

Notice of Meeting of the Planning and Zoning Commission of the City of Georgetown, Texas April 25, 2023

The Georgetown Planning and Zoning Commission will meet on April 25, 2023 at 1:00 PM at Inner Loop Annex, located at 295 SE Inner Loop, Georgetown, TX 78626.

The City of Georgetown is committed to compliance with the Americans with Disabilities Act (ADA). If you require assistance in participating at a public meeting due to a disability, as defined under the ADA, reasonable assistance, adaptations, or accommodations will be provided upon request. Please contact the City Secretary's Office, at least three (3) days prior to the scheduled meeting date, at (512) 930-3652 or City Hall at 808 Martin Luther King Jr. Street, Georgetown, TX 78626 for additional information; TTY users route through Relay Texas at 711.

Agenda Notice

This is a joint workshop between Council, the Planning & Zoning Commission and the Unified Development Code Update Steering Committee. NO OFFICIAL ACTION WILL BE TAKEN AT THIS MEETING.

Regular Session

Purpose of Session ([link to attachments](#))

There are two main purposes of this workshop:

1. To provide the City Council, Planning and Zoning Commission, and UDC Steering Committee the opportunity to receive an update on progress made on the UDC Diagnostic and Rewrite process.
2. To allow for group discussion and to build consensus on the following question: How would you describe the ideal balance of predictability (development standards) and discretion in project review (public hearing with concept plan)?

Public Wishing to Address the Board

On a subject that is posted on this agenda: Please fill out a speaker registration form which can be found on the table at the entrance to the meeting room. Clearly print your name and the letter of the item on which you wish to speak and present it to the Board Liaison prior to the start of the meeting. You will be called forward to speak when the Board considers that item. Only persons who have delivered the speaker form prior to the meeting being called to order may speak. Speakers will be allowed up to three minutes to speak. If you wish to speak for six minutes, it is permissible to use another requestor's granted time to speak. No more than six minutes for a speaker may be granted. The requestor granting time to another speaker must also submit a form and be present at the meeting.

On a subject not posted on the agenda: A request must be received by the Advisory Board or Commission Liaison prior to the day the agenda for this meeting is posted. Each speaker will be given three minutes to address the Board or Commission members. No action can be taken.

Adjournment

Certificate of Posting

I, Robyn Densmore, City Secretary for the City of Georgetown, Texas, do hereby certify that this Notice of Meeting was posted at City Hall, 808 Martin Luther King Jr. Street, Georgetown, TX 78626, a place readily

accessible to the general public as required by law, on the _____ day of _____, 2023, at _____, and remained so posted for at least 72 continuous hours preceding the scheduled time of said meeting.

Robyn Densmore, City Secretary

City of Georgetown, Texas
Planning and Zoning Commission
April 25, 2023

SUBJECT:

Purpose of Session (link to attachments)

SUGGESTED ACTION:

There are two main purposes of this workshop:

1. To provide the City Council, Planning and Zoning Commission, and UDC Steering Committee the opportunity to receive an update on progress made on the UDC Diagnostic and Rewrite process.
2. To allow for group discussion and to build consensus on the following question: How would you describe the ideal balance of predictability (development standards) and discretion in project review (public hearing with concept plan)?

ITEM SUMMARY:

Background:

In November of 2022, the Planning and Zoning Commission and City Council held a joint session to kick off the UDC Rewrite process. As part of the joint session workshop, principles/ priorities were established to guide the UDC rewrite process. The guiding principles established included the following:

1. Zoning categories should **balance certainty and flexibility**.
2. Development standards should be **clear and nimble** enough to **adapt to rapid growth** and new development trends, as well as create **high-quality development**.
3. Ensure **alignment** between the UDC and 2030 Plan, and Small Area Plans.
4. Updating the **outdated UDC is a high priority** and keeping **on timeline is essential**.
5. The code writing process should be **transparent** and involve a **thorough code testing** process to ensure appropriately-scaled development regulations.
6. The development **process and criteria** used for decision making is as important as **development standards**.

Since the initial meeting in November, Freese and Nichols, the consultant for the UDC rewrite, completed a draft diagnostic report. The Georgetown Diagnostic Report focuses on the initial phase of the Unified Development Code (UDC) rewrite process and summarizes feedback from City Council, Planning and Zoning Commission, City staff, community organization representatives, the development community, and the public; provides an analysis of Georgetown's current planning and development regulations; and suggests options to consider for phase two – the UDC rewrite. The purpose of this diagnostic review is to assess the existing UDC regulations and provide recommendations that will inform revisions to the UDC.

Given the top guiding principle of the UDC rewrite was identified as balancing certainty and flexibility, coupled with a desire to improve predictability in the UDC, the majority of the workshop is structured to be able to develop a clearer understanding of what predictability means in the context of a development code. The feedback gathered from this workshop will guide staff, the consultants, and the steering committee as we enter the next phase of the

UDC rewrite process.

Purpose of Joint Session:

There are two main purposes of this workshop:

1. To provide the City Council, Planning and Zoning Commission, and UDC Steering Committee the opportunity to receive an update on progress made on the UDC Diagnostic and Rewrite process.
2. To allow for group discussion and to build consensus on the following question: How would you describe the ideal balance of predictability (development standards) and discretion in project review (public hearing with concept plan)?

Meeting Format:

Please take a moment to review the attached presentation for detail on each step of the meeting. The workshop will include small group and large discussion with a central workshop question of: **How would you describe the ideal balance of predictability and discretion in project review?** The meeting will take the full 2 hours and we will be looking to stay on time to ensure we accomplish the conversation needed. There is a slide on each step of the process along with the time allotted to each step. Please let us know if you have any questions.

FINANCIAL IMPACT:

SUBMITTED BY:

Karen Frost, City Secretary

ATTACHMENTS:

[joint workshop presentation.pdf](#)

[Guiding Principles.pdf](#)

[GEO UDC Schedule \(2023.02.21\).pdf](#)

[UDC Diagnostic Report by FNI](#)

Joint City Council, Planning and Zoning Commission and UDC Steering Committee Meeting

April 25, 2023

Purpose of Workshop

There are two main purposes of this workshop:

- 1) To provide the City Council, Planning and Zoning Commission, and UDC Steering Committee the opportunity to receive an update on progress made on the UDC Diagnostic and Rewrite process.
- 2) To allow for group discussion and to build consensus on the following question: How would you describe the ideal balance of predictability (development standards) and discretion in project review (public hearing with concept plan)?

Meeting Outline

Central Workshop Question: How would you describe the ideal balance of predictability and discretion in project review?

I. Setting the context a) Welcome b) Meeting Orientation c) Update on project progress	II. Brainstorming Small group discussion topics: a) What does predictability, in the context of a development code, mean to you? b) Who are we trying to achieve predictability for?	III. Large Group Discussion a) Share top small group responses b) Group responses into common themes	IV. Identify common themes Small group discussion on an assigned grouping of responses a) Name the common link/characteristic b) Discuss implications on identified attributes needed to achieve the ideal balance	V. Defining Action Discuss actions for ensuring we are achieving the ideal balance of predictability and discretion in a UDC?
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I. Setting the context for the Meeting

Setting the Context

- **Meeting Orientation**

- Please find your name plate for small group work.
- Each table will have:
 - a copy of the UDC Diagnostic Report
 - 2 staff members to facilitate small group conversation and note taking
- Each seat will have:
 - A copy of the guiding principles for this project
 - Paper/pen for writing ideas

- **Update on project progress**

- Brief background presentation
- Opportunity for questions

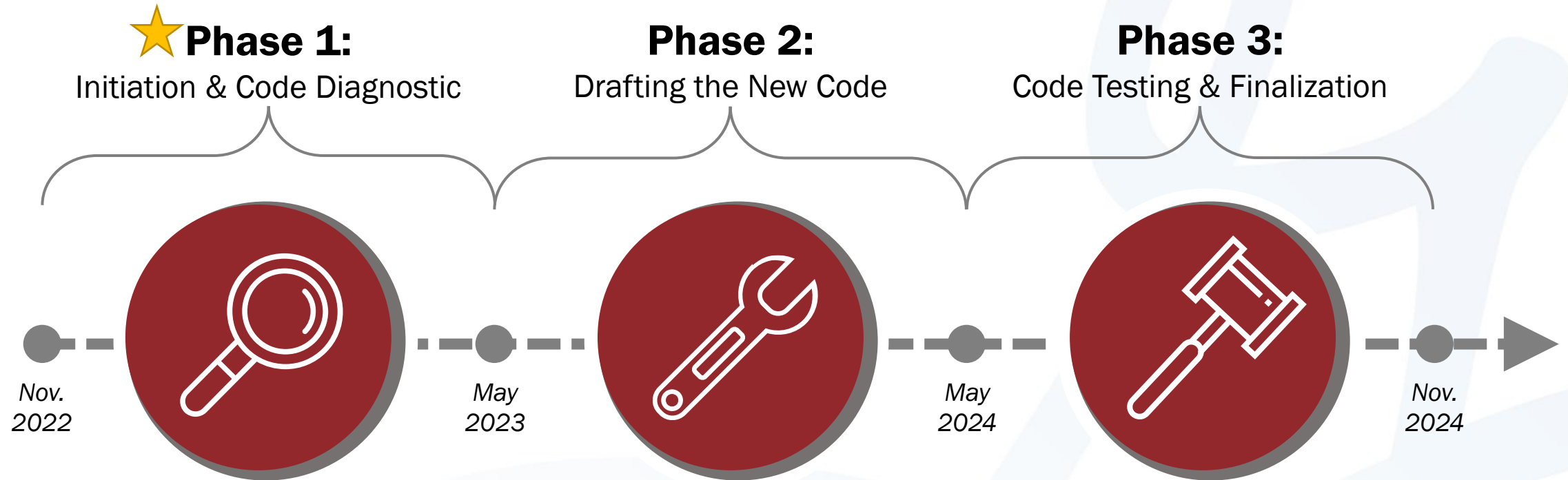
Project Background

Guiding Principles-

Establish Nov. 2022 at P&Z / City Council Joint Session

1. Zoning categories should **balance certainty and flexibility**.
2. Development standards should be **clear and nimble** enough to **adapt to rapid growth** and new development trends, as well as create **high-quality development**.
3. Ensure **alignment** between the UDC and 2030 Plan, and Small Area Plans.
4. Updating the **outdated UDC is a high priority** and keeping **on timeline is essential**.
5. The code writing process should be **transparent** and involve a **thorough code testing** process to ensure appropriately-scaled development regulations.
6. The development **process and criteria** used for decision making is as important as **development standards**.

Project Phasing



Outreach Feedback Themes

UDC requires modification but not a wholesale rewrite

Right-sized subdivision regulations to allow for smaller lots (open space, access, landscaping, menu of building design options, utility placement)

Ineffective zoning districts – review of uses permitted, definition of uses, and ensure standards are differentiating enough between commercial categories to ensure the zoning districts are used as intended

PUD overuse could be improved with improved zoning districts

Increase in impervious cover allowances is desired based on requests for increased density and new non-residential development

Update landscaping regulations – improved consistency in application, review of planting requirements and incentives for tree preservation

Shot Clock Requirements- Stay engaged in changes in legislation

Code organization can be improved for enhanced usability of the code.

Diagnostic Report Table of Contents

- I. Project Overview
- II. Outreach Summary
- III. Review of Adopted Plans and Policies
- IV. Zoning Approaches
- V. General UDC Analysis
- VI. UDC Analysis by Chapter
- VII. Summary of Findings and Next Steps

Key Findings

- **Outreach Feedback Themes.**

- There is a high-level consensus between internal staff and external code users on updates needed to the UDC.

- **General Findings (did not come up as part of outreach, but require discussion).**

- The use of the Mixed Use (MU) zoning category. This is a form-based code option in the current UDC that has never be used.
- The current multi-family zoning districts creates a suburban form of multi-family. With requests for additional density, discussion is needed on whether this form of multi-family is still desired.

Key Findings

- **General Findings (did not come up as part of outreach, but require discussion).**
 - Over-reliance on negotiated process (PUDs, Administrative Exceptions (AE's), Special Use Permits (SUP's)).
 - Standards associated with PUDs/AEs/ and SUPs have become consistent from one development to another. Utilize these standards as a base requirements to improve useability of straight zoning districts.
 - Discussion on predictability in development standards vs discretion in project suitability.
 - Right sizing the PUD criteria for approval so it is an effective tool to use for the community.
 - Evaluation of parking standards to reduce overparking throughout the entire City.
 - Evaluate the consolidation of the residential zoning categories to allow for greater diversity in housing options in neighborhoods.

Key Findings from Master Plans

- **Stay in engaged with Downtown Master Plan and Future Mobility Plan recommendations for code changes. Topics for coding will may include:**
 - Street cross-sections
 - Downtown parking requirements
 - Building height in Downtown and the use of the courthouse view overlay district
- **2030 Plan recommendations will necessitate discussion and standards for the following:**
 - Development standards (use, landscaping, buildings) for key gateway corridors
 - Evaluation of Workforce Housing Standards
- **Neighborhood Plans (TRG and San Jose) have called for standards for the following:**
 - Overlay districts to standardize building standards (height, setbacks, parking) that are complementary to existing development.

II. Brainstorming

II. Brainstorming

- Steps
 - Everyone writes as many thoughts on the two questions as possible (5 minutes for writing)
 - Small group discusses the answers (15 minutes for discussing ideas)
 - Each group submits top 5 responses, eliminating overlap
- What does predictability mean to you?
- Who are we trying to achieve predictability for?

III. Large Group Discussion

III. Large Group Discussion

- Steps
 - Share top small group responses. Each group presents and provides clarity on responses to the larger group if needed (20 minutes)
 - Identify common themes and patterns in responses (10 minutes)
 - Pair up responses (5 minutes)
 - Identify an important ideas that need to be added to the group discussion (5 minutes)
- What does predictability mean to you?
- Who are we trying to achieve predictability for?

IV. Identify common themes

IV. Identify Common Themes

- Steps
 - Each small group is assigned a grouping of responses
 - As a small group name the common link/characteristic/ Action that ties the responses together. (10 min)
 - Discuss implications on identified attributes needed to achieve the ideal balance (10 min)
- What does predictability mean to you?
- Who are we trying to achieve predictability for?

V. Defining Action

V. Defining Action

- Steps
 - Report out
 - Presentation of names for each group of thoughts. (15 min.)
 - Large Group Discussion:
 - Where are you the most uneasy or uncomfortable about the responses?
 - What new insights do you have? (15 min)

Based on the thoughts above what actions are you suggesting we focus on to ensure we are achieving the ideal balance of predictability and discretion in a UDC?

Guiding Principles

1. Zoning categories should **balance certainty and flexibility**.
2. Development standards should be **clear and nimble** enough to **adapt to rapid growth** and new development trends, as well as create **high-quality development**.
3. Ensure **alignment** between the UDC and 2030 Plan, and Small Area Plans.
4. Updating the **outdated UDC is a high priority** and keeping **on timeline is essential**.
5. The code writing process should be **transparent** and involve a **thorough code testing** process to ensure appropriately-scaled development regulations.
6. The development **process and criteria** used for decision making is as important as **development standards**.

Georgetown UDC Project and Meeting Schedule



Meeting, Task, or Deliverable	Completion Date	2022			2023												2024										Status	Notes
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct		
Project Management & Quality Control																										In-Progress		
Engagement & Meetings	October 26, 2022		Trip 1		Trip 2	Trip 3	Trip 3	Trip 4			Trip 5		Trip 6		Trip 7		Trip 8		Trip 9		Trip 10	Trip 11	Trip 12		Trip 13	Trip 14/15	In-Progress	
Internal Kickoff (1)	October 26, 2023																									Done		
Internal Coordination Meetings (48)	Ongoing		x	x	x	x																				Bi-Weekly Calls Scheduled		
External Staff Coordination Meetings (24)	Ongoing		x	x	x	x																				Monthly Calls Scheduled First Tuesday of the month.		
Staff Initiation, Kickoff, Site Tours (2/same day)	November 8, 2022																									Done		
City Council, P&Z, or Joint Workshop (11)	Ongoing		JW 1				CC 1	JW 2			CC 2				CC 3				CC 4		CC 5		JW 3		PZ	CC 1&2	3 of 10 Complete	
Interactive Project Website (1)	January 2023																									Website Launched		
Advisory Committee Meetings (8)	Ongoing				SC 1		SC 2				SC 3		SC 4		SC 5		SC 6		SC 7		SC 8					2 of 8 Complete		
City Dept Code User Focus Groups (6)	January 19, 2023																									Done		
External Code User Focus Groups (6)	February 1, 2023																									Done		
Open House (+Virtual) (2)											OH 1										OH 2						Open houses to take place during Joint project open house events. First event anticipated late summer.	
Online Survey (1)																										In-Progress	2 Surveys. First Survey Closes on February 8, 2023.	
Diagnostic Report																										In-Progress		
FNI Submit Meeting Materials for Steering Committee Meeting 1 and Focus Groups to City Staff	January 6, 2023																									Done		
Steering Committee Meeting 1 and Focus Groups 1	January 19, 2023				SC 1																					Done		
FNI Submit Meeting Materials for Focus Groups 2 (Virtual) to City Staff	Janaury 18, 2023																									Done		
Focus Groups 2 (Virtual)	February 1, 2023																									Done		
FNI Submit Draft Diagnostic Report to Staff for Review	February 13, 2023																									Done		
Present Diagnostic to City Leadership	February 15, 2023																									In-Progress		
City Staff Submit Comments on the Diagnostic Report	March 10, 2023																											
FNI Submit Revised Diagnostic Report to City Staff	March 16, 2023																											
FNI Submit Meeting Materials for City Council Workshop 1 to City Staff	March 16, 2023																											
Submit Meeting Materials for Steering Committee Meeting 2	March 16, 2023																											
City Council Workshop 1	March 28, 2023						CC 1																					
Steering Committee Meeting 2	March 29, 2023 (Tentative)						SC 2																					

Georgetown UDC Project and Meeting Schedule



Meeting, Task, or Deliverable	Completion Date	2022			2023												2024										Status	Notes
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct		
UDC Outline and Annotated Outline																												
FNI Submit Annotated Outline to Staff for Review	March 24, 2023																											
FNI Submit Meeting Materials for Joint Workshop 2	April 11, 2023																											
Joint Workshop 2	April 25, 2023							JW 2																				
Module 1 (Tentative. Based on draft outline.)																												
Module 2 (Tentative. Based on draft outline.)																												
Module 3 (Tentative. Based on draft outline.)																												
Module 4 (Tentative. Based on draft outline.)																												
Module 5 (Tentative. Based on draft outline.)																												
Code Testing																												
Full Draft Revisions and Adoption																												



GEORGETOWN

Unified Development Code Update

March 2023

Code Diagnostic

DRAFT

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1 Introduction

1.1 Project Overview

The Georgetown Diagnostic Report (this Report) focuses on the initial phase of the Unified Development Code (UDC) rewrite process and summarizes feedback from City Council, Planning and Zoning Commission, City staff, community organization representatives, the development community, and the public; provides an analysis of Georgetown's current planning and development regulations; and suggests options to consider for phase two – the UDC rewrite.

1.2 Overall Process

The assessment of the existing regulations took place in four steps:

- Reviewing the City's existing UDC regulations;
- Collaborating with City staff on the City's intended long-term planning goals through the comprehensive planning process;
- Listening to stakeholder's goals and values; and
- Providing recommendations for the UDC that reflect Georgetown's vision for the future.

Listening to stakeholders was the most important step in the process as it gave the Consultant Team the opportunity to hear firsthand what was working and what was not regarding the City's development activity. Comments were tracked and compared throughout the process to help narrow down specific topics for detailed review within the existing UDC regulations.

1.3 Goals and Guiding Principles

1.3.1 Comprehensive Plan Goals

The purpose of the UDC is to provide a regulatory framework to direct development that reflects the community vision. This diagnostic aims to analyze the existing codes and provide recommendations to align the regulations with the goals and guiding principles set forth by the City. The 2030 Comprehensive Plan identifies ten goals that guide development and policy decisions. These ten goals will be referenced throughout the process to ensure consistency between the UDC regulations and the community vision.

- **Goal 1:** Promote development patterns with balanced land uses that provide a variety of well-integrated housing and retail choices, transportation, public facilities, and recreational options in all parts of Georgetown.
- **Goal 2:** Reinvest in Georgetown's existing neighborhoods and commercial areas to build on previous City efforts.
- **Goal 3:** Provide a development framework that guides fiscally responsible growth, protects historic community character, demonstrates stewardship of the environment, and provides for effective provision of public services and facilities.
- **Goal 4:** Guide, promote, and assist the preservation and rehabilitation of the City's historic resources.
- **Goal 5:** Ensure effective communication, outreach, and opportunities for public participation and community partnerships to foster a strong sense of community.

- **Goal 6:** Ensure access to diverse housing options and preserve existing neighborhoods for residents of all ages, backgrounds and income levels.
- **Goal 7:** Maintain high quality infrastructure, public safety services, and community facilities.
- **Goal 8:** Actively partner with GISD, Williamson County, other governmental agencies, and local organizations to leverage resources and promote innovation.
- **Goal 9:** Maintain and add to the existing quality parks and recreation.
- **Goal 10:** Improve and diversify the transportation network.

1.3.2 **UDC Update Process Guiding Principles**

At the beginning of this UDC update process, the City Council and Planning & Zoning Commission jointly identified six Guiding Principles to guide the process and direction of the UDC. These Guiding Principles directly impact revisions to the code regulations, organization of the UDC document, and communication with the community during the UDC update process.

The six Guiding Principles are:

1. Zoning categories should balance certainty and flexibility.
2. Development standards should be clear and nimble enough to adapt to rapid growth and new development trends, as well as create high-quality development.
3. Ensure alignment between the UDC, 2030 Plan, and Small Area Plans.
4. Updating the outdated UDC is a high priority and keeping on timeline is essential.
5. The code writing process should be transparent and involve a thorough code testing process to ensure appropriately-scaled development regulations.
6. The development process and criteria used for decision making is as important as development standards.

1.4 **Key Components of the Diagnostic**

The City of Georgetown has recognized a need to update the existing UDC. Evolving conditions in the community, such as changes in state law, changes in development trends, and the recently adopted 2030 Comprehensive Plan have prompted a need for this update. The purpose of this diagnostic review is to assess the existing UDC regulations and provide recommendations that will inform revisions to the UDC. The key components of the diagnostic analysis include:



- **Development Process Audit**

- Evaluate the current development process and regulations with the objective to create consistency and overall process synchronization.



- **Consistency with 2030 Plan Goals, Policies, and Implementation Plan**

- Conduct an audit of the UDC to ensure the regulations in the code align with the goals and policies established by the City.



- **Legal Compliance**

- Conduct an assessment of the code's compliance and alignment with state and federal requirements and enabling legislation. Additionally, review for enforceability, both in assigning the responsible party for enforcement and what constitutes a violation should be reviewed.



- **Best Practices & Expectations**

- Conduct an assessment of how well the City's development codes align with 1) expectations of citizens and the development community, 2) national development trends, and 3) municipal best practices.



- **User Friendliness**

- Conduct an assessment of the directness, and overall usability of the UDC. The UDC should be easy to use for the public, applicants, and administrators. The UDC should also be logically arranged, easy to navigate, and include language and graphics that are attractive and clear to create a user-friendly document.



- **Economic Impact**

- Provide a cursory assessment of how development under current codes impacts costs and revenues of the City, and how current development codes impact the local economy. This should include factors such as housing affordability, economic development goals, etc.

Each of the key components listed is identified with a corresponding symbol. Recommendations in this diagnostic will relate to these key components by showing the corresponding symbol. A recommendation may relate to one or more key components.

2 Outreach

2.1 Stakeholder Interviews

The UDC rewrite began with stakeholder interviews between the Consultant Team and local developers, design professionals, local community organizations, elected officials, and City staff between November 2022 and February 2023. City staff identified stakeholders who represent frequent code users and representatives of organizations that regularly have a role in development projects in Georgetown. The following provides a summary of the key discussion topics that emerged from the Stakeholder Interviews. Complete notes from the focus group interviews are available separately.

