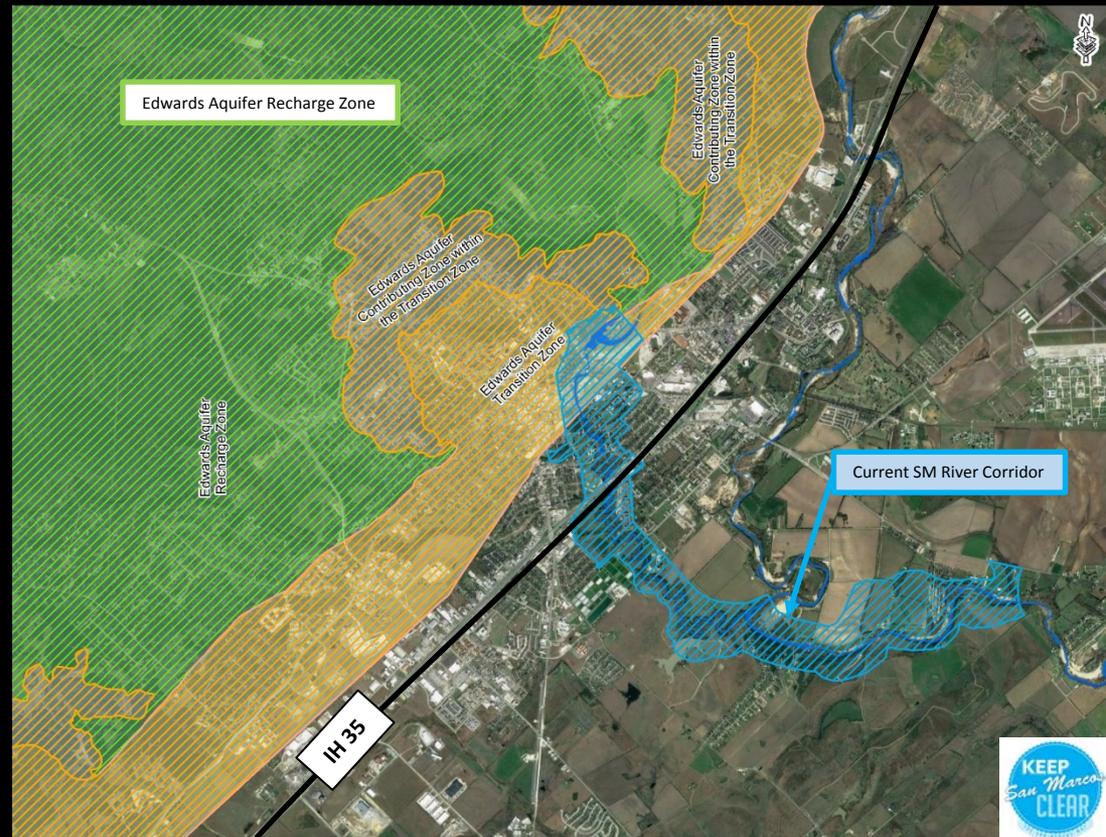
- No water quality standard

## PROPOSED REVISION:

- 80% removal of increased TSS
- Capture 1.25-in. from developed area
- Required for new and redevelopment

## WHY:

- Provides more protection to environmentally sensitive areas as recommended by WQPP
- Consistent with past development agreements and PDD's
- Protects waterways from erosion