2.1.1 Development Community Code User Interviews

2.1.1.1 Shot Clock Requirements

- Adoption of the shot clock bill has been a nuisance for the development community.
- Stakeholders expressed that if there is a minor revision or missing item during the application submittal process, the entire application is not accepted and must be resubmitted. In some cases, the applicant does not have ample time to make necessary corrections before the application is kicked back. This causes the development process to slow down and cost the developer money. It is recognized by most parties that such frustration is an unintended impact of the state law, as strict timelines limit the ability to collaboratively work to resolve deficiencies.
- Strict review timelines are a result of shot clock requirements. It would reduce development delays if applicants had more time or were notified earlier to correct the application as part of the application completeness review before the application is officially accepted by the City.
- Evaluate options to separate the subdivision regulations and processes so that revisions to other plans, such as construction plans and site plans, are not subject to shot clock requirements.

2.1.1.2 UDC Requires Modifications, but Not a Wholesale Rewrite

- Generally, the development community is comfortable with the UDC and does not think there is a need to overhaul the entire code. Only minor modifications are recommended.
- The current UDC is easy to understand and easy to navigate.
- Add an introduction to help clarify how to use the UDC for new users.
- Certain sections will require more attention and more significant revisions.

2.1.1.3 Modernized and Right-sized Subdivision Regulations

- The current lot and block requirements are producing larger lot sizes that do not match market demand. The trend for single family development is to have smaller 40-foot lots with more density. For example, a 30-foot-wide house and the 6-foot side setbacks on each side required by the City could result in 42 foot lots.
- Administrative exceptions and variances are frequently requested because the Subdivision Regulations don't lend themselves to common sense approaches.
- Context matters – there are drastic terrain changes that require Subdivision Regulations to address those terrain differences. Differences between the flat eastern portions of the City and the topography on the western side cause problems with complying with connectivity ratios and infrastructure requirements.

2.1.1.4 City Staff Make the Process Easier

- Working with City Staff is easy, and they help interpret the regulations and application process.

2.1.1.5 Update the Landscaping Regulations

- There is a desire to use different landscaping methods to encourage water conservation.
- The development community supports the use of xeriscaping and drought-tolerant plants to conserve water resources.
- Need more tolerance for tree removal in scenarios where significant preservation of trees does not make as much sense, such as large industrial developments that involve large clear-span buildings and significant space for large delivery vehicle logistics.
- Use common sense techniques and incentives to encourage development that preserves trees instead of discouraging it.

2.1.1.6 Issues with Easements and Utilities

- One of the most difficult parts of the development process is entitlements.
- The City requires easements to be recorded by a separate instrument instead of allowing the easements to be established on the plat. Putting easements on the plat streamlines the process by incorporating it as part of the plat, and not requiring a separate process to establish the easement. It also makes it easier to identify easements related to the plat as opposed to searching through separate documentation. Plat-established easements can cause complications upon replat if lot lines are shifted or removed that were intended to run down the lot line, limiting the ability to use an amending plat in some instances.
- The general easement process is complicated and constantly requires opinions from the City's legal professionals.
- Easement requirements are not practical, make it difficult to meet site requirements, and require more land to comply (i.e., required shade trees are not permitted in trail easements, Georgetown Utility easements must be separate from other utility easements).

2.1.1.7 Ineffective Zoning Districts and Use Regulations

- Zoning districts have old uses that do not produce desirable outcomes (i.e., industrial uses).
- There is not enough distinction between MF-1 and MF-2 districts, which leads to increased use of PUDs.
- Some zoning districts are not pursued due to concerns that other uses permitted by-right, or SUP deemed undesirable to adjacent property may result in protest from those adjacent property owners.
- There is a need to improve use-specific regulations to address certain uses within zoning districts.

2.1.2 City Staff Code User Interviews

2.1.2.1 Code Organization and Usability

- Ensure that existing ordinances and ordinances currently being updated are incorporated in UDC (ex. Water and Wastewater Master Plans, criteria and design manuals, impact fee studies, real estate ordinance, etc.).
- Common administrative approvals should be memorialized in the code (ex. City engineer determinations, administrative exceptions, etc.).
- Use tables to show quantitative regulations where possible to make information easy to understand.

- Update regulations that are preempted by state law or different from what the City is currently doing.
- Create resiliency in the code so that the regulations are flexible enough to meet the changes in the development environment over time, opposed to having regulations for specific situations without the need for administrative exceptions, variances and similar processes to resolve.
- Revise language to be more simple, straightforward, and streamlined. A common comment was that the UDC seems to use more words than necessary to convey a regulation and its intent, and that in some instances this prompts the need for legal interpretation that might be avoided through more direct language.

2.1.2.2 Environmental Protection Regulations

- Impervious Cover regulations need to be updated.
- Provide more clarity regarding the required amount of impervious surface for different levels of development and create more flexibility for certain types of development.
- Consider permitting a higher percentage of impervious surface for certain uses like multifamily or industrial. Outside of environmentally sensitive area, Engineering would be willing to consider 100% impervious surface, but also noted that this has policy implications for other impacts such as aesthetics.
- Consider allowing waivers for residential development similar to waivers used for industrial.
- The current limits to impervious surface has unintended impacts to residential properties, for instance when they want to add a shed. It can push the property over the limit of impervious surface permitted.
- Provide higher incentives to a level that supports market-adoption when there is more pervious surface on a site.
- Clarify what constitutes impervious surface, such as crushed rock. Some cities establish partial pervious credits based on the performance of materials, memorialized in a technical manual or in the code.

2.1.2.3 Landscaping and Tree Preservation

- Tree preservation requirements need to be updated to make preserving heritage trees more of an incentive for developers and provide better clarity on how the regulations are enforced.
- Promote drought-tolerant plants, xeriscaping, and native landscaping for commercial and residential development.

2.1.2.4 Utilities

- Consider altering the requirements for underground electric utilities to permit above ground utilities in select circumstances where it makes sense, and then have the underground utilities throughout the site. Interpretation of the regulations and retrofitting a site for underground utilities can be difficult.
- Clarify the definition of Public Utility Easements (PUE) versus City Utilities and use consistent wording between City codes and ordinances.

2.1.2.5 Enforcement and Authority

- The UDC lacks clarity on who the enforcement authority is for various regulations (e.g., who is responsible for enforcing tree regulations is unclear in the UDC.). Update the UDC to identify the enforcement authority for each section.

- In some cases, the enforcement responsibility identified in the code does not reflect the reorganization of City roles and departments (e.g., the powers and duties of the Urban Forester include reviewing and making recommendation on plats, site plans and other permits, but the Planning Department reviews plans, and the Urban Forester doesn't). Some cities write their UDC to the charter, meaning that authority is assigned to the City Manager for any elements not specified by the charter for other individuals, in order to support changing approaches to the administrative organization.
- There should be escalating consequences for repeat code violations. Find ways to deter code violations, such as putting habitual offenders on a list. Ensure all means of code abatement allowed by state law are fully enabled, such as Local Government Code Chapter 54 enforcement, civil remedies, etc.
- The use of PUDs, development agreements and other instruments causes complication in the code enforcement process since enforcement officers cannot rely exclusively on the UDC standards. They are tasked with enforcing multiple versions of regulations for the same type of issue.
- Enforcement of certain regulations in the ETJ needs to be clarified.

2.1.2.6 Development/Redevelopment

- Direct interpretation of the code for existing development can be difficult. Incorporate infill regulations and means of alternative/incremental compliance to address issues with developing older properties that don't necessarily meet modern site regulations intended for new development.
- There is a sentiment that multifamily developments are disliked because there is a belief that apartments, specifically garden-style, deteriorate over time. Consider changing the required amenities or providing incentives for multifamily development to encourage more density, better design, and higher-quality multifamily products. For example, if the preferred format for multifamily is a 4-over-1 or wrapped parking structure, provide a regulatory pathway that supports this format over the common garden-style suburban apartment.
- The Downtown Overlay District create issues for providing electric utilities, specifically regarding the zero feet setbacks and the amount of ROW provided for utility easements. There is not a standard clearance requirement provided for electric utility equipment. This may be addressed in updates to the design manual to address urban frontage circumstances.

2.1.2.7 Fire Code

- Generally, better align UDC regulations with Fire Code.
- There is a misalignment between the number of access points required and Fire Code standards.
- Increase the required amount of clear space around fire hydrants and increase the street width to allow for truck turning.
- Align the UDC with the Fire Code on street width for when parking isn't allowed, limited to one side, and when parking is allowed on both sides of the street.

2.1.2.8 Applications and Processes

- Pre-application meetings are good, but applicants still have multiple reviews. This causes conflict with shot clock approval deadlines because the subdivision regulations are intertwined with development regulations.
- Separating the subdivision regulations and development regulations can help reduce shot clock conflicts.

- Creating graphics for the City processes could help reduce confusion about what is required at each part of the process for different applications and ensure the right people are involved in the review. (ex. It is unclear when legal should be involved in the review and when certain things must be done before a permit is issued, such as the abandonment process, separation dedication process, and ROW encroachment process.)
- The code should better explain the License to Encroach procedure and clarify that there are necessary steps and authorizations that must be obtained in proper order or the process gets slowed down.

2.1.2.9 Signs

- Cross-reference UDC with sign regulations elsewhere in the Code of Ordinances.
- Temporary signs are difficult to permit. Downtown sandwich boards are prohibited in the right-of-way. Consider special permission for signs in certain areas.
- Need to address risk-tolerance in reference to sign regulations. Some signs don't need to be regulated so strictly.

2.1.2.10 PUD Overuse

- PUDs are used to address setbacks, lot sizes, impervious cover, and housing mix. Some of these changes should be codified in the base zoning to reduce the need for PUDs.
- PUDs do not have enough flexibility to address market conditions.
- There are not a lot of good development options for large developments, so PUDs are the most viable option.
- There are too many small PUDs – PUDs should have minimum size requirements.
- Using a PUD should be the last resort.

2.1.2.11 Unclear and Unrealistic Technical Standards

- Some of the technical standards (ex, street design in Chapter 12) are not realistic for implementation in real world conditions. These are anticipated to be addressed via the Future Mobility Plan.
- Some regulations are unclear (ex., block length) and require interpretation from Staff.
- It would be more effective to have clear regulations that are easily understood and do not require interpretation.

2.2 Community Online Survey

An online survey was launched at the beginning of the process to gauge stakeholders and residents about their experience with the City's current development regulations and processes. Two surveys were launched as part of this process. The first survey was geared towards the general public and the second survey was targeted to common code users such as developers, engineers, and real estate professionals. The following provides a summary of the responses received through the online surveys. The full survey results are available separately.

2.2.1 Summary of Public Survey Responses

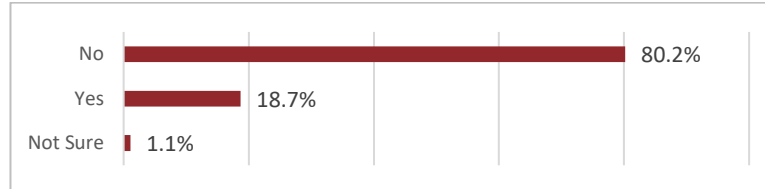
2.2.1.1 Survey Information

This statistically valid survey had five questions and was available for 48 hours from February 6 to February 8. The survey was directed to Georgetown stakeholders that signed up to receive surveys; however, additional participants could take the survey if they receive a link to the survey. Participants were not required to respond to every question. Some questions may have fewer responses than the total number of participants. Of the 911 initially invited to take the survey, 654 participants responded to the survey, including an additional 33 participant

that were not initially invited. The following survey information reflects responses from Georgetown local residents only (470 participants).

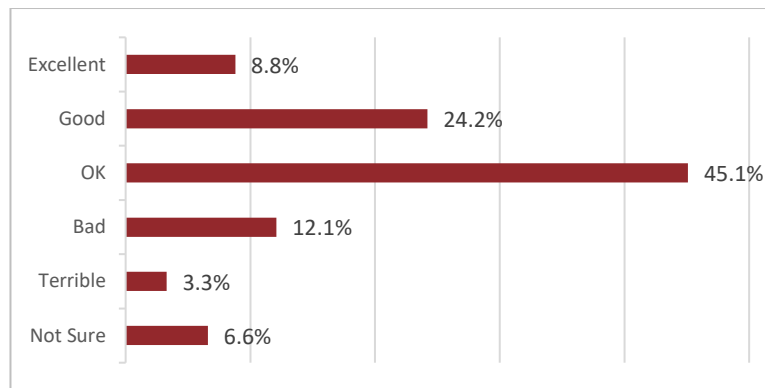
2.2.1.2 Survey Response Summary

QUESTION 1 - In the last 24 months, have you had any experience with the Georgetown development code or the application and inspection processes? (For example: reading regulations, applying regulations to obtain building permits, submitting site plans, applying for a zoning change, etc.) (470 Responses)

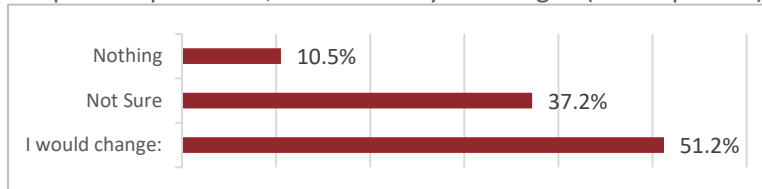


QUESTION 2 - How would you rate your most recent experience with the development code or application and inspection processes? (91 Responses)

Average Rating: 3.25 (5 - Excellent / 1 - Terrible)



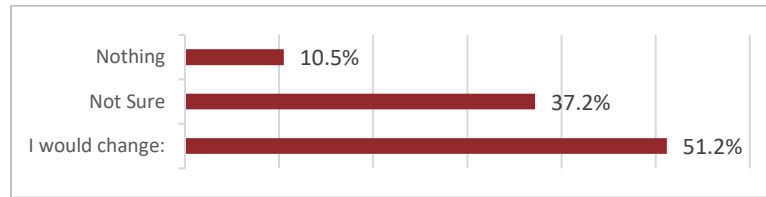
QUESTION 3 - If you could change anything about the development code or the application and inspection processes, what would you change? (86 Responses)



Sample Comments from Survey Responses

- Consistency. Codebook, so everyone is on the same page. Too many personal takes.
- Speed of process
- Minor site plans not going to P&Z
- Very difficult to find relevant content
- Uniformity, or at least some sort of standardization of street and sidewalk widths

QUESTION 4 - Are there any specific examples of good development in Georgetown or another community that you would like to see more of in Georgetown? (433 Responses)



Sample Comments from Survey Responses

- COSTCO
- I like the low-density areas where things aren't all crammed together and there is lots of parking.
- Wolf Ranch, the Rivery
- roadway improvements around I35/Williams.
- The town square where there is a large concentration of various businesses.
- Single family housing re: Parmer Ranch or Hidden Valley
- Dripping Springs restrictions for water
- The Domain in Austin
- Downtown McKinney TX square
- Salado, Sun City
- Public parks connected by public transit

QUESTION 5 - Any other comments or suggestions about the development code, application processes or land uses in Georgetown, including things you'd like to see more of or less of? (220 Responses)



Sample Comments from Survey Responses

- Examine the landscaping codes. Much of the new construction near the airport and the I-35/I-130 intersection are laying down a lot of grass. That takes a lot of water. Perhaps look into regulating more indigenous landscaping, particularly moving toward more xeriscape features.
- We need to slow growth to better utilize available water resources.
- Keep buildings to the current height restriction - don't change it. Keep the historical integrity of the Square and the surrounding area.

- Be sure to allow for green space and continue to require landscaping, sidewalks, bike paths and other amenities as shopping centers, apartments and neighborhoods are approved.
- Variance application process isn't very clear. License to encroach process isn't clear, particularly which entities must give permission before applying for license. 6 foot fence limit is very short for streets on an incline. Permit fees are high for even minor work.
- More mixed-use development. Encouragement of neighborhood/community bars/grocers/restaurants rather than solely zoning for residential in new neighborhoods (reduce traffic/encourage local investment).
- I would like to see enforcement of the heritage tree ordinance and the ordinance that says developers must use only the plants of the preferred plant list when they landscape. I would like to see more concern about water supply for those of us already living here before more homes are built or more car washes are approved.

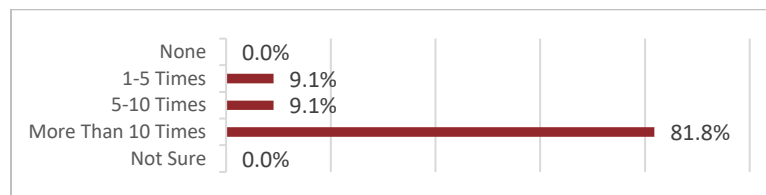
2.2.2 Summary of Common Code User Survey Responses

2.2.2.1 Survey Information

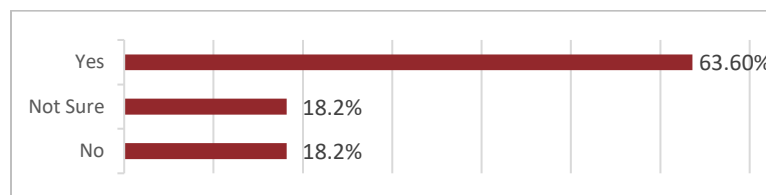
This non-statistically valid survey had five questions and was available for two weeks. The survey was directed to common users of the UDC, such as developers, real estate professionals, and engineers. Participants were not required to respond to every question. Some questions may have fewer responses than the total number of participants. The following survey information reflects responses received. Of those that were sent the survey, 11 responses were received.

2.2.2.2 Survey Response Summary

QUESTION 1 - In the last 12 months, how often have you used the development code or code processes? For example, reading regulations, applying regulations to obtain building permits, submitting site plans, applying for a zoning change, etc. (11 Responses)



QUESTION 2 - Do you think the current City development ordinances produce high-quality development that is appropriate for Georgetown? (11 Responses)



QUESTION 3 - If you answered no to Question 2, why not? (2 Responses)

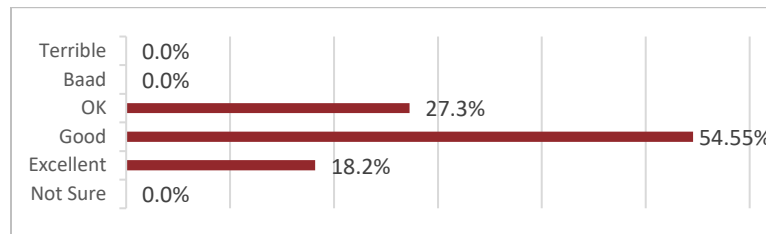
Sample Comments from Survey Responses

- If we want to develop COG to the highest standard, then we should coordinate the expectations with other neighboring cities. Each has a general UDC but they are not

supportive of each other. The approach should be a unified one and ultimately help everyone and have common goals and expectations.

- The code for subdivisions is great but the code for commercial and industrial development needs some review.

QUESTION 4 - How would you rate the current City development application and inspection processes? (11 Responses)



QUESTION 5 - If you could change anything about the current development application and inspection processes, what would you change? (10 Responses)

Sample Comments from Survey Responses

- The PUD and SUP processes are very subjective at the staff level and not always consistent with the appointed or elected officials so the contradiction can be difficult. If the staff review could be objective and leave the subjective review to the Boards and Commissions, I think it would be more streamlined.
- The License to Encroach procedures need to be re-written with a conditional approval process so developers do not have to take the risk of construction prior to acceptance of ROW from the City and then approval of the LTE.
- Less emphasis on the process and more on the purpose/results. Too stringent on technical submittal requirements leading to rejections when simple solutions could be done to keep moving forward.
- Speed up review times.
- When going through a completeness check after we make the submittals, we would prefer to have the opportunity to provide any missing documents instead of just being kicked out until the next submittal date. There are times where we had one outstanding document and we missed getting it uploaded and were kicked out although we had the document and could provide it ASAP when notified. I understand this could cause issues on your end and it's our responsibility to make sure all the documents are uploaded but it's frustrating for us when we have an outstanding document but it was not uploaded for whatever reason.

QUESTION 6 - Are there any land uses in Georgetown that you think cause problems? For example, are there uses that you think create compatibility issues when next to residences? (6 Responses)

Sample Comments from Survey Responses

- The City does not appear to be open to MH zoning so why is it listed in the UDC?
- The downtown zoning is going to create conflicts with the surrounding neighborhoods, particularly with the lack of parking.
- The potential for industrial users to run multiple shifts may be a problem adjacent to residential areas. As more industrial zoning gets approved along SH 130 and residential is also in the area, there may be a need to have industrial zoning with limited hours.
- Yes, there needs to be better planning between commercial and residential areas, with an emphasis on maintaining the feel of the COG.
- Would like to see an additional allowance for 40' lots added.
- MF-1 zoning needs to be further refined and updated. MF-1 essentially requires a PUD to address city and stakeholder concerns before being considered.

QUESTION 7 - What concerns or problems with the current development standards and ordinances should be addressed in the Unified Development Code update? (11 Responses)

Sample Comments from Survey Responses

- Tree mitigation is still a significant issue.
- Permitting processes - When a project is in the ETJ, the permitting processes and governing communication are almost non-existent. We've also seen a recent issue with the Real-Estate department and crossing easements.
- Downtown Area 2 parking requirements
- There should be more green space development and preservation, blended into the developments. Sticking a vacant lot within a neighborhood to meet impervious/pervious cover, Heritage trees, Aquifer requirements, etc. is done in a way to meet the code not doing what is best.
- The minimum lot size decreased to 40'. Residential side setbacks decreased to 5'.
- I like the option to opt out of the shot clock process assuming the City review continues to be done on the same schedule as the shot clock process.

QUESTION 8 - Any other comments or suggestions about the development standards, ordinances, or processes? (5 Responses)

Sample Comments from Survey Responses

- Granting of easements needs to be a more streamlined process.
- We've encountered a couple of projects lately that we have taken over from a previous Engineer that recently permitted. I'm not sure everyone is being held to the same standards during the review process. Continuity is crucial for a smooth process. Overall staff seems to care and is trying to improve the system.
- There are simple and proven ways to streamline the process of each submittal within MGO, as well as working the external information that is needed. Needs to be more responsibility from the submitter as well as reviewers. Each should meet on a regular

basis and be open to areas that need to improve. Need strong leadership that sets examples and defines what is expected by demonstrating such.

- This may not be a planning issue but the big issue we are having is dealing with real estate and recording offsite easements whether they be temporary or permanent. It has become a very challenging and time-consuming process. The lack of response and direction from the real estate department is frustrating. I feel like the real estate department has created a process to be harder than it needs to be. Another issue is the navigation of recording a PUE (specifically for PEC) located outside of the plat boundary adjacent to a ROW line that would be a future PUE on the next phase plat. This is almost impossible to satisfy PEC and the City of Georgetown and not ultimately have 2 easements parallel to each other. There has to be a way for both parties to agree to 1 easement.
- The UDC is a strong document. More and more recently, new staff has been hired that interprets the UDC differently than past staff. Also, reports have become much more based on personal opinions recently. Issues are staff-based, not code based.

3 Adopted Plans and Policies

As part of the UDC Update process, existing plans and policies adopted by the City, as well as planning policy efforts in progress, were reviewed. Goals, objectives, and action items were extracted and examined to navigate the Diagnostic stage of the UDC Update process. This section provides an overview of the most recent planning policies, plans, and studies that guide Georgetown's development.

3.1 Your Georgetown 2030 Comprehensive Plan Update

Georgetown's 2030 Comprehensive Plan was adopted in March 2020. The Comprehensive Plan is a long-range planning document that establishes the City's vision and recommends strategies to achieve the goals for the continued growth and development of the City. The Comprehensive Plan developed goals and themes and provided recommendations related to land use, transportation, utilities, economic development, parks and recreation, and implementation.

Vision Statement

"Georgetown: A caring community honoring our past and innovating for the future."

The Comprehensive Plan identifies numerous implementation action steps that should be addressed through the UDC Update process. These action steps include:

- Analyze and amend the UDC to ensure that proper transitions and buffering are required between neighborhoods and adjacent commercial areas. (LU.1.a.)
- Analyze and amend the UDC to ensure standards are appropriate for new residential development to allow a range and transition of density, accommodate smaller residential lots, prioritize open space, amenities, and heightened connectivity. (LU.2.a.)
- Analyze and amend to accommodate higher-density residential developments (e.g., 24+ dwelling units per acre). (LU.2.b.)
- Analyze and amend the UDC to support density bonuses and transfer of development rights as incentives for desirable development types and forms. (LU.2.c.)
- Analyze and amend the UDC to promote compact, well-connected neighborhoods and commercial areas pertaining to street connectivity, street design, open space, etc. (LU.3.a.)
- Analyze and amend the UDC to ensure the Community's vision for Highway Corridors, as described in Gateway Overlay Exhibit in the adopted Land Use Element, is reflected. (GC.1.b.)
- Analyze and amend the UDC to develop a Williams Drive Gateway Overlay Zoning District (Austin Ave to Jim Hogg Rd) that supports the vision established for the corridor in the 2017 Williams Drive Study. (LU.4.b.)
- Analyze and amend the UDC to include an Urban Gateway Overlay Zoning District to support a more intense urban design that reflects the development of established corridors such as Austin Avenue, SH29 (University). (LU.4.c.)
- Develop signage and landscaping standards for the Urban Gateway Overlay Zoning District. (LU.4.d.)
- Analyze and amend the UDC to ensure consistency between the Downtown/Old Town overlays and the Downtown Corridor overlay. (GC.2.a.)
- Analyze and amend the UDC to ensure the Community's vision for Downtown Corridors, as described in Gateway Overlay Exhibit in the adopted Land Use Element, is reflected. (GC.2.b.)

- Analyze and amend the UDC to ensure consistency with the vision, goals, and policies of the Downtown Master Plan. (LU.6.a.)
- Analyze and amend the UDC to identify incentives (e.g., density bonus, reduced setbacks, fee waivers, and grants) to encourage high-quality building materials at key corridors and nodes, including Williams Drive at I-35 and SH29 (University) at I-35. (LU.7.a.)
- Analyze and amend the UDC to identify opportunities to reduce the impact of development without substantially increasing the cost (e.g., maximum impervious surface, natural drainage, building orientation, increased density, and enhanced pedestrian/bike connectivity) (LU.9.a.)
- Analyze and amend the UDC criteria for voluntary annexation. (LU.10.c.)
- Analyze and amend the UDC to ensure the Community's vision for Scenic Corridors, as described in Gateway Overlay Exhibit in the adopted Land Use Element, is reflected. (GC.3.a.)
- Analyze and amend the UDC for the feasibility of incentivizing the preservation of existing structures through increased flexibility of development standards. (4.b.)
- Analyze and amend the UDC to allow more compact residential development (e.g., lot size, street width, setback, ranges in density). (LU.11.a.)
- Analyze and amend the UDC to identify opportunities to improve Workforce Housing Development standards (e.g., lot size, setbacks, density, parking, and coverage) to support low-income and workforce renters. (H.5.c.)
- Incentivize multi-bedroom rental housing options for families with children or seniors (multi-generational housing). (H.5.e.)
- Analyze and amend the UDC to identify opportunities to improve Workforce Housing Development standards (e.g., lot size, setbacks, density, parking, and coverage) to support workforce homeownership opportunities. (H.7.b.)
- Update MUD/PID and residential PUD policies with a definition of housing diversity. (H.9.a.)
- Analyze and amend the UDC Housing Diversity Development standards to strengthen incentives. (H.9.b.)
- Analyze and amend the UDC requirements and development standards for accessory dwelling units (ADUs). (H.9.c.)

3.2 Future Mobility Plan

The Future Mobility Plan (FMP), previously known as the Overall Transportation Plan (OTP), guides future roadway improvements, roadway design standards, the location of future roadway facilities, and outlines the City's transportation goals and identifies potential funding mechanism. The previous OTP was completed in 2014. The plan did not recommend significant changes to the functional roadway classification, however, it does recommend updates to the roadways design standards to incorporate context sensitive solutions, such as adding bike lane standards, for existing roadway classifications depending on the context, including Main Street, Mixed Use, Commercial, and Industrial.

At the time of this diagnostic, the City is currently working on updating the FMP and it is expected to be adopted in Fall 2023. The update will build upon the previous plan, accommodate city wide changes, recommend new roadway locations and functional classifications. During the UDC Update, the project team will coordinate with FMP Update and incorporate the resulting recommendations to align the two documents.

The goals and objectives of the FMP are:

- Implement improvements to the local road and traffic control system, including new thoroughfare linkages to enhance connectivity, improved and coordinated traffic signalization, standards for access management to enhance traffic flow and safety.
- Progress toward a functional, well-integrated, multi-modal transportation system that provides a variety of choices – bicycle, public transportation, and pedestrian – on a local and regional level.
- Reduce reliance on single-occupant automobile traffic by retrofitting bicycle lanes and sidewalks in underserved areas to enhance bicycle and pedestrian mobility; incorporating these facilities in new developments; and encouraging compact mixed-use and other “walkable” development types.
- Guide the future growth and development of the City toward a more balanced approach between employment and commercial centers, schools, and other high-traffic generators.

3.3 Downtown Master Plan Update

The Downtown Master Plan of 2014 provides an updated framework for the development of downtown through the year 2030. The Downtown Master Plan is a holistic planning effort that assesses existing conditions and recommends strategies to direct development in Downtown Georgetown. The study area for the plan is shown in Figure 3-1. The Downtown Master Plan is currently being updated at the time of this Diagnostic Report, and plan recommendations will be incorporated into the UDC update as applicable.

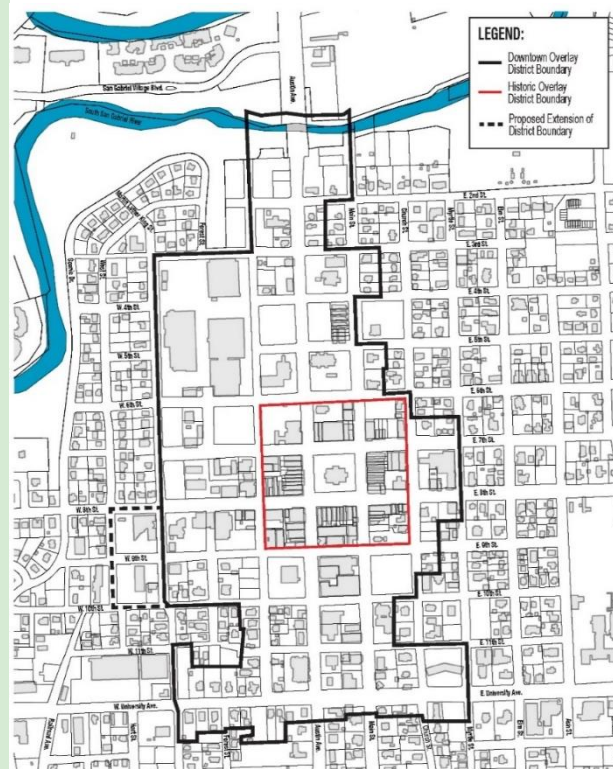
The 2014 Downtown Master Plan identifies various recommendations that should be addressed through the UDC Update process. These recommendations include:

- Facilitate adaptive reuse of historic buildings and redevelopment of vacant lots.
- Promote the development of downtown living and professional offices on the upper floors.
- Continue to improve pedestrian circulation with upgraded, continuous and accessible sidewalks with a higher level of streetscapes and landscapes than other parts of downtown.
- The plan recommends creating a parking district to provide for an adequate supply of well-managed parking in a cost-effective manner. Evaluation of parking standards in the MU-DT District can support the effectiveness of a parking district or similar means of clustered/communal parking in providing adequate parking.
- Align the downtown design guidelines and UDC for consistency.

Vision Statement

“In 2030, Georgetown is a growing city, recognized throughout the region and the nation as a premier community of choice by virtue of its exceptional livability; proud historic heritage; welcoming, engaging people; safe neighbor-hoods; variety of well-paying jobs; excellent public schools; vibrant arts and cultural offerings; and well-planned infrastructure, transportation, and public facilities...”

Figure 3-1. Downtown Overlay Area



3.4 Williams Drive Gateway Plan

The Williams Drive Gateway Plan envisions a vibrant mixed-use center and gateway and outlines policies for future development of the Williams Drive Gateway Small Area (shown in **Error! Reference source not found.**). The plan proposes future land uses, street networks, and public and private improvements, often involving redevelopment of individual or assembled sites.

The plan identifies various implementation strategies that should be addressed through the UDC Update process. These strategies include:

- Guide the desired development pattern for the Williams Drive Gateway through the adoption of a mixed-use, special area plan overlay, or other zoning district.
- Create development standards to provide open spaces within the boundaries of the Williams Drive Gateway Plan.
- Create development standards to provide open spaces within the boundaries of the Williams Drive Gateway Plan.
- Create development standards to strengthen the Williams Drive Gateway unique identity through aesthetic enhancements such as landscaping, street lighting, signage and building design.

3.5 Georgetown Parks and Recreation Master Plan

Georgetown Parks and Recreation Master Plan serves as a guide for the Department of Parks and Recreation through 2032. The plan provides goals, objectives, and action items to guide the development and improvement of parks and recreation opportunities in the City.

The plan identifies various recommendations that should be addressed through the UDC Update process. These recommendations include:

- Review the current UDC code to consider amendments to require connection to the City's trail system from abutting subdivisions.

The plan also includes design standards for trailheads, access points, and trail sections (Appendix E and Appendix F) that will be incorporated as part of the UDC Update.

3.6 TRG Neighborhood Plan

The TRG Neighborhood Plan outlines strategies to support infrastructure improvements and compatible development while preserving the history and culture of the neighborhood.

The plan identifies various recommendations that should be addressed through the UDC Update process. These recommendations include:

- Establish a TRG Neighborhood Overlay District

The plan also lists TRG Neighborhood Overlay District components. These components are as follows:

Vision Statement

“The TRG neighborhood will be a safe, healthy and diverse multigenerational community that promotes and protects it’s rich and varied heritage, residential character, and cultural community assets for future generations and all citizens of Georgetown.”

Setbacks and Orientation

Single-family buildings should be aligned with the existing block setbacks. Consistent setbacks provide a clear sense of enclosure to streets, enabling them to function as outdoor rooms. Existing zoning in TRG requires a 20-foot front setback. Shallow setbacks are recommended for multifamily, commercial, and mixed-use buildings. Buildings sited near the sidewalk edge create enclosure with a street wall, and a vibrant and interesting pedestrian realm.

Building Height

Overall, building massing should be generally consistent with or complementary to those buildings nearby. Houses may be 1 to 1 1/2 stories in height but should generally not exceed 1/2 story higher than adjacent buildings. Commercial buildings should not exceed 2 stories to create a human scale. Mixed-use and multifamily buildings should range between 2 and 3 stories.

Parking/Garages

Wherever possible, garage doors should be concealed from the street. Garages or carports with side entries are ideal. Multifamily and nonresidential surface parking should be located to the side or rear of buildings to eliminate parking lots along the street wall. Parking visible from the street should be screened with plantings and landscaped walls, tall enough to screen headlights.

Sidewalks

Sidewalks should provide continuity for access to buildings and open space. Ensure that all destinations within the neighborhood are connected with sidewalks. This includes residential and nonresidential uses, such as pavilions, public art spaces, and playgrounds.

Lighting

Lighting is required for public safety, for all forms of transportation and to extend the usability of open space after dark. Illuminate trails, parking areas and pedestrian walkways to improve safety. Avoid spillover impacts onto adjacent properties and coordinate with city departments on approved lighting fixtures.

3.7 San Jose Neighborhood Plan

The San Jose Neighborhood Plan outlines strategies to support infrastructure improvements and compatible development while preserving the history and culture of the neighborhood.

The plan identifies various recommendations that should be addressed through the UDC Update process. These recommendations include:

- Establish a San Jose Neighborhood Overlay District

The plan also lists San Jose Neighborhood Overlay District components. These components are as follows:

Roof Style

The recommended primary roof form is a gable end that faces the street or a cross gable that runs parallel to the street. Gable, hipped, pyramidal, and gambrel roofs are all appropriate.

Building Height

Building massing should be consistent or complementary to nearby buildings. Dwelling units may be one or one and one-half stories to fit the context of the existing neighborhood.

Parking

Off-street parking should be created where feasible. Both attached and detached garages are acceptable, as well as carports. Tandem parking is also permissible. Driveways are typically single width in San Jose. New driveways should be single-width at the curb cut and continue at a single-width until one reaches a length suitable for one car to park in front of each garage door or carport space. New garages or carports must be compatible in architectural style, materials, scale, roof profile, and detail with the principal building on the lot.

Setbacks and Orientation

Consistent building setbacks create a clear sense of enclosure to the public realm, enabling public space to function as an outdoor room. Where infill buildings are constructed adjacent to existing structures, the setback shall adhere to that of neighborhood properties along the block face.

Vision Statement

“San Jose is a historic, multigenerational, safe neighborhood in the heart of Georgetown that celebrates and protects its Hispanic heritage, residential character, and community assets like San Jose Park, San Jose Community Church, and the historic San Jose shrine.”

Minimum Lot Sizes

The minimum lot size should be reviewed as part of establishing an Overlay for San Jose. A smaller minimum lot size allows for the development of smaller homes and supports a range of housing at varying price points, and potentially homeownership.

Accessory Dwelling Units (ADUs) or Casitas

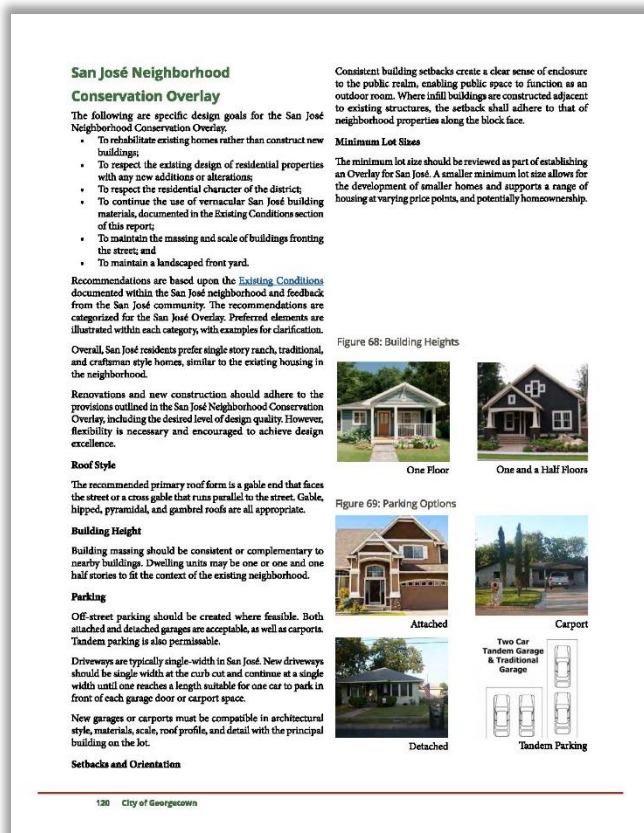
Accessory dwelling units (ADUs) are smaller independent residential units located on the same lot as a detached single-family home. ADUs can improve housing affordability for families by supporting multiple generations of families living separately on one lot. They can also provide a place for seniors to age in place, close to their families.

In San Jose, ADUs should not exceed 600 square feet and should be located to the rear of the primary structure and detached, or over the garage. Where the unit is above the garage, the entrance should be on the side or back of the structure, to maintain the appearance of a single-family dwelling.

ADUs should be in a similar architectural style to the primary dwelling and subordinate to it.

One off-street parking space should be provided per ADU unit.

Figure 3-2. Pages from San Jose Neighborhood Plan with Neighborhood Overlay Components



4 Zoning Approaches Overview

4.1 Zoning Approaches

The “Zoning Type” refers to Georgetown’s approach to regulating development. Georgetown’s current UDC regulations use components from different zoning types to provide different development outcomes. There are several approaches to zoning commonly used by communities throughout the United States. The oldest and most basic approach is conventional, use-based (also known as “Euclidean”) zoning. This divides the community into districts where different uses are allowed, and different setbacks, building height, lot coverage, and other metrics apply. Most of Georgetown’s zoning districts are classified by a conventional zoning structure. The remaining zoning districts are either “overlay” districts, “Planned Unit Developments (PUD)”, or “form-based”, which is based upon the form of the development as opposed to primarily the use. The form-based approach is used in the Mixed-Use District, but elements of the MU-DT District carry standards for design similar to form-based approaches despite being a more conventional zoning district. Having a clear understanding of how zoning and different tools work is important to understanding the basis behind the recommendations of this diagnostic. The different zoning types and how they relate to Georgetown are summarized below.

4.1.1 Conventional Zoning

4.1.1.1 What is it?

Conventional zoning divides a city into districts that establish uniform uses and dimensional standards, such as setbacks, height, and density.

4.1.1.2 Advantages

Conventional zoning is one of the most common zoning approaches used in American cities. Because of its frequent use, it is widely familiar to zoning administrators and applicants. This approach is effective at controlling development scale and reducing dimensional standards to accommodate preferred development patterns.

4.1.1.3 Limitations

While there are some advantages to conventional zoning, there are noticeable limitations of the approach. Conventional zoning does not comprehensively regulate design as it is primarily focused on use alignment. Additionally, segregating uses and excessive building setbacks or height regulations can pose barriers to preferred development preferences described in newly adopted planning goals.

4.1.1.4 Applicability to Georgetown

The conventional zoning approach will continue to guide the majority of Georgetown’s zoning regulations, though they often take a hybrid form through accompanying development regulations that emphasize form and design. This approach to conventional zoning is well understood by the development community and provides clear direction for where and how development should occur in the City. The conventional zoning approach will be supported by form-based regulations (applied through conventional zoning methods) in the Downtown Area and tools like overlay districts and PUDs to provide additional specificity for development and design standards for certain areas. The Mixed Use zoning district, though unused since its adoption in 2008 is a form-based district with multiple subdistricts, street types and building types tied back to an adopted regulating plan.

4.1.2 **Form-Based Zoning**

4.1.2.1 What is it?

Form-based zoning divides a city or a special district into zones where the regulations vary by physical design characteristics rather than primarily by use.

4.1.2.2 Advantages

Form-based zoning is beneficial in that it directly addresses site design and gives landowners flexibility with a greater use allowance. Because site design is the focal point of form-based zoning instead of use classification, this approach applies well to urban contexts, such as downtown cores, urban districts, and corridors.

4.1.2.3 Limitations

Form-based zoning is a newer zoning approach that has gained popularity within the past decade. Due to its unfamiliarity compared to conventional zoning, form-based zoning tends to be complicated for zoning administrators and code users. Additionally, form-based zoning is typically limited in scope as it does not generally address issues like congestion, suburban corridors, stream corridors, and related issues.

4.1.2.4 Applicability to Georgetown

Form-based regulations are most appropriate in areas like downtown Georgetown and activity centers where the intent is to create more dense, walkable spaces. Form-based zoning is used to varying extents via the Mixed Use district (a true form-based code) and in downtown Georgetown as a hybrid conventional zoning approach to guide site design. The Mixed Use District, with its use of a regulating plan tied to subdistricts, building types, frontages and street types, has not been deployed on a project. With no on-the-ground precedent, it is difficult to assess its effectiveness and in fact opens the need to determine the cause of it not being selected for practical application.

Georgetown's application of form-based regulations in downtown is not a true form-based code and would be considered a hybrid by incorporating elements of form-based zoning, like site design standards and stronger connection between improvements to private property and the public realm, while also utilizing other traditional zoning elements. The adopted Design Guidelines are a key vehicle in accomplishing the need to ensure a reliable idea of development outcomes where the MU-DT regulations themselves are silent. Although this zoning approach may be most practical for delivering the desired development outcomes in downtown Georgetown, it could be implemented in select areas with further staff discussion. For example, there may be a need for a mixed use district designed for infill context along Williams Drive, outside of downtown, where land assembly may make use of the existing form-based Mixed Use district inappropriate due to limited site size.

4.2 **Zoning Tools**

4.2.1 Overlays

4.2.1.1 What is it?

Overlays are zoning districts that overlap base zoning districts to establish additional standards or incentives.

4.2.1.2 Advantages

Overlays allow the City to supplement existing districts with additional design standards and are frequently used in conventional zoning regulations. Due to the common use of overlays, most code users understand how overlays work.

4.2.1.3 Limitations

Overlays can complicate development because they involve several layers of regulations that can vary in detail and scope. They also create additional challenges for coordination between the zoning regulations, building permits and plan review.

4.2.1.4 Applicability to Georgetown

Georgetown has seven overlay districts. These overlays are mostly used for specific areas of the City, such as downtown/historic areas, special planned areas, along major entry corridors, and the courthouse. The overlays provide additional standards to protect the development integrity of these specific areas.

4.2.2 PUDs

4.2.2.1 What is it?

Planned Unit Developments (PUDs) allow negotiated development standards modifications for master planned developments. This development tool provides more creative approaches to development that are outside the scope of conventional development proposals.

4.2.2.2 Advantages

PUDs are a common practice in Texas. Most code users are familiar with the functionality and applicability of PUD. Some applicants and zoning administrators often like the PUD tool because of its flexibility to allow standards to be negotiated on a case-by-case basis.

4.2.2.3 Limitations

While PUDs spur specific advantages, they are limited in certain ways. Because PUDs lack baseline standards, development outcomes can be unpredictable and undesirable. Additionally, this can result in an uncertain and lengthy approval process.

4.2.2.4 Applicability to Georgetown

PUDs are very common in Georgetown, with more than 100 Planned Unit Developments across the City. Through the UDC rewrite process, it is desirable to have zoning districts with quality standards to accommodate development rather than relying on the PUD process to achieve more consistent, predictable results.

4.2.3 Design Guidelines

4.2.3.1 What is it?

Design guidelines are documents typically maintained separately from the UDC that contain flexibly written, and typically nonbinding, considerations for site design. These guidelines are usually administered by a board, such as the Planning and Zoning Commission or Historic Preservation Commission, or a separately created design review board.

4.2.3.2 Advantages

Design guidelines are flexible in that the City and applicants retain more discretion in negotiating design solutions and can better customize design objectives to specific projects than through specific standards. Because of this flexibility, design guidelines can be amended more readily than the zoning regulations.

4.2.3.3 Limitations

Design guidelines are limited in that they can scatter design considerations among separate documents, which can lead to confusion and complexity. Additional confusion occurs because design guideline applicability can become unclear to applicants and administrators whether a guideline is binding. This can further complicate the development process with delays and unpredictable results because of constant back-and-forth compliance negotiations.

4.2.3.4 Applicability to Georgetown

Design guidelines are applied on a case-by-case basis have some utility for properties within the historic districts. Georgetown should retain its design guidelines and continue applying them as required. Where conflicts between the UDC and the design guidelines exist the UDC shall be updated to reflect the intent of the design guidelines.

4.2.4 Relief Tools

4.2.4.1 What is it?

Relief tools (administrative exceptions, minor modifications, alternative compliance) are development alternatives that provide flexibility for certain UDC standards. These alternatives are usually administered by a board, such as the Zoning Board of Adjustment or Planning and Zoning Commission, or a separately created staff administrative process.

4.2.4.2 Advantages

Relief tools are typically intended to promote development flexibility in exchange for improved design quality. Because relief tools spell out specific approval criteria, they can be easily understood and administered.

4.2.4.3 Limitations

Relief tools can be vaguely written with unclear numerical trade-offs (e.g., less building articulation for more landscaping, etc.), leading to additional interpretation issues, administrative exceptions and development delays. Also, relief tools can be overused to a point where the City's standard regulations are discredited and become irrelevant, seen as something to "get around" rather than comply.

4.2.4.4 Applicability to Georgetown

Relief tools are sporadically used throughout the UDC, including certain relief options for development in the Mixed Use District, administrative exceptions, landscaping, building design and parking reductions. These tools should continue to be used in the revised UDC to allow for more development flexibility with clearer guidelines to expedite applications.

While administrative exceptions are used widely in the UDC with guidelines for how they may be used, the number of administrative exceptions begs the question if the current development standards are meeting the development needs. In the last few years, the number of administrative exceptions have increased with 33 in 2019, 35 in 2020, 50 in 2021, and 43 in 2022. This increase in use of administrative exceptions may be indicative that some of the exceptions being approved could be codified as the new standards that do not require an administrative approval, or alternative compliance that is permitted by right.

5 General UDC Analysis

5.1 Organization

5.1.1 Background

The [UDC](#) is codified within the City's Code of Ordinances housed on the Municode Legal Publishing website and organized into 16 chapters.