# Enhance and Expand Protection Zones

## San Marcos River Corridor- *Enhance and Expand*

### CURRENT CODE:

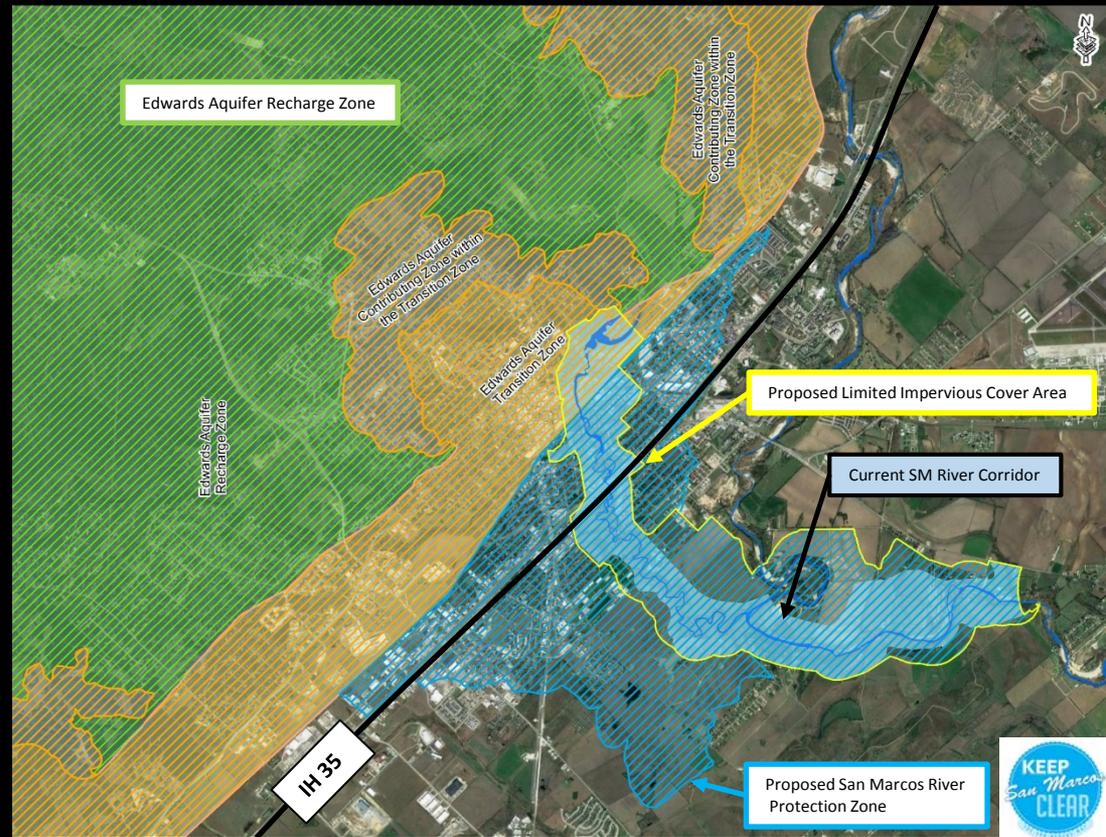
- 89% removal of increased TSS
- Capture 0.5-in. from dev. area
- Required for new development
- 30% max. impervious cover limit

### PROPOSED REVISION:

- Expand to SM River Protection Zone
- 80% removal of increased TSS
- Capture 1.25-in. from developed area
- Required for new and redevelopment
- Expand 30% max. imp. cover limit area

### WHY:

- Expand protection as recommended by WQPP and Comp Plan
- Includes more area that drains to river
- Protects waterways from erosion



# Expand Stream Water Quality and Buffer Zones

## CURRENT CODE:

- Inside Edwards Aquifer Recharge Zone
  - Required for drainage areas greater than at ~~50~~ acres