Table 5.1 UDC Summary

UDC Summary	
Chapter	Summary
Chapter 1 - General Provisions	Describes the purpose, applicability, and minimum requirements of the UDC
Chapter 2 - Review Authority	- Establishes the City Council, Planning and Zoning Commission, and other boards and commissions - Prescribes each review body's powers and duties - Summarizes each review bodies decision-making authority
Chapter 3 - Applications and Permits	- Summarizes various application types - Provides an overview of the required common review procedures - Details the procedural requirements and approval process for each application type
Chapter 4 - Zoning Districts	- Establishes the City's different base zoning and overlay districts - Summarizes the district's development characteristics
Chapter 5 - Zoning Use Regulations	- Indicates allowed uses for each zoning district (establishes Use Tables) - Lists and defines the pertinent land uses used in the UDC - Provides supplemental use standards (use limitations) for specific land uses
Chapter 6 - Residential Development Standards	- Establishes dimensional standards for each residential zoning district - Provides residential design standards - Reviews how the dimensional standards are measured in residential zoning districts
Chapter 7 - Nonresidential Development Standards	- Establishes dimensional standards for each nonresidential zoning district - Provides nonresidential design standards like building design and lighting standards - Reviews how the dimensional standards are measured in nonresidential zoning districts

UDC Summary	
Chapter	Summary
Chapter 8 - Tree Preservation, Landscaping and Fencing	- Establishes general landscaping standards for development throughout the City - Provides the appropriate trees and planting materials required to meet the minimum landscaping standards - Provides regulations for the preservation, protection, removal, and mitigation of trees - Provides the City's fencing and screening requirements applicable to certain residential and nonresidential development
Chapter 9 - Off-street Parking and Loading	- Establishes the necessary parking and loading requirements for development - Dictates parking space and parking lot design - Provides alternative parking regulations to required minimum ratios
Chapter 10 - Sign Standards	- Establishes sign standards for different areas within the City - Classifies the City's appropriate sign types
Chapter 11 - Environmental Protection	- Establishes the City's performance standards to limit development impacts on the environment - Provides regulations for alternative subdivisions like conservation subdivisions
Chapter 12 - Pedestrian and Vehicle Circulation	- Establishes street design criteria and access requirements - Provides regulations for pedestrian and bicycle mobility - Determines the threshold for TIA
Chapter 13 - Infrastructure and Public Improvements	- Describes dedication requirements for new development - Provides certain subdivision design standards - Houses infrastructure regulations like water, utility easements, and parkland
Chapter 14 - Nonconformities	Encompasses general regulations that apply to nonconformities
Chapter 15 - Enforcement	- Prescribes the City's specific enforcement powers - Allows the City to penalize those who violate the UDC
Chapter 16 - Definitions	Defines the pertinent abbreviations and terms used in the UDC

5.1.2 Analysis

The UDC’s organizational structure has room for improvement. It lacks cohesion with its chapters and sections. There are some chapters that should be nested within other chapters instead of being their own standalone chapters. For example, Chapters 6 – 11 should be incorporated into one development standards chapter. This will create a streamlined, unified development code that includes the pertinent regulations and materials needed for development in Georgetown.

The UDC’s organization could be further improved by renaming some of the chapters. For instance, Chapter 13 is titled Infrastructure and Public Improvements, however it is unclear if this chapter houses the subdivision regulations or other infrastructure-related regulations. Even though there are some subdivision-related standards like parkland and public improvement requirements in this chapter, it is unclear. The UDC should have a chapter explicitly titled and dedicated to subdivision regulations that is clearly communicated to the reader. This will drastically help the UDC’s readability and usability.

Additionally, the technical and legalistic parts (e.g., authority, jurisdiction, severability) of the UDC are in the front. These components belong in the back of the UDC because the most important parts – zoning districts, uses, development standards, and subdivision regulations – garner the user’s attention the most. Development codes should create a flow that puts technical provisions at the back of the document, and more substantive provisions at the front. While development codes are not intended to be read from beginning to end, placing the more commonly used material near the front makes those provisions more accessible to a wider audience. Hyperlinks can help address some convenience issues, such as key defined terms. Likewise, some codes have incorporated the land use definitions into the permitted uses chart, as these are often the only time the land use term appears in the code and a common user experience aspect once reading the land use term is “what does that include?”

5.1.3 Recommendations

Table 5.2 General Organization Recommendations Table

#	Recommendation	Diagnostic Component
1	Create a streamlined UDC that places like regulations with other similar regulations, supporting user experience. The UDC’s format should resemble the proposed format provided in Appendix 9.1. <i>(Proposed outline currently being drafted and to be inserted into Appendix once finalized.)</i>	 
2	Provide purpose and applicability statements for the various UDC chapters to communicate to the user the UDC’s intent and regulatory application.	 
3	Relocate Chapters 6 – 11 and place them into one Development Standards Chapter.	
4	Create a Subdivision Regulations Chapter that houses all the City’s relevant subdivision standards. This will include relocated content from Chapters 12 and 13.	  
5	Consolidate the review procedures and relocate technical information to the back of the UDC.	 

5.2 Language

5.2.1 Background

Development regulations are often prone to use of jargon, legalese and wordiness. While development regulations by their nature will include terms of art, careful attention should be paid to whether alternative language might exist that is more approachable. *Ancillary Use* is a good example, as it can often be replaced with a term like *Incidental Use*. It remains important to define such terms, but using approachable language lessens the need for users to continually refer to definitions.

Legalese refers to terminology that is often a hallmark of older legal language. It includes a variety of words that common readers may not understand readily without a legal education. Examples include *thereby*, *hereto*, *hereafter*, *hereinafter*, etc. This type of language is considered unnecessary in current regulatory drafting and most legal contexts, and should be avoided in favor of *plain language*. This ensures the development regulations are as approachable as possible.

Some language does not qualify as legalese, but should still be avoided. It is important, for example, to avoid use of inconclusive terms like “and/or,” as one or the other grammatical conjunctions is appropriate to context. “And/or” can result in uncertainty, and is discouraged by the *Chicago Manual of Style*, Strunk & White’s *Elements of Style*, Garner’s *The Redbook: A Manual on Legal Style* and *The Elements of Legal Style*, and Robert Dick’s *Legal Drafting in Plain Language*. The use of “and/or” has been cited by a variety of court cases as problematic. The word “and” restricts the field of possible outcomes to only those outcomes that satisfy all. The word “or” broadens the field of possible outcomes to those that satisfy one or more events. In other words, the term “or” is typically sufficient since it is inclusive of one or more.

Similarly, the use of passive voice can prompt issues. In an active sentence, the person or thing responsible for the action in the sentence comes first. In a passive sentence, the person or thing acted on comes first, and the actor is added at the end, introduced with the preposition “by.” The passive form of the verb is signaled by a form of “to be.” Passive voice is acceptable when the actor is unknown, the actor is irrelevant, you want to be vague about who is responsible, you are talking about a general truth, or you are writing in a scientific genre that traditional relies on passive voice. For example, this Report selectively uses passive voice because the actor is often irrelevant—the Report focuses on an issue/problem. Development regulations benefit from direct language and clear identification of responsible actors (the applicant, the city engineer, the board, etc.).

Subjective language is often unavoidable to some extent, but should be minimized. Subjective language and language inherently reliant upon interpretation causes more frequent need for legal opinions, and prompts a need for careful tracking to ensure consistency (or risk accusations of unfair treatment, arbitrary application and similar issues that undermine code effectiveness and trust). In some cases, it isn’t so much that the language is subjective as it is confusing due to word choice and wordiness.

Wordiness and word choice have multiple impacts to the effectiveness of a UDC. This begins with user experience, both for the external customer and internal staff members tasked with applying the UDC. Wordiness creates confusion, and is often a result of passive voice (common in Georgetown’s UDC) and serial amendments to the same code provisions. It can also be indicative of opportunities to replace complex language with graphics, tables and charts, as wordiness often results from trying to communicate visual results using only written language.

Regulations tend to benefit from an approach of “say enough and no more” to avoid confusion. Word choice is as important—simplified language reduces reader fatigue and confusion. While this can be a manner of taste, it is generally accepted that terms like “ingress/egress” can be replaced with “access” or “entry/exit.” The same holds true for terms like “usage” versus “use.”

5.2.2 Analysis

By and large, Georgetown’s UDC effectively avoids the use of legalese, likely a result of the UDC having been developed after the planning profession and legal professions began transitioning more rapidly towards plain language. The UDC should continue to emphasize plain language whenever possible. Georgetown’s UDC, however, is prone to compound conjunctions like “and/or” (appears 62 times) that can result in confusion. These should be corrected where possible.

Some stakeholders described elements of the UDC as subjective. In some instances, this subjectivity is the result of the need to use design guidelines, with support of a discretionary review by a board. An example of this is within the downtown historic district. While issues of competing guidelines or unclear applicability of guidelines to certain circumstances appear present, those are beyond the scope of this Report. In other instances, aspects described as subjective are, in fact, consistent with a professional practice. For example, it is difficult to prescribe engineering standards for every conceivable circumstance. As a result, development regulations often engage phrasing like the use of “sound engineering judgement,” referring to decision making consistent with generally accepted engineering principles, practices, and experience. In such cases, it is critical that the individual making the determination be clearly identified (e.g., City Engineer, Planner Director). The fact that a development engineer might disagree with the City Engineer does not indicate subjectivity.

Some elements of subjectivity appear in Section 6.02.080.C.5.b. In this section, multifamily buildings can exceed 14 units if it does not “face” certain elements (how many degrees from parallel constitutes no longer “facing”), and use of a non-rectangular shape similar to a “C”, “U”, “T”, “L”, or other shape as approved by the Planning Director. This is then qualified to mean the length of any building façade/wall shall extend a minimum of one-third of the primary building façade/wall. Essentially, this is a requirement for articulation that could be written with greater clarity and predictability, though we note this language does tend to encourage garden apartments (discussed separately as a less desired form of multifamily).

Georgetown’s UDC does suffer from passive voice and wordiness, which has been relayed as a frustration by Georgetown’s legal department as prompting legal interpretation that could have been avoided through fewer, but clearer, words. Some instances include decision responsibilities involving height in downtown, maintenance under historic preservation, and other issues. For example, [Sections 3.05.020](#). and [3.05.030](#). address the City’s UDC review and amendment processes, both within and outside the designated annual review cycle. Several subsections are repeated, as these processes follow similar public hearing and consideration requirements. Moving forward, the consolidation of sections like these and the overall reduction in wordiness and content will lend a more legible document. The new UDC should seek to rectify these issues whenever possible.

Word choice is also important, not just as described in the background element by using simple terms, but also using terminology common to development regulations regionally. For example, most development codes reference maximum block length, often in terms of both feet and number of lots on a block face. Georgetown’s UDC does not, instead relying on “maximum intersection spacing” under [Table 12.03.030](#). It is helpful to identify and use terms of art

common to development practices in the region, especially since the current UDC mentioned goals to minimize block length elsewhere despite that term not appearing in a regulatory sense.

5.2.3 Recommendations

Table 5.3 Language Recommendations Table

#	Recommendation	Diagnostic Component
1	Reduce legalese terms and emphasize word choice supportive of plain English approachable to a wider audience of code users.	 
2	Use clear and concise language with well-defined terms to reduce sentence length and improve conventional understanding.	 
3	Use active voice to communicate an applicant, staff, approval body, etc. performing an action instead of an action being performed on that applicant, staff, approval body, etc.	 
4	Remove “his/her” references and state “their” when referring to an individual or body for gender-neutral applicability.	 
5	Seek opportunities to reduce subjectivity (real or perceived) in code language to prevent interpretation disputes of the new UDC and ease administration.	 

5.3 Graphic Enhancement

5.3.1 Background

Development codes typically include graphics that are integrated with related code provisions. Graphics should illustrate dimensional relationships and site planning concepts and can help to explain or amplify material that is sometimes difficult for casual or non-technical users to understand. The planning and development regulations have few graphics, which makes the document text rich. Additionally, when graphics are provided, they are small, grainy, and hard to understand.

5.3.2 Analysis

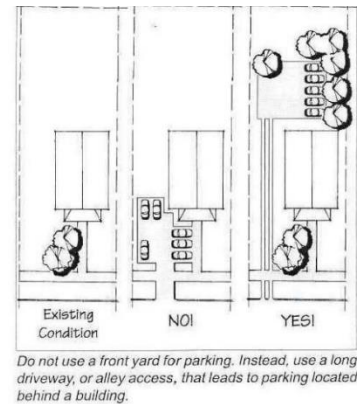
The largely text-only format of the code does not give readers much of an idea of what the City requires without diving into the details and carefully reading the text. This inundation of text makes regulations dense and burdensome for the user by adding to the time needed to understand the code's content. The quality of the code's existing graphics only exacerbate the user's challenging experience with the code's regulations. The new UDC will not only include more graphics, but improved graphics that effectively communicate dense regulations to the user.

5.3.3 Recommendations

Table 5.4 Graphic Enhancement Recommendations Table

#	Recommendation	Diagnostic Component
1	Revise existing graphics and tables as needed.	☹️
2	Add new and improved graphics (e.g., clear sight triangle, landscaping types, dimensional standards), tables (e.g., summary of approval authorities, summary of notification requirements), and flowcharts (e.g., overall development process, platting processes, PUD process) whenever possible to simplify regulations.	😊

Figure 5-1 Existing UDC Graphic



5.4 Term Integration

5.4.1 Background

The planning and development regulations are not always integrated with related provisions of the Code of Ordinances, Texas State Law, or the City’s adopted long-range planning policies. This is often due to changes to the City’s Code of Ordinances, State Statutes, or related items that occurred since the UDC’s adoption. Cross-references and term integration assist both applicants and administrators with the entire development process and minimize confusion that results when provisions are inconsistent.

The State of Texas has held several legislative sessions since the current UDC’s adoption. These sessions produced significant changes to development regulations in Texas cities. For example, in 2019, the State enacted new subdivision and platting requirements with revised definitions that affect the development process.

5.4.2 Analysis

The revised UDC will align with these changes in policy and law. As an example, cities can no longer specify required building material types beyond the provisions of the adopted building code; however, cities can incentivize the use of desirable building materials by providing trade-offs or by using a point-based system for site improvements (e.g., masonry building materials could offset the need for increased landscaping), provided that there is reasonable means of achieving benefits without relying upon building materials only. Cities that have implemented this approach have received favorable responses from the development community while achieving development quality goals. Given limited case law, it will be necessary to work closely with the City Attorney.

5.4.3 Recommendations

Table 5.5 Term Integration Recommendations Table

#	Recommendation	Diagnostic Component
1	Align regulations with recent State Law changes (e.g., building materials, 30-day plat approval requirements, Board of Adjustment variance criteria and procedural requirements, industrialized housing regulations) and changes resulting from the 2023 Legislative Session.	

5.5 UDC Consistency with Other Codes, Plans, and Manuals

5.5.1 Background

As the developed UDC will likely have many changes in standards and procedures, it is important to ensure that no conflicts arise with the other codes that may apply to development projects, such as fire code or building code. Additionally, the City has a number of adopted plans and manuals that provide recommendations or guidance that impact UDC regulations. Examples of these documents include the Future Mobility Plan, Downtown Master Plan, Water and Wastewater Design Manual. The UDC should align with the recommendations or criteria provided in these documents or provide cross-reference to these external documents. At the time of this diagnostic, the Downtown Master Plan, Future Mobility Plan, and Sidewalk Master Plan are in the process of being updated with their own guiding entities and public processes. While existing versions of these plans exist, it is imperative that the UDC reflect the results of the active update processes rather than infer continuation of existing direction. These plans will be reviewed to ensure consistency with any new recommendations during the code drafting process. For example, it is expected that the Future Mobility Plan will generate new street sections, which will likely be adopted by reference in the new UDC. Likewise, the Downtown Master Plan is anticipated to generate regulatory recommendations affecting the UDC, such as changes to zoning frameworks, approaches to parking management, permitted uses (ground level and upper floors), height, courthouse view protections, preferred utility placements and urban design alternatives to conventional landscaping.

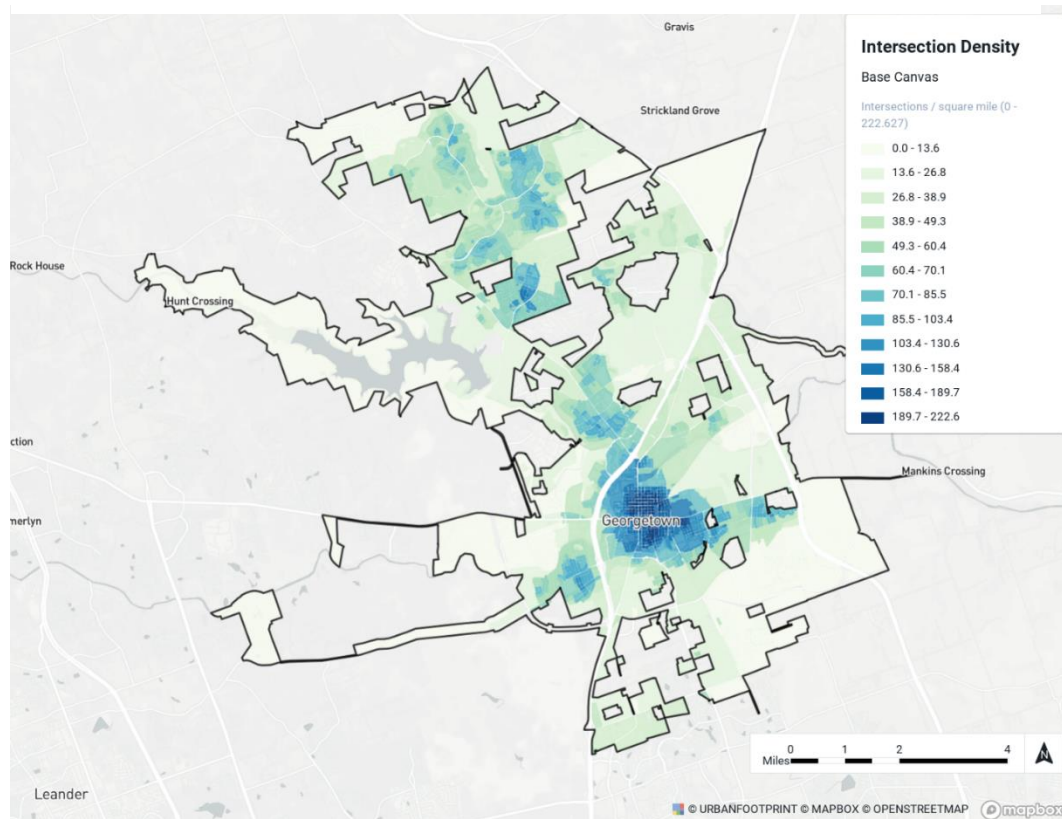
5.5.2 Analysis

Many development codes include provisions that can potentially conflict with the fire code, such as the minimum number of subdivision access points required based on the number of dwelling units. Another example of a potential fire code conflict could include the maximum length or height of buildings, which should align with hose-lay length and ladder height. Unaligned requirements can result in confusion for applicants and application reviewers, and, potentially, result in unsafe development. Through discussions with City Staff, Fire expressed the need to align the UDC with Fire Code. As an example, [Section 12.05.010](#) identifies the number of Street Network Connections required for a development. Multifamily developments do not require more than two connections; however, Fire Code requires more connections if the development exceeds a certain number of units.

The Downtown Master Plan identifies recommendations to facilitate adaptive reuse, improve pedestrian circulation, and create solutions for parking. These recommendations can be incorporated in the UDC by updating the infill development regulations to make adaptive reuse of existing lots easier, incorporating design standards for sidewalk width and location to align with plan recommendations, and evaluating the parking criteria for Area 1 and Area 2 in Downtown to establish standards to provide sufficient parking within the Downtown Overlay while maintaining a walkable environment. The need for walkable environments is emphasized in multiple plans. This will require rethinking a number of elements within the UDC. For example, the Future Land Use Plan advocates mixed uses, yet landscape and screening requirements are created to buffer uses in a manner that discourages their interaction when adjacent and ultimately reduces walkability. Likewise, current maximum intersection distances (block length) is 1,320 feet. While this is offset somewhat by requirements for midblock pedestrian corridors, the effect is still a significant impact to walkability. The National Institutes of Health, along with a variety of other agencies like the EPA, have found intersection density is an important indicator of street connectivity, a measure of pedestrian-friendly design. A higher

intersection density indicates greater street connectivity and walkability, which supports active transportation such as walking and biking as alternative transportation modes. Of all the built environment measurements, intersection density has the largest effect on walking — more than population density, distance to a store, distance to a transit stop, or jobs within one mile. Intersection density also has large effects on transit use and the amount of driving¹. In addition, current practice in the UDC is to apply 30 mph design speeds. More recent data points to the benefit of lower design speeds in achieving better outcomes for pedestrian and bicycle compatibility, notably reducing collisions and improving survivability (VisionZero, etc.)

Figure 5-2 Intersection Density Analysis (Intersection per Square Mile)



In addition, current street sections are generally “one size fits all,” though there is discussion of context sensitive solutions. These approaches, however, lack the prescriptiveness of the standard sections. This can be problematic when cities look to their standard sections when making improvements in downtown settings, as they are generally suburban and tend to value throughput of personal automobiles over other modes. Many cities are beginning to develop prescriptive alternative sections. For example, Round Rock is beginning efforts to update their manuals to address urban sections for their downtown area and Mixed Use Greenfield District. Georgetown has this already in the form of their Mixed Use District street types, which is part of what prompts this Report’s recommendation to consider applying the District in downtown. It is

¹ Reid Ewing & Robert Cervero (2010) Travel and the Built Environment, Journal of the American Planning Association, 76:3, 265-294, DOI: 10.1080/01944361003766766

understood that the Future Mobility Plan will further evaluate this, and that the resulting UDC will likely adopt the sections it contains by reference.

5.5.3 Recommendations

Table 5.6 Consistency Recommendations Table

#	Recommendation	Diagnostic Component
1	Ensure consistency between the UDC, other applicable codes, and development agreements/interlocal agreements.	  
2	Track and integrate code-relevant recommendations from concurrent planning efforts	  

6 UDC Analysis by Chapter

6.1 General Provisions (Chapter 1)

6.1.1 Background

Conventionally, the General Provisions portion of planning and development regulations sets forth the “ground rules” for reading, referencing, and applying the regulations outlined in the forthcoming ordinance. Content typically includes the establishment of the document as the active development regulation, citation of authority granted by the Texas Local Government Code (TLGC), and the applicability of the code related to all provisions of the document; applicability statements related specifically to other provisions of the ordinance (e.g., platting, development standards, zoning) are not applicable to the document as a whole, and therefore should be excluded from the General Provisions.

6.1.2 Analysis

The General Provisions section of the existing UDC includes content specific to subsequent chapters, resulting in difficulty in referencing and using. For example, [Section 1.04.03](#) addresses nonconformities, which is content that should be covered in Chapter 14. Zoning equivalency is also covered in the existing General Provisions under [Section 1.04.04](#); this content is more suitable for Chapter 4, Zoning Districts. Likewise, the existing content is silent on overall code procedures, rules of interpretation, application processing requirements, and review authority.

The new UDC will seek to redistribute content-specific provisions to the appropriate chapters, such as Zoning Districts, Nonconformities, and Subdivision Regulations. The new General Provisions will establish ubiquitous requirements that apply to the code as a whole, such as rules of interpretation, general application requirements, and review authority. This structure will assist the reader by identifying the larger applicability of the UDC before each chapter dives into the more specific requirements and expectations.

6.1.3 Recommendations

Table 6.1 General Provisions Recommendations Table

#	Recommendation	Diagnostic Component
1	Relocate content, such as the How to Use This Code content outlined in Section 1.01.01, to the external Development Manual established in Section 1.11.	☹️
2	Relocate content-specific procedures and regulations, such as plat application requirements listed in Section 1.03.D. and the zoning equivalency table listed in Section 1.04.04, to the respective chapters of the UDC (e.g., Subdivisions, Zoning).	☹️
3	Make general reference to external technical manuals (e.g., “other manuals or regulations adopted by the City”) to prevent accidental omission of an applicable document.	🔧💡☹️
4	Ensure all external policies are referenced (e.g., utility improvement and extension, access management, and municipal utility district policies) in their respective sections.	☹️
5	Include general approval authorities and application processing procedures within the General Provisions	💡☹️

6.2 Review Authority (Chapter 2)

6.2.1 Background

Review and approval authority for various application types and code interpretations serve as the day-to-day enforcement of the UDC content. In many cases, review authority is specified by the TLGC, such as zoning text and map amendments. Where not specified, the responsible recommendation, approval, and appellate authority should be specified for each application type for consistency and transparency.

6.2.2 Analysis

The review authority provisions of the existing UDC include a summary matrix and verbose description of each approval entity. Structurally, the approval matrix is sorted by approval authority rather than application type, and includes information on public hearing requirements; this structure lends itself to a cluttered table that is difficult to pinpoint any given application type. Additionally, subsequent sections defining each approval authority lend themselves to repeating information already covered previously in the chapter.

6.2.3 Recommendations

Table 6.2 Review Authority Recommendations Table

#	Recommendation	Diagnostic Component
1	Relocate the review authority information to the General Provisions chapter of the new UDC.	😊
2	Restructure the Review Authority table by application type (e.g., subdivisions, zoning, permits, and plans) for ease of reference.	😊
3	Consolidate application types where possible, such as administrative permits, to prevent unnecessary length of the chapter.	😊
4	Group procedural tables (e.g., Table 2.01.02 Summary of Review Authority, Table 3.03.01 Summary of Notice Requirements, Table 3.03.02 Summary of Require Public Hearing) within a general application procedures section in the General Provisions chapter of the new UDC.	😊
5	Provide a reference to the Review Authority table under the “Powers and Duties” subsections of each approval entity (see Section 2.02.01.B for example), and strike references to specific plan types in the existing text to prevent conflicts.	💡 😊
6	Consolidate approval entities where possible, particularly administrative entities delegated by the Director of Planning.	😊
7	Relocate the descriptions of each approval authority to the definitions, and include a delegation statement where necessary (e.g., “the Director of Planning or their designee”) to consolidate review bodies.	😊

6.3 Applications and Permits (Chapter 3)

6.3.1 Background

Clear application procedures equip staff and applicants with the necessary information to execute consistent, thorough development review processes. Application procedures conventionally establish overall application requirements, order of operations, and expiration timelines.

6.3.2 Analysis

The current Applications and Permits section of the UDC provides a verbose series of application requirements and, in some cases, specifies the applicability of certain procedures such as platting. This structuring lends itself to a lengthy document that is difficult to reference for convenient information.

Additionally, the existing code section provides application specifics for virtually every application type, ranging from zoning applications to Certificates of Appropriateness. Specifics include individual processes and approval authorities—information that is either applicable to a broader range of applications or is repeated from other code sections.

While this chapter specifies the requirements for a given development application, it lacks specificity regarding completeness. Numerous stakeholders mentioned how the State’s recent adoption of the “Shot Clock” bill has hamstrung the development community, creating friction with the City’s completeness requirements and strict compliance with submittal deadlines. The City’s existing completeness requirements, [Sec. 3.02.040](#), met the demands for development application submittals prior to the “Shot Clock” bill but are now incongruent with today’s requirements. Because the completeness regulations are outdated, the development community and City staff have to make interpretations on application completeness and work together to move applications through the development process. The revised UDC will clarify application completeness concerns by establishing clear language that tells the user when and how an application is complete while streamlining the submittal timeline to meet the timing demands of the “Shot Clock” bill.

6.3.3 Recommendations

Table 6.3 Applications and Permits Recommendations Table

#	Recommendation	Diagnostic Component
1	Review the applications and permits content for inconsistencies, errors, and conflicting provisions with other chapters of the UDC.	
2	Utilize an application process graphic to illustrate the development review process, including when coordination and approval is required from certain departments or external entities (TxDOT, ONCOR, Legal Review, etc.).	
3	Redistribute application-specific information, such as the difference between a Minor Plat and a Final Plat.	
4	Provide clear reference language to the external Development Manual, requiring compliance with the handbook’s details and application requirements.	
5	Apply general application requirements, such as the responsibility of the applicant to produce accurate information outlined in Section 3.08.10.C., to all application types.	
6	Utilize a 30-day restriction on reapplications for non-zoning related development applications that are denied by the applicable approval authority, rather than the 90 days currently required in Section 3.02.05.	

#	Recommendation	Diagnostic Component
7	Refine completeness check criteria to literal completeness of an application, rather than technical compliance issues.	  
8	Utilize the language used in TLGC Section 212.009 ("a plan or plat") when establishing application timelines and revision procedures.	  
9	Reference TLGC Sections 211 and 212 in relation to public hearing requirements.	 
10	Clarify the applicable public hearing notification type per meeting or hearing body.	 
11	Remove unnecessary procedural details, such as expectations for the City to retain physical copies and audio recordings of meetings.	 
12	Clarify the applicability of administrative review processes (e.g., application initiation, completeness review) regarding all application types.	 
13	Utilize TLGC Section 212.009 language ("approve, approve with conditions, or disapprove") when referring to actions taken on plan and plat applications.	 
14	Do not implement an annual limit on Future Land Use Plan amendments.	 
15	Outline a formal procedure for the repeal or discontinuation of an expired Special Use Permit, which should include all necessary rezoning procedures.	 
16	Clarify the threshold of development needed for a site plan review.	
17	Clarify what constitutes a "development area" when an application is for a portion of a tract or parcel.	
18	Reference the TLGC related to voluntary annexation procedures and applicability, and specify fiscal analysis as a decision criterion for annexation requests.	 
19	Provide a clear process and review criteria, including approval authority and appellate authority, for vesting determination requests.	  
20	Identify a formal process for appeal requests, including formal application initiation, review, and hearing timelines.	 
21	Clarify the application review process to clearly identify when certain documentation or reviews are required by different entities or City Departments.	 

6.4 Zoning Districts (Chapter 4)

6.4.1 Background

The existing Zoning Districts chapter establishes 26 total zoning districts, including seven overlay districts. The current base zoning district regulations have produced middling development outcomes. This section will provide a wide range of recommendations that are both major and minor in scope.

6.4.2 Analysis

6.4.2.1 Overview

This component of the Diagnostic Report reviews the City's zoning districts by identifying zoning district acreage from the City's GIS Department in Table 6.4. The table shows the general zoning category, the specific zoning district, the zoning district total acreage, and the zoning category total acreage. This section examines the City's zoning districts to see which districts are frequently used and underutilized to help address the City's PUD use.

Table 6.4 Zoning District Analysis

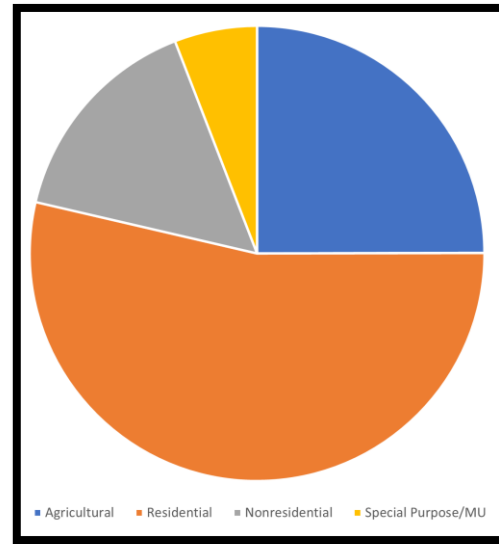
Zoning District Analysis²			
Zoning Category	Zoning District	District Total (Acreage)	Zoning Category Total (Acreage)
Agricultural	AG	8,490	8,490
Residential	RE	66	18,247
	RL	63	
	RS	16,693	
	TF	96	
	TH	88	
	MF-1	381	
	MF-2	777	
	MH	83	
Nonresidential	CN	24	5,268
	C-1	1,018	
	C-3	2,170	
	OF	148	
	IN	1,909	
Special Purpose & Mixed-Use	MU-DT	70	2,000
	BP	285	
	PF	1,645	
PUD	See Section 6.4.2.7		

² All numbers are rounded to the nearest whole number.

6.4.2.2 Agricultural Districts

Agricultural zoning makes up approximately 25% of the City's zoned acreage. This percentage accounts for the second most zoned acreage when compared to the zoning categories (residential, nonresidential, and special purpose and mixed-use). Although a sizeable portion of the City is dedicated for agricultural development, agricultural land is waning due to future development pressures and this district is often used as an interim holding district in anticipation of rezoning and development. It is important for the City to find effective ways to grow to protect and maintain the City's critical agricultural lands. Examples include improved code language for conservation subdivisions, agrihoods (a neighborhood that integrates agriculture for food production, recreation, and green space) and similar approaches that support access to local fresh foods, preserve such agricultural uses and maintain connection between people and historic agricultural practices of the region.

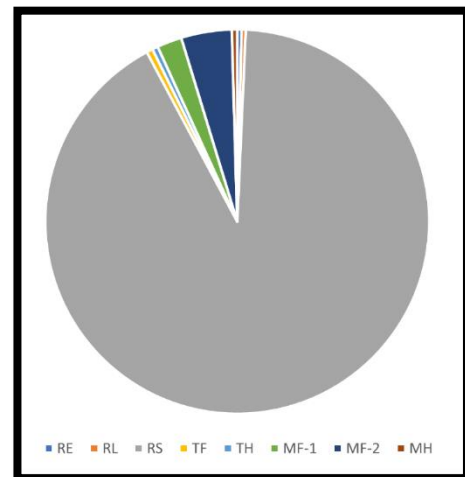
Figure 6-1 Zoning Analysis by Percent of Total Acres



6.4.2.3 Residential Districts

Residential zoning districts (RE, RL, RS, TF, TH, MF-1, MF-2, and MH) make up 54% of zoned acres in the City. The residential district with the most zoned acreage is the RS (Residential Single-family) district at 16,693 acres, amounting to 91% of the total residentially zoned land. The second and third residential districts with the most acreage are the MF-2 (Low Density Multifamily) and MF-1 (High Density Multifamily) districts with 777 acres and 381 acres, respectively. However, the MF-2 and MF-1 zoning districts only account for 4% and 2% of residentially zoned acreage, respectively.

Figure 6-2 Residential Zoning Analysis



6.4.2.3.1 Low-Density Residential Districts

The RS district commands much of the City's residential zoning but needs closer assessment to produce a better mix of single-family development. The RS district currently requires a 5,500 square foot minimum lot size, 45-foot minimum lot width, 20-foot minimum front setback, 6-foot minimum side setback, and 45% maximum impervious cover. While these dimensional requirements are on par with other UDC's, there is opportunity to recalibrate some of these standards to generate more single-family housing variety and address stated goals regarding housing accessibility for the workforce. For example, the RS district could mimic that of [San Marcos's](#) SF-4.5 district, incorporating certain minimum requirements like lot size, side yard, and impervious cover.

This would result in resizing Georgetown’s RS district’s minimum lot size to 4,500 square feet, side setback to 5 feet, and maximum impervious cover to 60 percent. Additionally, the revised RS district could reduce its lot width and front setback requirements to 40 feet and 15 feet, respectively, to allow for more development flexibility. This could come in the form of a revised alternative allowing a width reduction from 50’ to 40’ if garages are rear-loaded, simultaneously accomplishing other plan goals pertaining to design and pedestrian experience.

A revised RS district with these standards (see Table 6.5) should encourage residential variety by providing various lot sizes to accommodate different home sizes. Also, a revised RS district could reduce PUD requests, particularly those seen for smaller lots (a common element of most PUDs containing residential single-family), tighter setbacks, and greater impervious cover, thus better responding to Central Texas market conditions, and providing greater flexibility for those developing residential units.

Table 6.5 Residential Lot Size Comparison

Standard ↓	Georgetown	San Marcos	Revision Possibility
	RS – Residential Single-Family District	SF-4.5 Single Family District	RS – Residential Single-Family District
Lot Size (min.)	5,500 square feet	4,500 square feet	4,500 square feet
Lot Width (min.)	45 feet	50 feet	40 feet
Front Setback (min.)	20 feet	20 feet	15 feet
Side Setback (min.)	6 feet	5 feet	5 feet
Rear Setback (min.)	10 feet	15 feet	10 feet
Impervious Cover (max.)	45%	60%	60%

6.4.2.3.2 Medium-Density Residential Districts

While the RS district accounts for most of the City’s residential zoning, the TF (Two-Family), TH (Townhouse), and MH (Manufactured Housing) districts account for less than 3% of the City’s residential zoning. Given the stated plan goals regarding housing diversity, it is important to explore why these districts are used in such a limited manner. As many of these uses appear in PUDs, it may be that the development standards are not consistent with market design, or that the base zoning districts contain other uses that prompt greater risk of opposition from adjacent property owners. This represents an opportunity to engage the technical steering committee to ascertain why and test approaches.

The underutilization of these districts warrants a district consolidation discussion as well. For instance, these districts produce similar residential development outcomes, such as duplexes, townhouses, and manufactured homes, where residences have narrower lots, greater lot coverage allowances, increased density, and smaller building footprints. Instead of three separate districts that primarily accounts for each of these development outcomes, the City could consider consolidating the three districts into one where the objective is to provide and incentivize medium-density housing options like duplexes, townhouses, and manufactured

homes. This is a common practice in newer UDCs and not atypical to Central Texas communities. These often follow precedent from other regulations. For example, duplexes and townhouses can be constructed under the International Residential Code, and federally-insured mortgages for owner-occupied properties support 1-4 units on a parcel. Better enabling these missing middle housing types serve to address affordability goals for renters, but also as a unique pathway to homeownership.

As a real world example,, [Bee Cave's UDC](#) consolidated it's SF-PH (Single-Family Residential Patio Home) and SFA (Single-Family Attached Residential) districts into one, resulting in the [R-4 \(Urban Residential\)](#) district (see Figure 6-3). This district accounts for those uses in the SF-PH and SFA districts while adding other types of residential uses that suit the R-4 district's intent. Georgetown's UDC should consider a consolidation approach like Bee Cave to better capture zoning utility, medium-density development, and residential use mix.

Figure 6-3 Bee Cave Zoning Equivalency Chart

Table 3-2-2: Zoning Equivalency Chart

Former District	Equivalent under UDC
A - Agriculture	AG - Agriculture District
SF-RR - Single-Family Rural Residential	R-1 - Residential Estate District
SF-20 - Single-Family Estate Residential-20	R-2 - Suburban Residential District
No Equivalent	R-3 - Suburban Transitional District
SF-PH - Single-Family Residential Patio Home	R-4 - Urban Residential District
SFA - Single-Family Attached Residential (townhome)	
MF1 - Multi-Family Residential-1	R-5 - Multifamily Residential District
O - Office	
NS - Neighborhood Service	MU-N - Neighborhood Mixed-Use District
TC - Town Center	MU-TC - Town Center Mixed-Use District
C - Commercial	CR - Regional Commercial District
MU - Mixed Use	MU-C - Community Mixed-Use District
R - Retail	
P - Public Use	P - Public District
PD - Planned Development	
PRO - Planned Residential Overlay	PDD - Planned Development District
CUP - Conditional Use Permit	District-SUP suffix
No Equivalent	Hill Country Corridor Overlay

This could be taken further, especially with townhouses on separate lots and duplexes with each unit on separate lots (sometimes called “twin houses”). Such uses could be enabled in the RS district with an appropriate set of alternative lot standards (including a higher permitted density as an incentive). This approach is used in both Buda and Brownsville to diversify single-family detached development patterns.

Approaches to consolidation and enabling of townhouses and duplexes is an ideal area of exploration with the technical steering committee.

6.4.2.3.3 High-Density Residential Districts

Although the City's multi-family residential districts make up a small percentage (6%) of the City's residential zoning, there is opportunity to increase multi-family development. This opportunity should begin with recalibrating the multi-family districts to generate the products the City desires. For instance, multiple stakeholders commented about the deficiencies of the multi-family district, citing the lack of distinction between the two districts and use exclusivity. Revised multi-family districts should foster and incentivize development outcomes that

respond to current development standards and Central Texas market realities. The City's current multi-family districts only allow for apartments from the household living use category, thus limiting a developer's ability to provide a variety of dense housing options that are customarily available in newer UDCs, such as cottage courts, tri/quad-plexes and scaled multifamily tied to number of units in a building .

Additionally, Georgetown's multi-family zoning approach promotes use segregation which is an antiquated practice that can lead to splotchy development patterns. For example, McKinney (Dallas suburb) recently adopted its [UDC](#) in 2022 and revised their multi-family zoning districts to provide an assortment of dense housing options to create cohesive, higher-density communities. McKinney created the MR district which deviates from a conventional multi-family district, where limited single-family residences, duplexes, triplexes, quadplexes, and multiple apartment forms are allowed. The range of housing options in a multi-family district like McKinney's provides a developer with more flexibility to meet market demands. Georgetown should consider a similar approach with its multi-family districts to provide dense, pedestrian-friendly, and inclusive neighborhoods.

These approaches can be coupled with improved design standards and incentivized design enhancements, taking elements common to PUDs that use the MF-1/MF-2 districts as the base zoning and codifying them in various forms as allowed by state law.

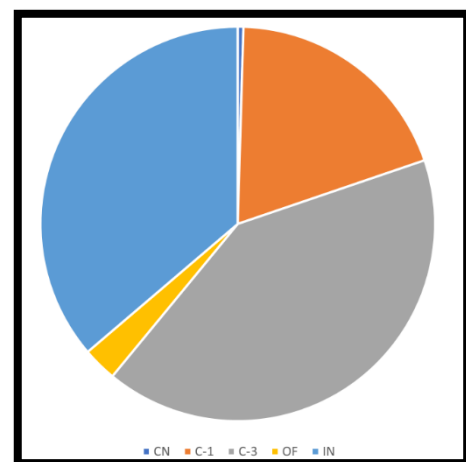
6.4.2.4 Nonresidential Districts

Nonresidential zoning districts (CN, C-1, C-3, OF, and IN) roughly make up 15% of the City's zoned acres. Most nonresidential usage occurs in the C-3 (General Commercial) and IN (Industrial) districts, totaling 4,078 acres or 77% of nonresidentially zoned land. While the C-3 and IN districts dominate the City's nonresidentially zoned land, it is important to note the sparse utility of the CN (Neighborhood Commercial) and OF (Office) districts. Less than 175 acres of nonresidential zoning is allocated for the CN and OF districts, which is approximately less than 4% of the City's nonresidentially zoned land.

By practice, we have observed a tendency towards PUDs using/modifying from a C-1 or C-3 base, rather than using the CN and OF districts. This indicates issues with development standards and permitted uses for the market, or potential that some standards and uses that the development is not interested in (but allowed in some capacity) may result in protest from adjacent property owners. Any potentially recalibrated zoning district standards should deviate from those of CN and OF districts and to that of the C-1, C-3, and IN districts.

For instance, Bee Cave had similar nonresidential districts like Georgetown's CN and OF districts, that were prime for consolidation into one district. Bee Cave capitalized on this opportunity and transformed its O (Office) and NS (Neighborhood Service) districts and infused those districts' development characteristics into one district, creating the MU-N

Figure 6-4 Nonresidential Zoning Analysis



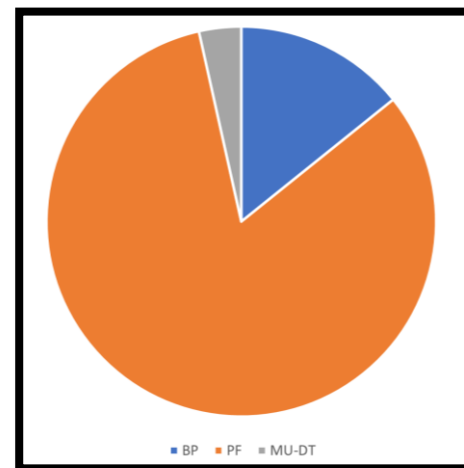
(Neighborhood Mixed-Use District). The MU-N district allows for different office products and light commercial services to operate in harmony with one another, with other standards designed for compatibility to a neighborhood context, whereas the previous districts separated office development from light commercial development. This type of development separation is common in older UDCs zoning regulations – as seen in Georgetown with the CN and OF districts – and should be eliminated to create an effective use mix that creates the requisite vibrancy and versatility necessary to meet market demands and realities. This also creates supportive uses between commercial employment and the retail often needed to serve them, and aligns closer to the activity nodes advocated in the City’s adopted plans.

6.4.2.5 Special Purpose and Mixed-Use Districts

6.4.2.5.1 Special Purpose Districts

Special purpose and mixed-use districts (BP, PF, and MU-DT) account for 6% of the City’s zoned acres. An overwhelming majority of special purpose district zoning is allocated for the PF (Public Facilities) district at 82% or 1,645 acres. At 5%, the PF district makes up a sliver of the City’s total zoned acres, suggesting district consolidation opportunities. Instead of the UDC providing a zoning district explicitly for governmental uses, the UDC could incorporate the current allowed PF uses into a different zoning district. This would eliminate an underutilized district while adding use variety to another district. For instance, it may be more suitable to expand the use allowances in the nonresidential districts like the OF, IN, and C-3 districts where public uses like governmental offices, libraries, emergency services stations, activity centers, parks, schools, and activity centers are more commonplace.

Figure 6-5 Special Purpose Zoning Analysis



For example, Arlington’s [UDC](#) (North Texas city) eliminated its CS (Community Services) and F (Festival) districts and incorporated those district’s development characteristics into one CC (Community Commercial) district while expanding its governmental and public use allowances throughout its other zoning districts. Where parks and community activity centers were only allowed in certain districts like the CS and Festival districts, those uses are now permitted in the City’s other districts, ranging from residential to lower intensity commercial districts. However, if Georgetown aspires to retain its PF district explicitly tailored for public uses, then their current approach is not atypical to recently adopted Central Texas UDCs. Cities like Bee Cave and Cedar Park opted to provide for public use/facilities zoning districts in their recently amended UDCs.

Georgetown’s BP (Business Park) district provides another opportunity for district consolidation, particularly when assessing the zoning utility of the BP and IN districts. These districts combine to 7% of the City’s total zoning acreage with 6% of that coming from the IN district. At 1%, the BP district is significantly underused and should be joined with the IN district. In newer UDCs, a business park is a land use and not a zoning district. Instead, business park development is addressed as a use allowance and accounted for in an industrial zoning district. For instance, in Leander, San Marcos, Cedar Park, and Bee Cave, large

business/industrial complexes are identified in the use table and allowed in intensive commercial and industrial districts. Additionally, stakeholders noted Georgetown's struggles with effectively regulating industrial uses to produce desirable industrial development. If the City opts to revise its BP and IN districts like those in the previously mentioned cities, then better industrial development outcomes should occur. Georgetown could apply performance standards regarding potential nuisance elements, hazards, etc. to trigger SUPs, allowing nuance in addressing specific issues for impactful industrial uses. In practice around Central Texas, industrial nuisance tends towards issues of traffic/logistics impact rather than issues of particulate pollution, and such traffic/logistical issues already have useful tools within the code (which can be further enhanced) to address mitigation. Georgetown should align its business park development and industrial zoning with those of newer Central Texas UDCs.

6.4.2.5.2 Mixed Use Districts

Although the UDC provides two mixed use zoning districts, only one – the MU-DT (Mixed Use Downtown) district – is used. Mixed use development is only a realistic possibility within downtown's boundaries and not generally feasible anywhere else without a discretionary approval like a PUD. Additionally, the UDC's regulations for downtown development are complex, confusing, and lack cohesion. For instance, the MU-DT has layers of regulations that the user must constantly refer to Chapter 5, Section 7.03, Section, 7.04, Section 7.05, and Section 4.08. While this approach may work well for straight zoning districts, this approach does not work well for mixed use zoning districts in terms of user experience and potential for errors, especially for specific areas like downtown. It has also been observed that more effective transitions may be needed between downtown and surrounding neighborhoods, as evidenced by recent neighborhood plans and increasing pressure to expand downtown redevelopment beyond the immediate area of the Square.

The MU (Mixed Use) District of [Section 4.09](#) appears structured for such circumstances, including context considerations between public and private realm, alternative street sections and variable consideration of street frontages. The City should repeal the MU-DT district and replace it with the Mixed Use district in [Section 4.09](#), accompanied by an appropriate regulating plan. This particular concept should be explored more robustly via the concurrent Downtown Master Plan process (which could develop a regulating plan) and with the technical steering committee, as it would be a significant departure from current practice. This could potentially address other pressure areas in downtown more proactively and with more nuance, such as building height, use mixture and parking management.