5 acres

Proposed Revision

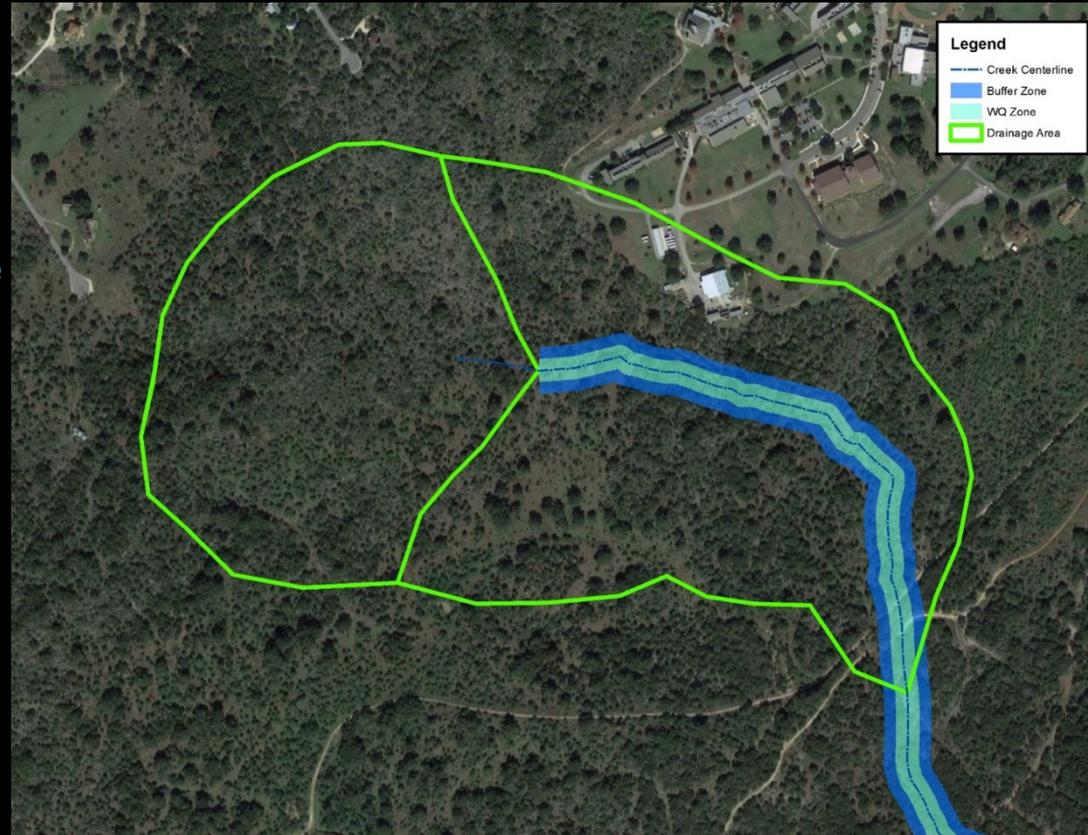
- Outside Edwards Aquifer Recharge Zone
  - Required for drainage areas greater than at ~~120~~ acres

50 acres

Proposed Revision

## WHY:

- Expansion recommended in WQPP
- Natural creeks and streams provide ecological and water quality benefits and often contain recharge features on Edwards Aquifer Recharge Zone



# Facilitate Low Impact Development (LID)

## PROPOSED REVISION:

- Provides a standard
- Removes barriers to LID
- Stormwater Technical Manual to be revised to include more LID criteria

## WHY:

- Make LID easier to incorporate in developments
- LID interests cited in Comprehensive Plan



# Strengthen Construction Erosion Controls

## PROPOSED REVISION:

- Refers to Municipal Separate Storm Sewer System (MS4) Ordinance

## WHY:

- Protect water quality during site construction



# New Drainage Requirements



## 3 Strategies

- **Strengthen link between LDC and Floodplain Ordinance**
- **Address impacts to adjacent properties**
- **Create Stormwater Management Fund/ Fee-in-lieu**

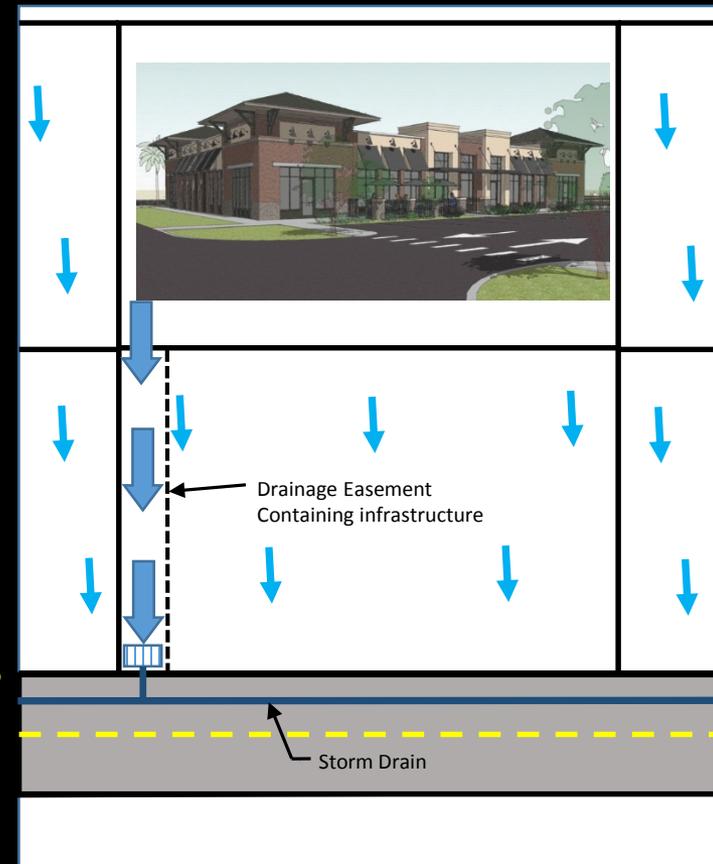
# Address Impacts to Adjacent Properties

## PROPOSED REVISION:

- Stormwater leaving site must drain to existing natural low or drainage easement; otherwise drainage easement and infrastructure must be dedicated and constructed
- During construction, water surfaces up or downstream of site cannot be raised

## WHY:

- Provides further protection to adjacent property owners
- Reduces flooding



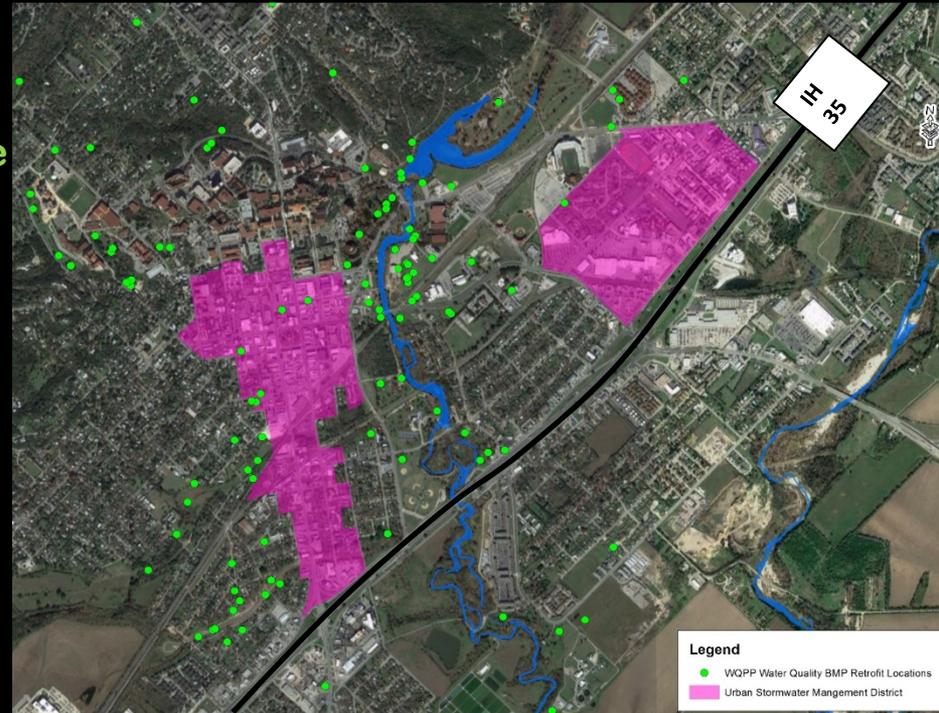
# Stormwater Management Fund

## PROPOSED REVISION:

- Create Stormwater Management Fund
  - Regional water quality and retrofit BMPs
  - Regional detention and floodplain storage
  - Projects to increase flow conveyance
- Create Urban Stormwater Management District
  - Provides appropriate stormwater management in high intensity areas
  - Must show no impact

## WHY:

- Provides flexibility in stormwater solutions
- Listed as Comp Plan goal
- Retrofits identified in WQPP



# Parking

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Parking is a complex issue that needs to be addressed holistically from several different perspectives. Code SMTX is not proposing to dramatically change the minimum parking standards from what is currently in place under the existing LDC and Smartcode. These two existing codes provide adequate parking standards for those two development types. Code SMTX is encouraging strategies to reduce reliance on automobiles through parking reductions when alternative strategies such as car sharing are employed.



# What We Heard



## What We Heard in Summary

Parking requirements should be appropriate for the development and place type. Parking standards are important to ensure that the correct amount of parking is provided by the development and that the cost of parking is not absorbed by the City. Parking

### Parking Standards in Intensity Zones



All Character Districts should have parking maximums instead of minimums.



There will never be viable transit options if we have high parking requirements in area that are intended to be walkable and mixed use



Parking standards will dictate the ability of a property to expand in preferred development areas

### Parking Standards in Downtown



Make parking minimums higher now and earmark a fee-in-lieu for a garage until transit is available.