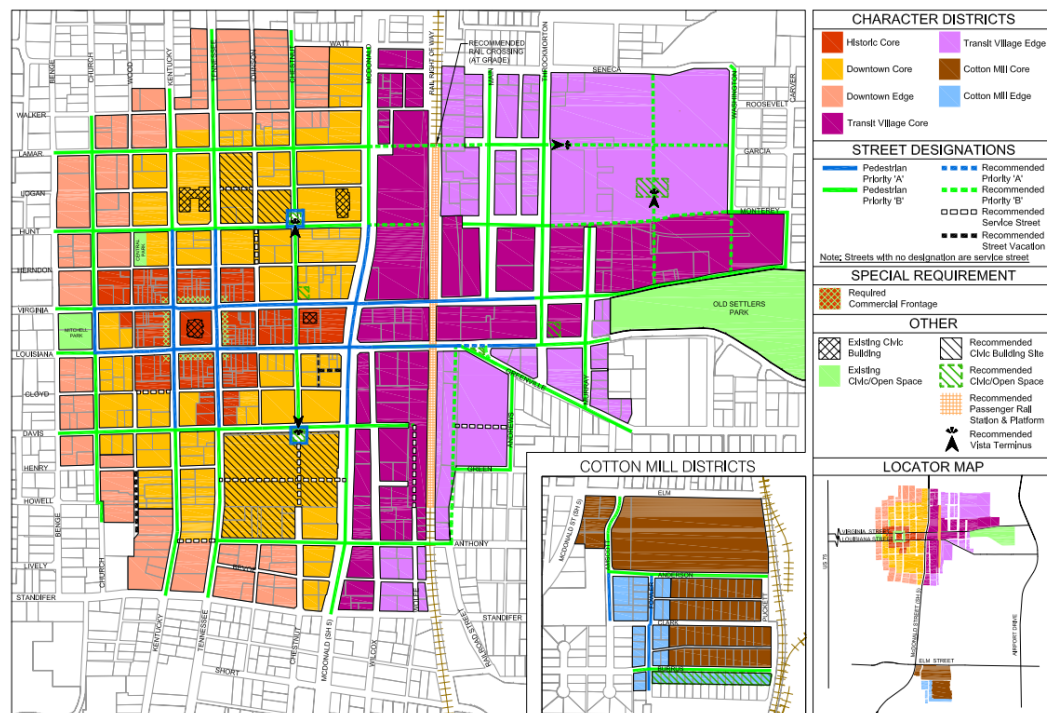
The MU district is a form-based code that is necessary for producing ideal downtown development outcomes. The current approach forces an outdated suburban zoning approach on an area that needs deliberate and meticulous context-sensitive development regulations. This is why form-based codes exist, and the City has one available but has not used it. There should not be a reason why this district has gone unused. Cities similar to Georgetown have provided a hybrid zoning approach where conventional zoning applies outside of a specific area such as a downtown, and form-based zoning applies to that specific area. McKinney is one of the best examples of this approach. McKinney is a large suburban city outside of Dallas with a historically registered downtown and vast amount of greenfield opportunity. Conventional, straight zoning applies to those areas outside of McKinney's downtown; however, form-based zoning applies within downtown.

In McKinney's form-based code (McKinney Town Center Zoning District), a regulating plan is required to enforce development regulations in downtown (see Figure 6-6). The regulating

plan identifies seven character districts which have their own, tailored development regulations to ensure district development patterns are maintained. Each character district has specific regulations for uses, parking, dimensional requirements, landscaping, architectural standards³, and building form to protect that district's fabric. For instance, McKinney's Historic Core character district allows for a four-story building height, requires 95% of the building to front a Pedestrian A street, and mandates off-street parking to be placed behind the building along Pedestrian A streets, whereas the Downtown Edge character district differs by allowing a three-story maximum building height while requiring 75% of the building to front a Pedestrian A street. This type of specificity for each character district produces development certainty in McKinney, smooth development transitions between character districts, and is an approach that Georgetown should consider to best regulate downtown.

That said, the form-based code of [Section 4.09](#) was adopted in 2015 and has gone unused. This merits further exploration with the steering committee to understand why this is the case and determine any recalibration that may increase its appeal for practical application.

Figure 6-6 McKinney Town Center Regulating Plan



Stakeholders noted there is not much mixed-use development outside of downtown and select PUDs. Although there were no specific reasons that mentioned why mixed use development lacks, upon review of the UDC, one reason could be because a developer has to implement [Section 4.09](#). This section includes a number of discretionary approvals involving significant up-front investment with little assurance of outcomes. From a developer's perspective, choosing to pursue the MU district may be perceived as a high-risk endeavor. In addition, the regulating plan can only be modified through a rezoning process, which differs from other cities such as [Bastrop](#). It is likely that developers are choosing a PUD instead to

³ Architectural standards can be regulated in McKinney's MTC due to the area's State-approved historic classification.

build in some flexibility and avoid the need to amend a regulating plan to respond to market changes. This is unfortunate, as many standards housed within the MU District appear highly effective in advancing several of Georgetown's goals as well as planning best practices, particularly related to frontages and the public realm as well as housing diversity and the benefit to locating denser housing in areas of high opportunity.

While the City should increase the specificity and requirements in downtown to the liking of [Section 4.09](#), the City should provide a simplified and straightforward mixed use district for areas outside of the downtown area. For instance, the City should create a mixed use district like Bee Cave's MU-N (Neighborhood Mixed-Use) and MU-C (Community Mixed-Use) districts. These districts allow for an effective use mix comprising of select residential products and robust commercial uses and do not have the regulatory layers like Georgetown's [Section 4.09](#). Those districts could be helpful particularly in infill contexts outside of downtown, such as Williams Drive. Alternatively, the City could explore creation of regulating plans for these specialty gateways like Williams Drive using the tools in [Section 4.09](#) (updated and recalibrated, as needed). This method has been applied to several corridors, special areas, and urban villages in Fort Worth, such as the Berry/University (see [Berry/University Code](#)) and Stockyards areas (see [Stockyards FBC](#)), which have similar types of form-based codes, with significant success in terms of implementation and market adoption.

6.4.2.6 Overlay Districts and Conservation Subdivisions

6.4.2.6.1 Overlay Districts

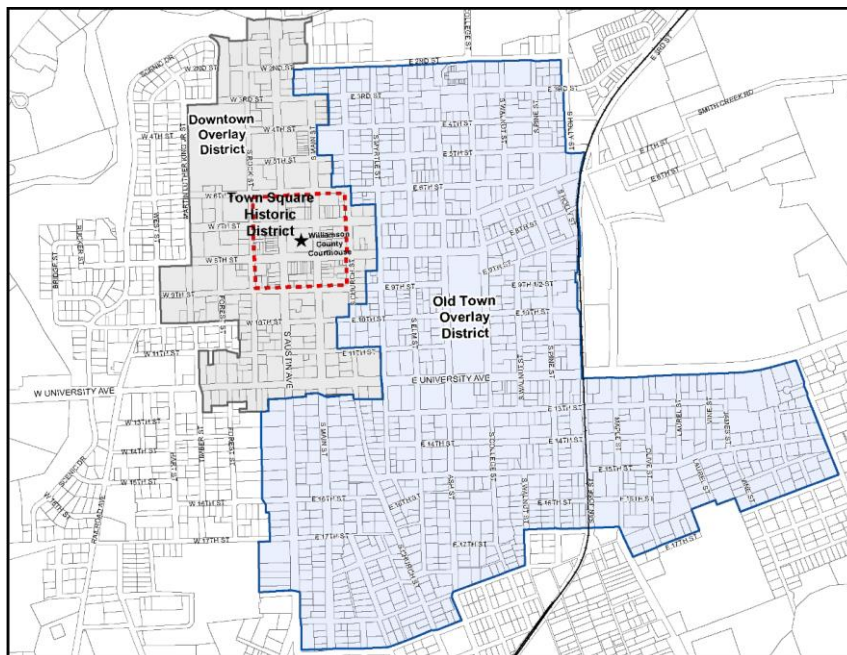
The City currently identifies seven overlay districts. These overlays all provide unique regulations to protect the development integrity for certain areas of the City. Georgetown has multiple overlays in and around downtown and along the City's major corridors to encourage aesthetically appealing and cohesive development. For instance, the Gateway Overlays require wider landscape buffers, requiring more landscaping to beautify the City's major thoroughfares; however, these types of requirements are limited and should include regulations that better reflect the various streetscapes and uses described in the Comprehensive Plan. In addition, several corridors advocate higher levels of design supportive of multimodal transportation and mixed-use, including Williams Drive. In many cases, these types of elements are already present in the Mixed Use District under Section 4.09. The current overlays are largely silent in this regard, and in some cases work opposed to these goals. For example, the current gateway overlay uses suburban-style setbacks and landscaping, when adopted plans point towards other design elements and mixed use. Likewise, there are opportunities to advocate broader coordination during the redevelopment process of these corridors, such as backage roads and consistent cross-access to help resolve issues of access management.

Georgetown's Historic Overlay is divided into three overlays (see Figure 6-7). These overlays intend to work together to effectively regulate downtown development but have some challenges. The overlay regulations are limited and not as strong as what they could be to generate the desired development outcomes, prompting heavier reliance on adopted design guidelines coupled with discretionary approval by the Historic and Architectural Review Committee (HARC). This process has been demonstrated as highly iterative and time-consuming for applicants, taking several months in many cases and involving significant staff/applicant coordination. Within the UDC itself, there are only four standards (related to building height, setback, parking, and signs) applicable to the Downtown Overlay. The setback standard assumes a 0-foot setback and requires review on a case-by-case basis. This

regulation does not provide much clarity on the required setbacks, adds uncertainty to the development process, and fails to account for infill development that is typical in most city core areas. These types of regulations should be strengthened for clarity and enforcement measures to improve certainty/predictability. If overlay regulations are limited in scope, then the overlay should be repealed and incorporated into base district standards as an exception or alternative standard.

In Georgetown's case, these overlays should be repealed and folded into a form-based district like the unused MU district. This will create predictable development outcomes that retain the area's fabric, and provide significantly more utility beyond downtown in implementing the design and development vision for corridors like Williams Drive. It is imperative that this concept be explored in detail with the technical steering committee for appropriateness and to identify any potential unintended consequences. It is likely that this exploration identifies reforms that would make the Mixed Use District more appealing.

Figure 6-7 Historic Overlay Districts Map



Additionally, this will be an opportunity to address infill development issues that affect Georgetown's downtown area. Typically, in cities like Georgetown, UDCs have infill regulations to allow for unique redevelopment opportunities that may arise on atypical and substandard lots. The City's current regulations do not address these types of development opportunities.

6.4.2.6.2 Infill Standards

Infill standards are important for any city with limited greenfield development opportunities or demolished developments in areas that market has indicated significant interest. Infill development mitigates suburban sprawl by encouraging the development of underused or vacant land in existing developed areas. Well-intentioned infill standards can generate numerous benefits. One benefit includes revitalizing vacant and underutilized parcels within existing areas by improving local amenities, increasing housing options, improving fiscal performance and creating economic opportunities. Such standards can also reduce reliance on or the need to develop additional design guidelines and discretionary review processes that

would accompany them, or at least allow the application of guidelines at an administrative level. High-performing infill standards are essential in more mature communities, and as Georgetown continues to reach development capacity, more infill opportunities will arise. The City currently has numerous infill opportunities particularly surrounding the downtown area as well as Williams Drive, so providing standards that better encompass redevelopment should be a priority in the UDC.

Infill standards should include specific requirements to ensure development is compatible with buildings in an existing neighborhood. A new residence should not vastly differ in placement and physical form from the other residences in the neighborhood, though the use contained may be different (e.g. a duplex that looks like a single-family detached home). Infill standards should balance the need for the structure and its intent to provide a seamless transition within an existing neighborhood. Typical regulations to ensure compatibility include height, building size, setback averaging, and other site design requirements. For example, the lot in Figure 6-8 is suited for residential infill development. This lot is among a row of traditional Old Town style lots, where smaller scaled detached single-family homes dominate the block. This lot would benefit from specific standards that are sensitive to the block's existing fabric. This particular lot could have infill standards that comply with the neighborhood's form by regulating setback location, building height, and residential use type.

Figure 6-8 Example Lot for Residential Infill Development



In addition to residential infill standards, the UDC should provide commercial infill standards. These standards should be specifically targeted in higher intensity, more pedestrian-scaled areas like downtown, and areas with older Class C commercial/retail centers with high potential to serve surrounding neighborhoods to reduce auto dependence. Infill regulations would reduce vacant properties, incentivize development flexibility, and provide measures that ensure redevelopment fits the existing development context. For instance, the lot at the northeast corner of S Church Street and E 9th Street is well suited for commercial infill development. This lot would benefit from less stringent development standards like lot size requirements, and benefit better from specific, right-sized standards that capture the block's existing fabric. Opportunities like this cannot be ignored and must be managed effectively to create much needed downtown redevelopment energy.

Stakeholders expressed desire for the UDC to provide infill regulations to speed up the development timeline and intensify redevelopment for downtown projects. One of the key elements to explore in the drafting process is whether approaches may exist that reduce the need to use a discretionary review board/commission. This philosophical issue is a useful discussion with the technical steering committee.

6.4.2.6.3 Conservation Subdivisions

Conservation subdivisions are housed in Chapter 11 under environmental protection. These may benefit from relocation so they are more prominently featured, though there is a need to ensure they function in both the city limits and ETJ. The references to LEED under the Green Design Bonus need to be updated to reflect current nomenclature. [Table 11.06.070](#) requires

update, as it does not appear that the altered dimensional standards are sufficient to lead to developments choosing the avenue versus a PUD and seem to conflict with language regarding gross acreage impervious cover. Specifically, minimum lot sizes and widths should be reassessed. Some cities have taken the step of removing those minimums altogether and relying entirely upon density coupled with setback standards. This approach tends to work well, as properties conducive to conservation development often have highly unique geographic and topographic characteristics, and the projects tend to engage highly qualified land planners and landscape architects early to support a creative vision.

6.4.2.7 Planned Unit Development

6.4.2.7.1 Overview

Planned Unit Developments are frequent throughout the City, and requests have significantly increased over the years. The City has over 100 adopted PUDs. The City's current GIS data reveals there are 13,094 acres of PUDs, which translates to 20 square miles of the City's land is dedicated to PUDs. For a reference, Manhattan, New York City is under 23 square miles. In Georgetown, PUDs account for nearly 35% of the City's land mass. Based on high-level review, it appears that Sun City comprises approximately 4,854 acres, or 7.5 square miles.

The City's frequent use of PUDs questions whether the City's zoning districts perform as intended. The use of PUDs seems to be accelerating. In the early 2010s, the PUDs seemed largely confined to Sun City and unique projects like The Rivery, though the use of PUDs began to emerge for power center retail centers like Wolf Ranch that would typically expect to find approval via straight zoning. 2018 began to show signs of greater code problems, as the use of PUDs began to accelerate and capture development types typically rare for PUD approaches in other cities, such as industrial and business parks. Based on review, it appears at least a partial contributing factor to even more rapid acceleration in 2020 was a 2019 change in state law affecting consideration of building materials, although this also coincides with Georgetown's most rapid growth period and may indicate turning to PUDs as a result of growth anxiety (feeling like it is happening fast and not trusting that the current code could handle the changing market). Some instances also indicate PUDs potentially be used or advocated due to misalignment between zoning districts and the future land use plan. From visual review, it appears the most common base zonings from which PUDs are created include:

- **C-3:** typically removing key uses deemed not preferred or incompatible (heavily auto-oriented uses like car washes and gas stations being frequently addressed), shared parking, application of more prescriptive architectural standards, unique elements of open space dedication due to geography
- **C-1:** typically removing key uses deemed not preferred or incompatible (heavily auto-oriented uses like car washes and gas stations being frequently addressed), bufferyard alternatives, unique open space elements due to geography,
- **IN and BP:** some use modifications for uses deemed not preferred or incompatible, alternatives to architectural standards for non-residential often offset by landscaping
- **RS:** reduced lot sizes and widths, cluster development that does not achieve conservation development thresholds, adjustments to connecting to adjacent subdivisions, architectural outcomes

- **MF-1:** often for condoized (short form for condominiumized) single family (multifamily detached) and the unique layout/site issues brought by this type of development and recognizing the district would face opposition as straight zoning
- **MF-2:** often within a PUD with multiple base zonings; used to alter scale and design in order to secure approval

Due to the abundance of PUDs, one could argue that zoning is not as cohesive as it should be since most zoning is negotiated independently from one another. The City's overuse of PUDs is not preferable when comparing to development outcomes produced from other UDCs. PUD overuse is typically indicative of three things as detailed below.

1. Widescale development inconsistency

- PUDs create inconsistent development outcomes because every PUD is different from one another, resulting in splotchy development patterns even when some consistent language is contained (see further discussion below).
- This lack of development consistency can become increasingly problematic for cities like Georgetown where land scarcity is not such an issue particularly for infrastructure planning.
- Oftentimes, PUDs have their own infrastructure requirements and workarounds for access management, which can create conflicts with the City's existing developments.
- Long-term, the PUDs present administrative challenges as they age as city staff is tasked with enforcement, preemption of updated approaches, and similar issues.
- Residents seeking information cannot ascertain fundamental answers from the zoning map—they are required to read PUDs (and their subsequent amendments) and frequently do not understand why some properties have PUDs while others don't. PUDs are not readily found and accessible the way the UDC is, with online GIS not providing case numbers. This can be perceived as "dealmaking" and lacking transparency.

2. Developers circumventing the UDC's rules and regulations

- PUDs are intended to offer "public benefits" in exchange for an "innovative" development; however, some applicants may instead use PUDs to simply circumvent the Code's requirements.
 - Use of multiple base zonings with modifications to achieve mixed use through adjacency because the current Mixed Use District is untested/unappealing, rather than straight zoning to the base districts
 - Applying different interpretive approaches to impervious cover
 - Particularly with residential RS PUDs, industrial PUDs and retail center PUDs, on-the-ground results that do not appear materially different from residential development not constructed under a PUD found in Georgetown and elsewhere in the region

3. Antiquated UDC regulations

- Frequent PUD requests indicate low-performing development regulations. Examples include:

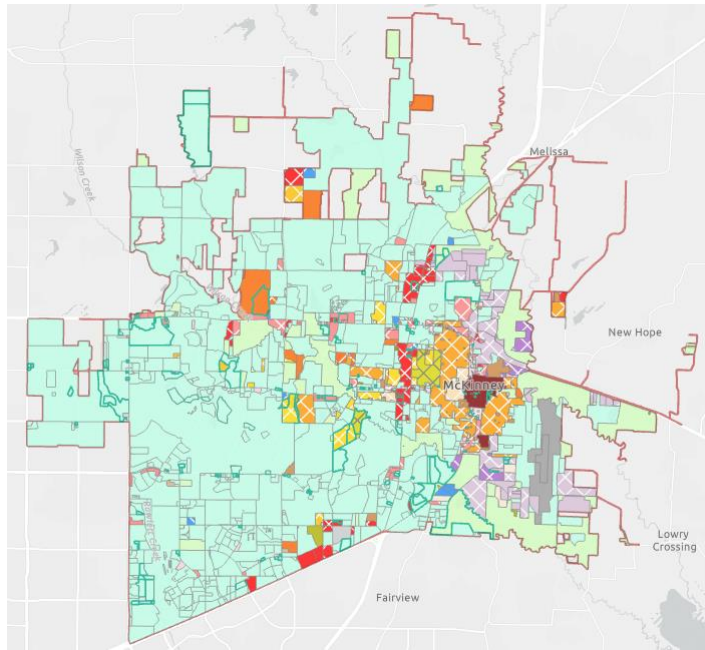
- Limited flexibility for offsetting landscape and architectural standards, especially with industrial development
- Being used to remove uses considered “poison pills” to gaining support from adjacent property owners (to avoid a zoning protest)
- Institution of development standards to produce greater degrees of design certainty than current regulations require, essentially as a condition to allowing a use (common for multifamily requests, particularly detached multifamily).
- Townhouse development in built form, but under single property ownership as rental or condo products.
- Template language modifying the UDC regulations being used across multiple PUDs, indicating a need to fundamentally amend the UDC.
- PUDs would not occur at high frequencies if the UDC’s regulations perform well.

6.4.2.7.2 Comparison

Georgetown is not the only Texas community that is overly reliant on PUDs. McKinney is a city that is plagued with PUDs. For instance, approximately 70% of McKinney’s land mass is zoned PUD (see the teal-colored areas in Figure 6-9) with more than 1,700 separate PUDs and PUD amendments since the 1980’s. This type of PUD overuse had been problematic for McKinney warranting significant conversation about the City’s future growth patterns. This conversation led to a new comprehensive plan and the City’s first code overhaul. During this process, McKinney stakeholders shared their experiences with PUDs citing the City’s inconsistent development patterns, spot zoning, lengthy approval process, vague PUD requirements, rigid and impractical dimensional standards, code inflexibility, ineffective use mix, dysfunctional base districts, and relentless PUD amendments.

Unfortunately, Georgetown shares similar PUD experiences with stakeholders stating misaligned use allowances, underachieving base districts, and inflexible dimensional requirements. As a comparison, Georgetown is not at McKinney’s level of PUD reliance and abuse, but it is a possibility if the City does not effectively address its base zoning districts, use allowances, and dimensional standards. The City’s UDC should find ways to address these issues with flexible regulations that still produce consistent development outcomes.

Figure 6-9 McKinney Zoning Map (PUDs in Teal)



6.4.2.8 Discussion

PUDs are one of the most common indicators of needed code adjustments—their provisions will be reviewed as the code is drafted. One aspect not often considered is the impact to the entitlement process. PUDs take longer to develop and process, and require the applicant to engage specialized experts. This increases the holding costs for a project and delays capitalization for the developer, as most development funding is tied to securing entitlement. While this may seem of limited interest to a city, it does tend to alter the types of projects brought forward. For example, developers may tend to stick with conventional retail/commercial centers and conventional garden apartments as reliable pro forma performers. Likewise, lengthy, expensive entitlement processes tend to steer developers towards more expensive and luxury built products, as those tend to recoup costs more and more rapidly in a high-growth environment (especially with regional housing scarcity). One of the greatest concerns identified, however, is that there is not a clear regulatory pathway to diversified housing without relying on tools like PUDs. Given this emphasis in the Future Land Use Plan, along with affordability, seeking base zonings that ease implementation of housing affordability/diversity efforts is paramount.

It is important to have a solid understanding of the existing zoning districts and how those districts perform. The current zoning districts should be revised to include regulations that create high-performing zoning districts. An approach used with increasing frequency, particularly since the state law limitation on building materials, is the creation of regulatory bonus systems for development that exceeds code minimums. Bee Cave and Brownsville both deploy this, albeit with different intentions. This changes the calculus for developers to consider additional efforts in order to unlock significantly greater economic performance of the project, provided regulatory incentives are sufficient and modify all necessary standards. Other cities have created prescriptive paths to innovative residential developments supportive of missing middle. Buda and Brownsville both provide by-right prescriptive paths for Traditional Neighborhood Design, Pocket Neighborhoods, Conservation Subdivisions and

similar tools. They also incorporate townhomes and duplexes into traditionally single-family detached zoning districts, altering density and lot standards (provided they are in fee-simple formats for townhouse and “twin house”). In both cases, this was designed to support easier homeownership opportunities and avoid the necessity of condo regimes, after finding developers preferred a fee-simple pathway but were choosing condo regimes due to regulatory issues.

This will include developing revised zoning districts that specifically address some of the City’s biggest development issues. For instance, the current zoning districts do not adequately address mixed-use development outside of downtown (given that the Mixed Use District has not been deployed, discussed elsewhere). A revised zoning district approach will encourage the City’s preferred development outcomes in certain areas through the effective use of density, use mix, and rightsized development standards. Residential diversification approaches are discussed elsewhere. A district with mixed-use standards should be created to provide mixed-use development along the I-35 Corridor and other strategic locations that may not function well for the existing MU district, or the City should initiate MU zoning and create the regulating plans for these areas to set the direction.