Lower the parking requirements Downtown and require car sharing and bike parking

### Alternative Parking Standards



If parking is reduced then there should be a study justifying reduced rates.



Generally Parking minimums look reasonable. There are options for reductions, shared use parking reductions, fee-in-lieu in residential downtown projects, etc.



# Key Considerations

## MANAGING PARKING DEMAND

Parking management strategies strive to:

- Encourage more efficient use of existing parking facilities,
- Reduce parking demand,
- Encourage shifting travel demand to other modes,
- Ensure access to retail businesses; and
- Support neighborhood vitality.

Parking standards within the development code are only one tool to manage parking and should not be relied on as the only way to ensure adequate parking.

## PLACE BASED STANDARDS

Different development types have different needs for parking requirements. A single standard based on the use of the land applied uniformly across the entire City leads to too much parking in some places and not enough in others. Parking standards should reflect the type of place that is existing or envisioned for the future. If a walkable mixed-use place is envisioned parking standards should reflect that place.

## Comprehensive Plan Objectives



"Develop a parking plan in downtown, and other activity nodes, that supports the preferred scenario and implement incentives such as parking reductions for mixed-use developments near transit or employment centers."



"Develop a plan to reduce congestion and parking issues caused near campus and in dense housing areas including community transit options that integrate with existing university systems."



"Develop a plan to manage parking demand"

# Proposed Strategies



## Intensity Zones



- Parking standards in the medium and high intensity districts are equivalent to the standards in the Smartcode for medium and high intensity development.
- Shared parking encourages mixed use developments to take advantage of alternating peak parking hours.

## Downtown



- The parking standards in Downtown are proposed to remain the same as existing
- A parking fee-in-lieu is introduced for downtown to support the construction of a public parking garage.

## Parking Demand Strategies



- Bicycle parking is required for all development with the exception of heavy commercial and industrial uses
- Development that choose to exceed the minimum parking standards by 150% must mitigate the excessive impervious cover.

# Corridor Overlay Districts

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Code SMTX is proposing two different types of Corridor Overlay districts; a highway overlay district and a Conservation Corridor Overlay District.

The purpose of the highway overlay district is to protect the public investment in major arterials by maintaining the attractiveness, managing the access, enhancing the economic value and encouraging tourism and trade along these corridors. The purpose of the Conservation Corridors is to preserve the sensitive environmental region and natural beauty while advancing mobility options.



# What We Heard



## What We Heard in Summary

Major highway corridors are gateways to our City and should be aesthetic places that reflect the character of the places that they travel through.

### Economic Development



High density mixed use development along commercial corridors is preferable to urban sprawl or multifamily in neighborhoods



Industrial districts along highways brings high quality development

### Beautification



Aesthetics attracts new people and residents. Nicely built buildings is what our professional centers need. Move away from one-size fits all city code.



Keep these developments held to design standards to ensure good aesthetically pleasing growth.

### Conservation Corridors



Include both transportation (access) and the environment together as a plan instead of one or the other



Very concerned about conservation corridor (Loop 110) over recharge zone.



# Key Considerations

## ACCESS MANAGEMENT

Proper access management works to protect the significant public investment in major transportation infrastructure by lengthening the time during which major access corridors can continue to serve their function without expansion or relocation. This is accomplished by expediting the free flow of traffic and reducing the hazards arising from unnecessary points of ingress and egress and cluttered roadside development.

## FRONTAGE TYPES

Designating a specific frontage type along a major access corridor serves the purpose of establishing a particular character for that section and linking the land use intensity with transportation. Frontages can be used to allow certain building types, setbacks, additional landscaping, pedestrian access, parking location, building placement, and sidewalk width.

## MOBILITY

Major access corridors are essential for regional and local mobility in and around San Marcos. As corridors are required to go through environmentally sensitive areas conservation corridor overlay districts can be used to restrict development and access in order to preserve the natural and scenic beauty along designated corridors.

## Comprehensive Plan Objectives



"Align infrastructure plans to achieve the Preferred Scenario"



"Maintain a current thoroughfare plan in order to preserve necessary right-of-way."



"Identify gaps in utilities for employment and activity nodes, re-prioritize Capital Improvement Projects to support the Preferred Scenario."



"Develop a transit plan that matches the preferred scenario map to encourage connectivity between centers."



"Establish gateway corridors as identified in the Downtown Master Plan and the Preferred Scenario."



# Proposed Strategies

## Frontage Types



- Code SMTX has developed frontage types that are specific to 4 different types of large major access corridors including: Mixed Use, Conservation, Highway and Industrial

- Corridor Overlay districts include regulations that are added on top of the base zoning district to provide corridor specific standards for allowed buildings, setbacks, access and landscaping.

## Access Management



- Standards to restrict driveway access and require cross access have been included in order to preserve corridors for free flow of traffic and facilitate economic development opportunities.

## Mobility



- Corridor Overlay districts are designed to improve mobility and preserve major access corridors for through traffic.

- Access management can work in conjunction with local ordinances aimed at purchasing access rights in order to advance mobility for regional and through traffic.

# Parkland

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The purpose of parkland dedication is to ensure that when new residents are added to the city that additional parkland is provided at a rate where the amount of open space per resident is maintained at the same level that is currently enjoyed by existing residents. This level is established in the Parks Master Plan. In addition to preserving the appropriate amount of land one of the big changes in Code SMTX is the requirement to provide for the development of parkland as well as an emphasis on park design.



# What We Heard



## What We Heard in Summary

Parkland should be dedicated and developed in order to meet the need for future residents. Parkland that is dedicated should be usable land and should be improved.

### Amount of Land

### Development Fee

### Parkland Design



Allow smaller pocket parks to meet the requirement for a park within 1/4 mile of every resident.



Increase the amount of the development fee for multifamily development



Modify the park types to more closely reflect San Marcos type and designate active vs. passive parks.



Give credit for proximity to existing parkland for places like Downtown



Increasing the cost for multifamily goes against the goals for affordable housing



Modify the requirement for a certain percentage of lots to front on public parks or greenways.



# Key Considerations

## ACCESS AND DESIGN

Parkland design and access are essential to the usefulness and usability of parkland. Parkland should be the focal point and located in the center of new development instead of designated as the least developable or left over land after a subdivision is designed. When the borders of a parkland lot are predominantly located in the rear of peoples yards and lined by privacy fences they are not inviting spaces and not well used.

## PARKLAND DEVELOPMENT

Developing and maintaining parkland with resources and amenities is just as important as the dedication for parkland that is designed to be active recreation or for smaller parks where the purpose is for active uses like playgrounds, community gardens or sports facilities or walking paths.

## DEDICATION OF LAND

When undeveloped land is converted from open space to subdivisions with roads and infrastructure that conversion of land from an undeveloped to developed state is permanent.

These types of developments have a larger proportional impact on the natural resources and ecology in the community than infill development in the areas designed and intended for high density. While both infill development and greenfield development should provide parkland to accommodate new residents the size of those spaces should be different.

## Comprehensive Plan Objectives



"Create and implement a policy that ensures adequate resources are identified to develop and maintain parks and public space prior to acceptance of dedication"



"Establish a park amenities schedule for a maintenance/ repair/ replacement program."



"Create a Greenways Mater Plan"

# Proposed Strategies



## Design



- Direct access from a public ROW is required in certain percentages or in number feet based on the type of parkland

- In larger master planned communities there is a requirement that a neighborhood park to be centrally located.

- In larger master planned communities there is a requirement for a playground within 1,000 feet of any residential lot.

## Maintenance/ Development



- A new Parkland Development Fee based on the 2010 Parks Master Plan is proposed at \$400 per additional unit.

- Parkland smaller than 5 acres is required to be owned, maintained and developed by the developer and may count towards the parkland dedication and development requirements.

## Dedication



- Parkland is encouraged to be dedicated in different sizes and types to satisfy active, passive and open space needs of the community.

- The rate of parkland dedication is proposed to be increased from 5 acres per 1,000 new residents to 5.7 based on the 2010 parks Master Plan

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# Next Steps

<b>Additional Work Sessions</b>	<b>Weekly</b>
<b>Planning Commission Public Hearing</b>	<b>March 14</b>
<b>Planning Commission Recommendation</b>	<b>March 28</b>
<b>City Council Public Hearing</b>	<b>April 18</b>
<b>City Council First Reading</b>	<b>May 2</b>
<b>City Council Second Reading</b>	<b>June 6</b>

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