These district revisions could greatly improve the City’s desired development outcomes for mixed use nodes, housing diversification and affordability while reducing the need for PUDs. In addition, this removes some risk to developers that may make them more inclined to pursue these desired types of projects. Finally, such development patterns tend to produce higher fiscal performance, which was also emphasized in the future land use plan. Doing so will relegate the PUD to its original purpose of supporting unique developments with significant added benefits. Currently, many of the developments created under PUDs do not appear materially different on-the-ground from similar projects built in other jurisdictions without need for PUDs.

6.4.2.9 Summary

In conclusion, this analysis shows the City’s zoning breakdown by the numbers. Residential zoning dominates the City’s zoning utility with 54% of the City’s zoned acreage. Particularly, the single-family zoning districts (RS, RL, and RE) make up 50% of all the City’s zoning districts. The City should note the existing zoning breakdown and consider ways to increase commercial, mixed-use, and industrial development within targeted nodes through the use of base zoning district regulations as opposed to PUDs. The potential reorganization of residential zoning districts provides an opportunity to increase housing density and diversify. A revised zoning district approach that recalibrates the focus towards commercial and mixed-use development closer to downtown, the I-35 corridor, Williams Drive Corridor, and commercial nodes throughout the City will help broaden the City’s tax base and provide for a more connected and vibrant Georgetown.

6.4.3 Recommendations

Table 6.6 Zoning Districts Recommendations Table

#	Recommendation	Diagnostic Component
1	Consolidate the TF, TH, and MH zoning districts and incorporate those uses and standards into a single residential zoning district.	
2	Revise the IN and BP zoning districts to establish two industrial districts that regulate light and heavy industrial development.	

#	Recommendation	Diagnostic Component
3	Align zoning district references with the current terminology identified in the Comprehensive Plan.	
4	Revise all purpose statements to fit the intent of the recently adopted Comprehensive Plan.	
5	Remove any standards from the purpose statement and relocate those standards to the applicable district dimensional table.	
6	Provide appropriate infill standards to encourage redevelopment.	
7	Recalibrate the MF zoning districts to allow for greater density and a mix of residential types.	
8	Repeal the PF district and accommodate public facilities development through use allowances.	
9	Repeal the Special Area Plan Overlay due to low utility.	
10	Build on the Housing Diversity Development concept by incorporating standards into certain residential zoning districts like MF-1 and MF-2. Additionally, allow for a by-right housing mix for residential zoning districts.	
11	Allow for a by-right conservation subdivision development options with fewer steps involved and stronger regulatory incentives in the RL and RS zoning districts, and ensure it reconciles with the Subdivision Regulations chapter.	
12	Eliminate the "Multi-Lot Unified Development" section and incorporate these standards as a UDC relief tool.	
13	Review and update the boundaries of the UDC's Historic Overlay Districts. Where this is not feasible due to changes in state law, explore regulatory alternatives to achieve .	
14	Seamlessly incorporate the MU district into the UDC or house the MU form-based code in an appendix (related to Section 4.09, Mixed-Use District)	
15	Relocate MU district definitions to the UDC's definitions chapter. Do the same for other elements with embedded definitions, such as conservation subdivisions.	
16	Ensure MU district street types align the City's street network. Possibly relocate street standards to the Subdivision Regulations chapter, pending outcomes of the Future Mobility Plan.	
17	Align MU district land uses and any associated use-specific regulations with those of Chapter 5.	
18	Expand the ADU definition consistent with recommendations of the 2030 Plan, as ADUs represent a fundamental form of "gentle density" highly compatible with neighborhoods, and support supplemental income that can help people stay in their homes while simultaneously providing for rental housing with high quality of life.	
19	Clarify sidewalk and shared use path requirements from the MU district and consider its applicability outside of the MU district.	
20	Identify approved trees and plants for ROW landscaping in the MU district.	
21	Assess the feasibility of parking ratio buy-downs and apply the approach to development outside of the MU district.	
22	Use a fixed variable, like building square footage, site acreage, etc. to get the most accurate parking count.	
23	Consider adding more parking reductions (see section 6.9).	
24	Consider application of the MU district and an accompanying regulating plan to replace the MU-DT district in order to more effectively address all design elements and account for transitions/expansions, adjusting as necessary to prevent House Bill litigation.	
25	Make sure MU district sign types are consistent with the other signs in the UDC and meet federal law requirements.	

#	Recommendation	Diagnostic Component
26	Summarize all MU district sign standards into a table	
27	Clarify the purpose and minimum criteria for PUDs to reduce the creation of single use PUDs.	

6.5 Zoning Use Regulations (Chapter 5)

6.5.1 Background

The appropriate identification, definition, and understanding of land use is the foundational piece as to why zoning exists. Without uses, development patterns would be disjointed. If there are no identified uses, zoning would be irrelevant because any land use activity would be allowed. Uses are critical to the UDC because it implements a zoning district's intent and establishes what development activity is and is not allowed. This section of the Diagnostic Report reviews the City's established uses, assesses the use tables in each zoning district, and discusses the significance of strong use regulations.

6.5.2 Analysis

6.5.2.1 Land Use Chart

While there are multiple places designated for land uses in the UDC, it is not comprehensive and cohesive. The current approach is to establish uses and provide use allowances in each zoning district. This approach creates multiple use tables (eight use tables⁴) throughout Chapter 5 and should be revised with a different approach that provides cross-references in each zoning district to one use table located in the use chapter. Particularly, the use tables should use a revised approach from one table for each use category to one comprehensive use table, so a user does not have to look at multiple tables or sift through duplicative uses in numerous locations.

The use tables identify land uses within a certain use category and prescribes those uses to each zoning district. These tables list land uses along the left side and zoning districts across the top of each column with the allowance type (permitted by-right, allowed by special use permit, or permitted with limitations) in the cells below the zoning district columns. (see Figure 6-10). Each use table is grouped by certain uses housed within specific use categories. For instance, residential uses like single-family detached dwellings, single-family attached dwellings, and townhouses have their own category, while nonresidential uses like commercial and industrial uses have their own category within a particular use table. There is a summary in [Sec. 5.01.020](#) that assigns the type of use allowance by the indication of a letter or blank cell.

Figure 6-10 Existing Residential Use Table

Specific Use	AG	RE	RL	RS	TF	TH	MF1	MF2	MH	CN	C1	C3	OF	BP	IN	PF	MUDT
Household Living																	
Single-family, Detached	P	P	P	P	P	—	—	—	—	—	—	—	—	—	—	—	P
Single-family, Attached	—	—	—	L	P	P	—	—	—	—	—	—	—	—	—	—	—
Two-family	—	—	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—
Townhouse	—	—	—	—	—	P	—	—	—	—	—	—	—	—	—	—	S
Multifamily, Detached Dwelling Units	—	—	—	—	—	—	P	—	—	—	—	—	—	—	—	—	S
Multifamily, Attached Dwelling Units	—	—	—	—	—	—	P	P	—	—	S	S	—	S	—	—	S

⁴ There are nine use tables, including the use table from [Sec. 4.09.050](#).

For instance, a “permitted use”, “use with limitations”, and “special use permit” are marked with the letters “P”, “L”, and “S”, respectively. An unpermitted use is symbolized with “–” or a blank cell. The “L” terminology indicates limitations, which in other Central Texas jurisdictions is more commonly represented with a “C” indicating conditions, or with a “P” plus a suffix number linked to the use standard. Each zoning district indicates whether a use is permitted by-right, prohibited, or by a special use permit. The tables’ current format is understandable, but there are a few items that can create confusion for the code user. For example, the use table key is located in the UDC’s text before the use tables. For someone searching for a use allowance at the bottom of a use table, the user must scroll up numerous pages to locate the legend. For someone who is not a frequent UDC user, this is not user-friendly. Additionally, because there are multiple use tables, it can generate user confusion with uses and create unnecessary scrolling between the use tables.

The current use tables combined list more than 220 uses. This is too many uses for a UDC. There are similar uses that are duplicative and should be collapsed into expanded use definitions. For example, the use tables show “single-family attached dwellings” and “townhouses” as two individual uses. These uses should be combined into a singular “townhouse” use where the use definition is inclusive of both uses (“single-family attached dwellings” and “townhouses”) since both uses are the same. Additionally, there are duplicative uses throughout the UDC use tables, like the “hotel” use that has four separate hotel uses listed (hotel, boutique; hotel, full service, hotel, limited service; hotel, extended stay). These “hotel” uses can be revised to one use with use-specific regulations that address the remaining three hotel uses. For instance, there would be one “hotel” use listed and in the use-specific regulations, there would be all the special requirements for a particular type of hotel. Performing these kinds of tasks will greatly reduce the number of uses and ultimately reduce the length of the UDC.

Not all defined uses are currently listed in the use tables. For example, there is a use definition in [Chapter 16](#) for a “tattoo parlor” use but it is not included in any of the use tables. This is problematic because the City acknowledges certain uses exist, but do not effectively regulate those uses. Defined uses that are not listed in the use tables make the City vulnerable for arbitrary and unnecessary interpretations, creating UDC applicability inconsistencies. One approach may be to embed the land use definitions in the permitted use table. The example above references tattoo parlors, which is nested under personal services restricted. Embedding the definition for personal services restricted in the land use table would make it easy for someone unfamiliar with Georgetown’s terminology to make their own determinations regarding applicability. Figure 6-11 shows an example of a permitted use chart with definitions embedded.

Figure 6-11 Example Permitted Use Chart with Definitions

Use	Definition	AG	RE	P-1	P-2	P-3	CC	RC	U	H	TN	TN-MD	TN-C	DE	DG	DC	Parking Ratios
Stables, Commercial	A facility or area where horses, mules, or other domestic animals are kept, housed, boarded, lodged, fed, hired, trained, sold, or bred as a commercial activity. The definition includes accessory uses such as riding lessons, clinics, and similar activities.	P-11															n/a
Veterinary Clinic	A facility for the diagnosis, treatment, or hospitalization of animals. The incidental boarding or breeding of animals is included in this definition. Outdoor kennels, pens or runs must be permitted separately as an accessory use.	P-11				P-11	P-11	P-11			P-11	P-11	P-11	P-11	P-11		1 : 300 sf
Auto-Related Sales And Service	This category includes a broad range of uses for the maintenance, sale, or rental of motor vehicles and related equipment. Accessory uses may include incidental repair, storage, and offices.																
Auto Repair And Service, Major	A facility or area that includes overnight, outdoor storage of customer vehicles but not the storage of salvage vehicles, for one or more of the following activities: a. Reconditioning of any type of motorized vehicle, including any repairs made to vehicles over 10,000 pounds gross vehicle weight. b. Collision services, including body, frame, or fender straightening or repair. c. Overall painting of vehicles or painting of vehicles in a paint shop or paint booth. d. Dismantling of motorized vehicles in an enclosed structure.							P	P								1 : 750 sf

The current use table approach could benefit from a wholesale revision. One clear and concise use table is important for everyone involved in the development process. Users can quickly scan use categories to determine where a particular use is allowed. The use table facilitates the process of maintaining and updating the list of uses. Visual aids can also facilitate reading and understanding the use table.

Aside from a use table revision, the UDC should continue the approach of a use-designated chapter. This will house the use table, while including any use-specific regulations that are necessary to mitigate any undesirable development impacts on adjacent properties.

Regulations like those found in [Sec. 5.02.020](#), [Sec. 5.03.020](#), [Sec. 5.04.020](#), [Sec. 5.05.020](#), [Sec. 5.06.020](#), [Sec. 5.07.020](#), [Sec. 5.08.020](#), and [Sec. 5.09.030](#) will be included in the Use chapter. These standards include buffering, distancing, screening, and size requirements that aim to reduce development impact. As uses are revised and sufficiently defined, strengthened use-specific standards should be considered to ensure development does not create any adverse impacts on surrounding properties.

6.5.2.2 *Use Allowance Discussion*

Use allowances and zoning districts go hand in hand. Zoning districts cannot accomplish its intent if the uses do not coincide appropriately. For instance, a single family residential district will not produce single family outcomes if the use is not allowed. Uses should mesh seamlessly with the zoning district's intent to produce the district's desired outcomes. However, this has not been the case for Georgetown. Many of the City's districts struggle with the appropriate use allowances. For example, while there are numerous industrial uses that range in intensity, there are additional uses that need to be added or need further use regulations to produce the best development outcomes in the BP and IN districts. The City's current uses and their respective allowances for these districts are not ideal causing hesitancy to develop and use these districts, instead opting for industrial PUDs. The UDC should eliminate these types of use issues by revising use definitions to reflect market conditions, providing additional use-specific regulations to limit adverse development impacts, and to correctly align uses to districts.

6.5.2.2.1 *Housing Uses*

Residential uses play a vital role in City's development patterns as the housing industry continues to evolve and the housing crisis exacerbates in Central Texas. The City's current residential uses are sufficient for a smaller city in the 1990's but not for a larger, more diverse city in 2023. Georgetown limits its ability to increase its housing stock because of its antiquated residential uses. For instance, newer UDCs in Central Texas like Bee Cave have a robust set of residential uses that encompass a variety of housing options that are needed for growing cities in a high-growth region. Uses like triplexes, fourplexes, and courtyard apartments should be allowed uses in a city.

Additionally, Georgetown could implement the concept of missing middle housing to accommodate a variety of residential units in a cost-effective manner. Missing middle housing (MMH) is a range of house-scale buildings with multiple units that are compatible with single-family residences⁵. MMH includes housing types like duplexes, fourplexes, cottage courts, multiplexes, courtyard buildings, and townhomes that are compatible in scale with single-family residential units. MMH promotes affordability by increasing the supply of housing and providing ways to build efficiently by clustering units. Although MMH is common in more urbanized contexts and should be allowed in downtown, Georgetown could explore MMH

⁵ Parolek, Missing Middle Housing: Thinking Big and Building Small to Respond to Today's Housing Crisis (Island Press 2020)

options in some of its residential areas outside of the downtown area as well. For instance, the UDC could allow for attached and detached accessory dwelling units (ADUs) on all single-family lots with size requirements based on the primary residence size or lot size. Also, ADUs should be allowed in more residential areas as a by-right option if meeting use-specific regulations instead of needing special use permit approval. For example, ADUs could be allowed by-right if it meets specific setback, size, location, and height requirements. In a time where there is a need to increase housing in the City and affordability is an issue, the SUP process is onerous and compounds these issues by adding expenses to a property owner as they navigate the approval process.

In addition, residential districts could allow some MMH types as transitional uses from more to less intense or exclusively single-family neighborhoods. Revised use regulations with flexible zoning metrics and context-specific standards could accommodate ADUs and other MMH types to a variety of neighborhood contexts.

While ADUs and MMH are critical uses for revised UDCs, it is important to address traditional multi-family uses. Like apartments. Many communities have negative attitudes towards apartment complexes citing crime, traffic, noise, declining property values, school overcrowding, and undesirable architectural characteristics, thus limiting the amount of multi-family products in a city. As a way to alleviate these attitudes and increase multi-family products, cities have increased multi-family development standards to make them appear more like luxury properties instead of deteriorating late 20th century apartment complexes. For instance, some communities have regulated apartments to where they must have multiple stories, provide wrapped parking or structured parking facilities, have various architectural points of interests, and provide numerous on-site amenities for its residents to curb traditional, garden-style apartment complexes. Georgetown should consider improving its apartment standards to increase housing options, add density to select areas, and provide better quality apartments that the community supports.

6.5.3 Recommendations

Table 6.7 Zoning Use Regulations Recommendations Table

#	Recommendation	Diagnostic Component
1	Rename the chapter from Zoning Use Regulations to Use Regulations.	💡 😊
2	Rename the “notes” column in the use tables to “use-specific regulations” column and provide the applicable use-specific regulation section reference with a hyperlink.	💡 😊
3	Eliminate SUP approval for Accessory Dwelling Units (ADUs) and provide use-specific regulations for by-right allowance.	💡 😊
4	Define all land uses and list those uses in one use table.	💡 😊
5	Reconsider the “second dwelling unit” use, address as an opportunity for compound living, and provide use-specific regulations for this particular residential development.	💡 😊
6	Broaden the “upper-story residential” use to allow for other practical live-work type structures (i.e., allowing for living on the ground floor with retail in the front and living in the back).	💡 😊
7	Clarify the “home-based business” use limitations to improve regulatory capacity.	💡 😊
8	Reduce duplicative uses and consolidate those uses into one use or broader use definitions.	💡 😊
9	Clarify and define use modifiers and compound definitions (i.e., “Bed and Breakfast” vs. “Bed and Breakfast with Events” as they relate to an additional definition for “Event	💡 😊

#	Recommendation	Diagnostic Component
	Facility.” This requires a circuitous path to identifying applicable standards despite the common practice of Bed and Breakfasts hosting events.	
10	Reduce the potential for use confusion by renaming select uses and provide thorough and distinct use definitions (i.e., “major event entertainment” and “event facility” have similar definitions and are relatively indistinguishable from each other).	💡 😊
11	Revise certain uses to match what is referenced in state law (i.e., The City identifies “firing range” while state law classifies the use as a “sport shooting range”).	💡 😊
12	Eliminate the outdated floor area ratio (FAR) requirement practice as a regulatory standard for uses.	💡 😊
13	Eliminate the redundancy to modify uses with a “temporary” disclaimer if located in temporary use section (i.e., Business offices, temporary located in the temporary use table – the reader already knows this is a temporary use).	💡 😊
14	Streamline outdoor display use requirements.	💡 😊
15	Update wireless transmission facilities to reflect the recent changes by the FCC and federal law.	💡 😊

6.6 Residential Development Standards (Chapter 6)

6.6.1 Background

Development standards go beyond the intrinsic use or configuration of property and instead shape the built environment experienced by residents and homeowners. Conventionally, residential development standards are put in place to establish the following within residential areas:

- Diversity in housing appearance and style, preventing monotonous residential neighborhoods
- Minimum building articulation requirements for garages, rooflines, and other design elements
- Vehicular access to residential units, such as alleys, driveways, and associated spacing or Prohibitions.

Development standards for residential areas are not intended to dictate the minimum lot area, dimensions, or subdivision metrics such as block lengths and easement encumbrances; these specifics are conventionally located within separate Zoning and Subdivision chapters, and are tied to zoning districts rather than residential use types.

6.6.2 Analysis

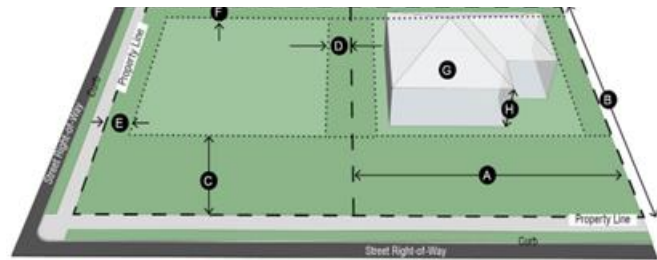
The current UDC chapter on residential development standards is unconventional in that it is largely comprised of information better suited for other chapters of the code. For example, detailed descriptions of minimum lot sizes and residential zoning district descriptions are appropriate for the Zoning chapters of the UDC. Information suitable for this chapter include the requirements for amenity center improvements, vehicular access, and certain accessory structure requirements.

The current residential development standards could benefit from a redistribution of content, yielding a shorter, more concise chapter. In the new UDC, the residential development standards content will fold into the broader Development Standards chapter, in addition to the subsections on landscaping, parking and loading, and exterior lighting.

Residential development standards within the new UDC will focus on promoting walkability and sustainability using techniques such as rear entry products and low-impact development standards in common areas. By limiting front entry garage conditions, curb-cuts and sidewalk obstructions, such as vehicles, are greatly reduced. In turn, this development style reserves the sidewalk for public enjoyment and use for all individuals regardless of ability. The promotion of increased stormwater mitigation through low-impact development options, such as rain gardens or bioswales, will contribute to the operational excellence of residential developments by lowering the impact on public infrastructure.

Another focus of the residential development standards will be to promote integrated housing types, and limit the barriers to providing infill and affordable housing developments. One method to achieving true mixed-housing development is to remove incompatibility designations between detached single-family units and attached dwelling units, such as duplexes and

Figure 6-12 Sample Dimensional Graphic



townhomes. By requiring a buffer yard between housing types, the City is setting barriers to integrated housing developments. Likewise, standards for “missing middle” housing, such as duplex and townhomes, should be considered when developing lots subject to more traditional, detached lot dimensions and setbacks. This can be accomplished through a series of conditional development standards where, for example, townhome developments and other zero lot-line conditions are permitted to encroach on the standard setbacks of the overall district.

Overall, the new UDC will seek to encourage high-quality residential development without jeopardizing affordability. Required features, like amenity areas, offer future residents higher quality recreational areas; however, they come with increased development costs and maintenance fees that ultimately get pushed onto the future homeowners. The UDC will seek to incentivize the development features through potential parkland reductions or density increases. The technical steering committee is an excellent resource for identifying the market threshold for incentives that would prompt market adoption, as the current regulatory incentives appear insufficient to offset the cost impact of developing affordable/workforce housing.

6.6.3 Recommendations

Table 6.8 Residential Development Standards Recommendations Table

#	Recommendation	Diagnostic Component
1	Exclude properties within the ETJ from the development standards applicability to avoid confusion and conflicts with planning authority. Assure consistency with state law authority.	💡 😊
2	Discourage double-frontage conditions ("rear street") by requiring Planning and Zoning Commission approval under unique circumstances.	💡 😊
3	Ensure that different residential types, such as duplexes and townhomes, do not conflict with the minimum lot size associated with a residential zoning district.	💡 😊
4	Relocate use-specific standards to a conditional standards section referenced in the Use Chart.	💡 😊
5	Establish a minimum unit count for townhomes within the Development Standards, rather than establishing criteria through the Definitions.	💡 😊
6	Prohibit front-loaded townhomes, requiring alleys for townhome developments.	💡 😊
7	Remove the residential building material requirements to be compliant with TLGC updates.	💡 😊
8	Clarify the amount of housing units needed to be classified as a duplex, townhouse, or high-density “development,” such as referenced in Section 6.02.07.C.4, for clarity when developing in infill situations.	💡 😊
9	Relocate amenity area requirements with general open space dedication requirements.	💡 😊
10	Examine private open space requirements for individual residential lots due to possible overlap with lot coverage maximums and difficulty with enforcement.	💡 😊
11	Eliminate buffer yard requirements between residential housing types such as single-family detached, duplex, and townhomes.	💡 😊
12	Instead of referencing a supplemental document for all mixed-use regulations (See Section 6.03.), mixed-use standards specified in Section 4.09 should be integrated throughout the UDC. Residential mixed-use standards, such as the architectural requirements outlined in Section 4.09.08, should be relocated to a future Development Standards chapter.	💡 😊
13	Clearly define all lot types, such as “access,” “median,” and “drainage” lots.	💡 😊
14	Establish a minimum lot width of 30 feet at the build-line for knuckle turns and bulb-outs in addition to cul-de-sacs.	💡 😊

#	Recommendation	Diagnostic Component
15	Revise the rear setback reduction for providing alley-served homes specified in Section 6.04.02.B.1.a to allow for standard parking stall dimensions in front of the garage, at a minimum.	 
16	Remove parallel driveway restrictions within the front setback to accommodate hammerhead turnarounds and circular driveways.	 
17	Revise the lower limit measurement of building height to be from the average grade measured at the base of the building, rather than the lowest finished grade per Section 6.04.03.A.	 
18	Require a primary structure on all lots, regardless of ownership, prior to permitting an accessory structure.	 
19	Measure lot coverage using total impervious cover, rather than just buildings.	 
20	Remove the maximum area of an accessory structure related to the primary home, relying instead on the maximum coverage of the property.	 
21	Clarify the applicability of common amenity areas, and incentivize the use of amenity areas rather than requiring them for all developments.	 
22	Clearly define the amenity elements necessary to meet the amenity center requirements.	 
23	Remove barriers to low-impact development standards, and offer benefits like density bonuses and parkland dedication reduction for developers that choose to use said techniques.	 
24	Simplify the dimensional standards granted for Housing Diversity Developments in Table 6.07.02.C to be a percent of the base standard (e.g., 20% reduction in the lot width), rather than a flat number. Allow all developments to utilize a mix of housing types regardless of if registered as a Housing Diversity Development.	 
25	Limit reductions to lot size, side setbacks, and maximum heights when used in a mixed housing scenario	 
26	Reframe “workforce housing” as a use type and allow it with use specific standards in the Use Chart (such as necessary recorded restrictions for affordability), coupled with regulatory bonuses of sufficient capacity to prompt market adoption.	 

6.7 Nonresidential Development Standards (Chapter 7)

6.7.1 Background

Nonresidential development standards are intended to ensure quality development that provides variety and visual interest in building design, compatibility with existing and preferred built patterns and materials, establishes scale, and contributes to pedestrian-oriented streetscapes. These regulations are important because it directly affects development appearance. Items related to aesthetics like building materials, roof types, architectural articulation, and scale are considered. Building design standards should be carefully revised to ensure the City retains its unique character and incentivizes aesthetically appealing development.

Development standards for nonresidential areas are not intended to dictate the minimum lot area, dimensions, or subdivision metrics such as block lengths and easement encumbrances; these specifics are conventionally located within separate Zoning and Subdivision chapters and are tied to zoning districts rather than development types.

6.7.2 Analysis

The UDC currently provides design standards for nonresidential development that regulate aesthetic character like roofs, facades, and entrance articulation. Although these standards are present, references to other applicable development standards (e.g., landscaping, screening, parking) are not made, resulting in a fragmented ordinance that is difficult to reference. Additionally, topics like external lighting standards are housed within this chapter; insinuating that lighting standards are not applicable for residential developments.

The City's reliance on Planned Unit Developments produces the question of whether nonresidential design standards are performing well. To ensure ease of enforcement and compliance, the City should recalibrate its development standards to provide flexibility to lessen modification requests.

The current residential development standards could benefit from a redistribution of content, yielding a shorter, more concise chapter. In the new UDC, the nonresidential development standards content will fold into the broader Development Standards chapter, in addition to the subsections on landscaping, parking and loading, and exterior lighting.

6.7.3 Recommendations

Table 6.9 Nonresidential Development Standards Recommendations Table

#	Recommendation	Diagnostic Component
1	Remove minimum lot dimensions for nonresidential development.	 
2	Relocate incompatibility standards into a separate incompatibility section, with references to landscaping buffers and screening walls where appropriate.	 
3	Increase the setbacks between higher intensity uses, such as those within the BP, Business Park district, and residential development.	 
4	Allow minor improvements, such as retaining and screening walls, within commercial setbacks.	 
5	Clearly define "structure" and other elements not allowed within setbacks to avoid disputes in interpretation.	 
6	Increase the build-to front setback option from 25% to 50%, and allow this option exclusively from the right-of-way, not a landscape easement.	 

#	Recommendation	Diagnostic Component
7	Allow parking in front of a building (between the right-of-way and the building face); however, limit the parking to one drive aisle in less intensive commercial districts.	 
8	Remove the nonresidential building material requirements to be compliant with TLGC updates.	 
9	Revise the building color restrictions to key thoroughfares and establish a definitive palette and pattern guide.	 
10	Utilize graphics to depict prohibited roofing styles and slopes.	 
11	Specify applicable details when requiring wall, roof, and other building articulation elements, such as parapets.	 
12	Remove the building setback from internal drive aisles unless required by Fire Code.	 
13	Expand on the required pedestrian walkways between parking areas and buildings.	 
14	Relocate the lighting requirements to a general development standards section applicable to all residential and nonresidential developments.	 
15	Prohibit certain lighting fixtures based on design and performance metrics, rather than by name to keep up with new technologies.	 
16	Require shielded lighting conditions in all development types.	 
17	Expand lighting provisions to include preferred fixture types, mounting maximums, alternative lighting standards for unique situations, and pedestrian-scale lighting requirements.	 
18	Establish an alternative compliance option for non-residential projects to allow for flexibility in design, including landscaping, articulation, and parking requirements. This alternative compliance option may offer a matrix or “menu” for developers to choose from, where higher level of one element is provided to reduce the standard for another (e.g., increased landscaping between the front façade and right-of-way may allow for less frequent building articulation).	 
19	Remove barriers to low-impact development standards, and offer benefits like parking reduction and architectural articulation relief for developers that choose to use said techniques	 

6.8 Tree Preservation, Landscaping and Fencing (C Chapter 8)

6.8.1 Background

More recent UDCs have standards regulating landscaping, screening, and tree preservation, although they are typically controlled by individual chapters rather than grouped together.

6.8.1.1 Tree Preservation

Mature, developed trees offer a wide variety of benefits to community members and developers alike. Trees improve air quality, mitigate heat impacts from the sun, and harbor local flora and fauna ecosystems that are native to the area. Additionally, tree roots assist in erosion control and stormwater management by solidifying undisturbed soils over time, and slowing the velocity of water during precipitation events. Tree canopies serve as natural screens to adverse lighting and noise, such as from large thoroughfares, and sequester carbon from automobiles and other pollution sources. Their positive impact on mental health and the value on property increases their socioeconomic benefits to local residents and property owners. For these reasons, cities have placed increased value on mature trees within their jurisdictions in an effort to protect these natural resources and character.

6.8.1.2 Landscaping

Buffer and landscaping requirements mitigate environmental site conditions, minimize conflicts between incompatible uses, and soften the visual impacts, adverse sounds, and light pollution of parking areas and other intensive uses. Landscaping adds to both upfront development costs and over time through maintenance and irrigation, although long-term savings from stormwater management and energy savings through shading of building and parking areas can offset some of these costs.

6.8.1.3 Screening and Fencing

In conjunction with landscaping elements, screening and fencing installation can assist in mitigating adverse impacts from incompatible uses and development types. Residentially, fencing is a common method of property management, but must be managed properly to avoid disputes and conflicts between residents, pedestrians, and other modes of transportation.

6.8.2 Analysis

Georgetown's tree preservation, landscaping, and fencing requirements are grouped within Chapter 8 of the existing UDC. Tree preservation requirements occupy the majority of the chapter; resulting in a lengthy ordinance. Several metrics are used—including Diameter at Breast Height (DBH), tree density, and canopy coverage—which results in difficulty calculating the necessary mitigation for removed trees. Essentially, it is using three different metrics which is atypical of practices for calculating mitigation. This practice should be assessed for whether outcomes would differ using a simpler calculation method. Cities in the surrounding area utilize the following metrics when calculating tree mitigation:

- **City of Leander, Texas**

Caliper measurement is used to determine between a 1:1, 2:1, or 3:1 mitigation ratio. A minimum of 50% of trees between 8 and 18 inches are permitted to be removed without mitigation

- **City of Round Rock, Texas**

Trees greater than 8 inches in DBH are considered protected and require mitigation. Depending on the tree's size, a mitigation ratio of 1:1, 2:1, or 3:1 is required.

- **City of Hutto, Texas**

A minimum of 50% of protected trees on site must be preserved, and protected trees shall be mitigated at a ratio of 1:1.

It is recommended that the tree preservation section of the new UDC be reduced to the fundamentals of tree preservation: what trees are protected, how much mitigation is necessary, and how can a developer mitigate for them.

The landscape regulations can also be improved to include right-of-way landscaping buffers and ubiquitous requirements regardless of nonresidential use. The current ordinance specifies different landscaping requirements for different parking and site conditions; this results in an ordinance that is difficult to enforce in plan review stages, and confusing for the development community to implement.

6.8.3 Recommendations

Table 6.10 Preservation and Landscaping Recommendations Table

#	Recommendation	Diagnostic Component
1	Separate Landscaping and Tree Preservation into their own chapters in the new UDC.	💡 😊
2	Exclude properties within the ETJ from the landscaping development standards applicability to avoid confusion and conflicts with planning authority. See above recommendation since tree preservation can apply in the ETJ.	💡 😊
3	Establish a smaller range for protected trees between 2 inches and 12 inches in Diameter at Breast Height (DBH) and reclassify protected trees using more familiar category names (e.g., small, medium, and large trees).	💡 😊
4	Require mitigation ratios per tree category (1:1, 2:1, 3:1, etc.), increasing as the existing tree DBH increases.	💡 😊
5	Protect all tree species based on caliper size.	💡 😊
6	Revise the residential lot tree preservation exemption in Section 8.02.03.B.1 to only apply to lots with an existing home, and explore limiting to homesteads.	💡 😊
7	Establish a clear exemption to the tree preservation requirements for commercial plant nurseries.	💡 😊
8	Exempt existing trees in the right-of-way removed <u>by the City</u> from the preservation requirements while still maintaining applicability for newly platted ROW due to the ability to shift ROW with new projects as compared to City projects with existing/fixed alignments.	💡 😊
9	Prohibit construction activities within the full extent of the Critical Root Zone (CRZ) of a protected tree.	💡 😊
10	Remove the minimum tree preservation percentages to allow for more flexible development on lots where tree removal is absolutely necessary, and instead rely on increased mitigation ratios to encourage tree preservation.	💡 😊
11	Restructure the tree preservation section into the following sections for ease of plan review and enforcement: types of protected trees, mitigation ratios by type, and methods of meeting those mitigations (e.g., fee in lieu, on-site preservation, on-site replacement).	💡 😊
12	Require trees planted on-site as replacement trees to be 4 inches in caliper 12 inches above grade.	💡 😊

#	Recommendation	Diagnostic Component
13	Revise the fee in lieu of mitigation rate to reference market value, and revise at least every 5 years. Municipal CIP project bid tabulations can be a useful, defensible source for determining this value.	💡 😊
14	Remove or significantly revise enforcement/calculation for impervious cover bonuses based on tree preservation, and seek alternative means of providing regulatory benefit/incentives to tree preservation.	💡 😊
15	Allow for placement of shade tree plantings on residential lots anywhere on site, as opposed to the front yard restriction per Section 8.03.02.A.	💡 😊
16	Allow for and potentially incentivize use of additional xeriscaping and other low water-using techniques in landscaped areas.	💡 😊
17	Implement right-of-way landscaping buffers that vary in width based on the adjacent right-of-way (rather than relying on overlay districts for this function).	💡 😊
18	Simplify landscaping requirements by establishing ubiquitous standards for parking lot and site landscaping, regardless of use.	💡 😊
19	Implement overall landscaping requirements for parking lots regardless of parking location.	💡 😊
20	Require landscape islands every 10-12 stalls and at all endcaps regardless of group length, or a continuous head-end median. Require tree plantings and incentivize stormwater sequestration within parking islands and medians.	💡 😊
21	Revise incompatibility buffer standards to specify the spacing between shrubs and trees. Consider a spacing of 3 feet between shrubs.	💡 😊
22	Require wheel stops when adjacent to all planting areas and pedestrian walkways, and bollards when parking is at the same grade as a walkway.	💡 😊
23	Specify minimum planting heights for shade trees, ornamental trees, and shrubs.	💡 😊
24	Revise the minimum dumpster screening criteria to allow for recycling bins and trash compactors, and ensure service provider approach needs are met to access the enclosures.	💡 😊
25	Allow for fences no taller than 8 feet on corner lots outside of sight triangles.	💡 😊
26	Increase the fence height limitation in the Old Town district from 3 feet to 4 feet (See Section 8.07.04.A.1.).	💡 😊
27	Consider, in coordination with design standards in other sections of this diagnostic, the potential for point value offsets within landscaping (use of additional trees as substitute for landscaping, sculpture and public art, deployment of LID) and using other design elements such as architectural features and amenities as forms of alternative compliance.	💡 😊

6.9 Off-Street Parking and Loading (Chapter 9)

6.9.1 Background

6.9.1.1 Overview

Minimum parking requirements were historically designed to reduce street congestion and to avoid spillover parking in residential neighborhoods. Parking regulations establish a minimum number of parking spaces for new development, typically tied to land use. They usually spell out the geometric design of parking spaces and bays, along with required surfacing. The UDC currently provides these features and requires a minimum number of parking spaces for listed uses identified in [Sec. 9.02.030](#). The required spaces are tied to a number of variables including dwelling units, building square footage, beds, seats, or other variables.

6.9.1.2 Cost Implications

Parking and walkability will always coincide during the UDC rewrite process. While developments need parking to accommodate customers and community members, overparking should be avoided. Overparking can disrupt land use patterns, increase the urban heat island effect, negatively impact stormwater drainage basins, add extra costs to development, and promote greater reliance on the automobile by preventing compact, walkable development. In newer zoning regulations, conventional parking metrics like parking minimums can be replaced with (or supplemented by) parking maximums. Regulations can also use shared parking arrangements, parking reductions, bicycle facility requirements, and context-sensitive parking standards responsive to different development patterns to reduce unnecessary parking, maximize the development footprint, and incentivize walkability.

In addition to environmental costs, there are various financial costs generated by parking. For instance, the average cost of a surface parking space is \$5,000 to \$10,000⁶. That means if Georgetown requires 100 parking spaces, a developer will spend \$500,000 to \$1,000,000 on surface parking spaces alone, which does not include the paving for drive aisles or planting landscape islands. Regulations that require excessive and often unused parking spaces can create a severe cost burden for a local developer.

6.9.2 Analysis

6.9.2.1 Measurement Variables Analysis

Parking measurement variables are critical for rightsizing parking requirements. The UDC uses more than 8 different variables (dwelling units, classrooms, flexible seating area, etc.). These numerous measurement variables provide challenges when determining sufficient parking requirements. For instance, the current UDC uses patient beds as a specific variable to determine hospital parking. A hospital use must provide one parking space for every two patient beds. This means that the required parking can constantly change because the measurement variable may change throughout the day. Parking calculations should not fluctuate with the amount of beds in a building, number of seats, etc. because it is challenging to accurately determine the true required parking rate. Parking measurement variables need to be attached to a fixed variable like building square footage, dwelling units, and site acreage to accurately determine minimum parking at any given time.

6.9.2.2 Comparative Analysis

The City's current parking requirements yield the lowest parking ratios for uses when compared to other similar Texas jurisdictions. For this example, we compared a few frequent

⁶ As calculated by the Victoria Transport Policy Institute

uses from four Central Texas cities of similar size and development characteristics to see how parking regulations vary per Table 6.11. Additionally, five similar cities from North Texas were examined to provide regional context. Three specific uses — retail, restaurant, and office — were compared with sample building size to calculate required parking. The comparison generally shows that minimum parking ratios are the highest for restaurant uses in Georgetown, and retail parking ratios are consistent with the other Central Texas cities. However, when comparing Georgetown’s parking ratios to other similar cities in North Texas, Georgetown yields higher ratios, most notably for restaurant and office uses.

Table 6.11. Local Parking Comparative Analysis

TX Region	City	Retail	Retail (20,000 sf bldg.)	Restaurant	Restaurant (2,500 sf bldg.)	Office	Office (20,000 sf bldg.)
Central	Georgetown	1/250 sf	80	4 + 1/100 sf	29	1/300 sf	67
	Round Rock	1/250 sf	80	1/100 sf	25	1/250 sf	80
	Leander	1/200 sf	100	1/100 sf	25	1/200 sf	100
	Cedar Park	1/250 sf	80	1/100 sf	25	1/300 sf	67
	Pflugerville	1/250 sf	80	1/75 sf	33	1/250 sf	80
North	McKinney	1/250 sf	80	1/150 sf	17	1/400 sf	50
	Denton	1/350 sf	57	**	**	1/450 sf	44
	Frisco	1/250 sf	80	1/100 sf	25	1/350 sf	57
	Duncanville	1/400 sf	50	1/200 sf	13	1/500 sf	40
	Cleburne	1/400 sf	80	1/200 sf	13	1/400 sf	50

It is important for Georgetown to reassess parking ratios to preserve development space, reduce excessive parking, and promote walkability. Georgetown’s current ratios represent a one-size-fits-all, automobile-oriented approach. The City should reduce parking in higher density areas like downtown for certain uses to achieve a more pedestrian-friendly environment. This should similarly carry to other mixed use nodes. This is an effective way to achieve desired parking outcomes for nonresidential development.

6.9.2.3 Summary

Georgetown should implement parking regulations to minimize excessive parking. The City should avoid a conventional one-size-fits-all parking approach because it promotes overparking and automobile reliance. Instead, the City should examine a rightsized parking approach that ties together development context, neighborhood character, and the goals of the City’s long-range planning policies. Additionally, the City can combine this approach with its current regulations in the MU district where required parking is reduced. Conventional parking regulations should not be completely abandoned because there is utility for standards in specific areas where the automobile is the primary mode of transportation. However, parking regulations based on different development and neighborhood contexts may be more reasonable in Georgetown. As the City continues to grow and land availability lessens, it is critical for the City to find appropriate parking solutions for new development.

6.9.3 Recommendations

Table 6.12 Parking and Loading Recommendations Table

#	Recommendation	Diagnostic Component
1	Provide required parking ratios for each use within the use table.	 
2	Reduce the amount of parking measurement variables and tie parking to only fixed variables like building square footage, site acreage, etc.	 
3	Reduce numerical standards located in sentences by relocating those standards into a table format.	 
4	Determine if the minimum drive aisle widths should be included in the UDC or Engineering Design Manual.	 
5	Provide a consistent measurement variable, like the “point of order” for off-street stacking.	 
6	Recalibrate loading requirements to fit different development contexts (i.e., require different loading requirements for industrial development than personal service loading requirements).	 
7	Strengthen existing parking reductions by offering more alternatives, establishing specific criteria, and determining how much parking can be reduced.	 
8	Build on the downtown fee in lieu of parking option and apply that to other select areas within the City.	 
9	Provide bicycle parking standards for downtown and planned walkable, mixed-use areas as identified in the Downtown Master Plan.	 
10	Provide graphics that illustrate various parking metrics to improve code readability	 
11	Provide parking reductions for Downtown Area 2.	 
12	Implement necessary code-related elements of parking management in downtown as identified via the Downtown Master Plan being prepared concurrent to this Report.	 

6.10 Signs (Chapter 10)

6.10.1 Background

Signs are a pervasive element of the built environment. Signs serve important purposes, such as identifying places of business or institutions, directing traffic, and expressing opinions. Businesses rely on signs to create a street presence and to generate sales from motorists or pedestrians who might not otherwise become aware of their presence. Politicians and activists rely on signs to get the word out about their campaigns or matters of public interest. Institutions (such as churches and schools) use signs to announce events, speakers, and inspirational messages. Some signs can also have a negative impact on the public. Signs are often identified with clutter along roadway corridors, driver distraction, and—when not properly maintained—blighting influences. Excessively bright signs can disrupt the quiet enjoyment of residential neighborhoods or distract drivers (while, at the same time, making those signs more visible to motorists). The City should effectively regulate signs in a way that avoids potential negative impacts, while enabling freedom of expression and commerce.

Among other things, sign regulations establish:

- 1) Sign types such as attached and detached signs,
- 2) Locations where the sign types are permitted,
- 3) Dimensional standards (i.e., maximum size and height, minimum setbacks),
- 4) Maximum number of signs per development,
- 5) Design features such as illumination, materials, and use of LED technology, and
- 6) Whether sign permits are required.

6.10.2 Analysis

The City does not have a true sign classification system but does establish the various signs in [Sec. 10.06.010](#). The City regulates of the following sign types by zoning district:

- Building Wall Signs
- Incidental Signs
- Flags
- Multi-Tenant Signs
- Temporary Signs
- Pole Signs
- Additional Signs Regulated by Land Use

The City defines signs as “any device that uses letters, numerals, emblems, pictures, outlines, characters, spectacle delineation, announcement, trademark, logo, illustrations, designs, figures, or symbols to convey a message. The term "sign" shall also include any use of color such as bands, stripes, patterns, outlines or delineations displayed for the purpose of conveying a message, including commercial identification (corporate colors), that comprises more than 20 percent (20%) of any facade or visible roof face. This term shall also include all flags”. Each sign type has its own dimensional standards and design characteristics that correspond to a certain zoning district. Mostly, each zoning district requires different dimensional standards to ensure signs are compatible with the surrounding area, which are established in one table. However, additional matrixes may be more helpful to communicate the different sign types and standards.

To improve the sign standards, the City should classify their existing signs into three categories: detached signs, attached signs, and incidental and temporary signs. For instance, monument signs and subdivision entry signs would be classified as detached signs, whereas building wall signs would be classified as attached signs. In addition to the reclassification of signs, the City should establish additional sign types that align with best practices. This would include adding canopy signs, marquee signs, murals, and roof signs to the proposed attached sign category. Once all signs are defined and classified adequately, then the City should provide a sign table for each sign type, summarizing that sign's pertinent information. This type of sign classification system will reduce some of the current UDC's heavy text sections into brief, readable, and highly communicable materials (see Figure 6-13).

Figure 6-13 Sample Monument Sign Table

Monument Sign Standards				
Sign District →	A	R	C	I
Requirements ↓				
Allowed?	NR	NR	Yes	Yes
Permit Required?	Yes	Yes	Yes	Yes
General number per frontage (max.)	1	1	1	1
Dimensions				
Sign Area (max.)	48 sf	48 sf	64 sf	100 sf
Height (max.)	8 ft	6 ft	10 ft	10 ft
Design Characteristics				
Electronic Message Center	100%	100%	50%	50%
Changeable Copy	100%	100%	50%	50%
Internal Illumination	NR	NR	Yes	Yes
External Illumination	NR	NR	Yes	Yes
Halo Illumination	NR	NR	Yes	Yes
Direct Illumination	No	No	No	No
Key	Yes = the sign type or characteristic is allowed No = the sign type or characteristic is not allowed NR = the sign type is allowed for nonresidential uses only "–" the standard does not apply Sign Districts: A = Agricultural R = Residential C = Commercial I = Industrial			

Additionally, the UDC should increase the amount of sign graphics. The current regulations provide limited or grainy graphics, which makes it difficult for the reader to understand. The UDC should provide informative graphics that show code users what signs look like, what sign types are acceptable, and the appropriate sign measurements. The UDC needs to provide ample sign graphics to reduce document text length, improve code readability, and increase user-friendliness.

6.10.3 Recommendations

Table 6.13 Signs Recommendation Table

#	Recommendation	Diagnostic Component
1	Reclassify the current sign types into a format that establishes sign categories like detached signs, attached signs, and incidental and temporary signs.	💡 😊
2	Place the existing sign types into the appropriate sign category.	💡 😊
3	Provide additional sign types within those sign categories that reflect modern best practices to include the use digital signage	💡 😊
4	Create tables for each sign type that communicate that sign's pertinent information like allowance, dimensional standards, and lighting requirements.	💡 😊
5	Provide clear and effective graphics to illustrate sign types and their associated requirements.	💡 😊
6	Deviate from the practice of regulating signs by land use (user preference) to prevent First Amendment litigation.	🚫 💡 😊
7	Provide alternative compliance options for certain sign standards like height, number of signs, etc.	💡 😊
8	Specify sign variances and show when those variances are applicable.	💡 😊
9	Address master sign plan timing relative to other entitlement processes	💡 😊

6.11 Environmental Protection (Chapter 11)

6.11.1 Background

Environmental protection measures are necessary to ensure the protection and health of a City's natural resources, such as waterbodies, ground water sources, and stormwater conveyance. Additionally, environmental protection measures are implemented to protect private and public property from potential adverse impacts of surrounding development.

State and other agencies have implemented requirements related to environmental protection, including the Texas Commission on Environmental Quality (TCEQ) and the Federal Emergency Management Agency (FEMA); compliance with these bodies' requirements is paramount to ensure minimum standards are met and funding sources for capital projects are possible. Conservation Development is separately discussed earlier alongside overlays and zoning elements, given that the issues identified in its implementation relate more to development standards and regulatory incentives than environmental performance.

6.11.2 Analysis

Georgetown's environmental protection requirements are largely focused on impervious cover and the protection of the Edwards Aquifer, including the transition and recharge zones. A series of credits and waivers are offered for impervious cover reductions; however, these reductions are provided in atypical increments, such as 3%, 5%, and 7%, which results in difficulty calculating the ultimate coverage allowed. Additionally, lot coverage requirements are conventionally controlled by zoning districts within a Zoning chapter.

Low-impact development (LID) techniques are noticeably absent within the existing environmental protection provisions. It is recommended that LID techniques be implemented as either required practices or as a means of securing additional development bonuses. For the purposes of this discussion, LID techniques may include:

- Increased tree preservation requirements
- Bioretention facilities, such as swales and rain gardens
- Rainwater harvesting techniques, such as collection reservoirs for irrigation
- Drought tolerant plant species and xeriscaping
- Soil amendments for improved water filtration and drainage
- Riparian and forested buffers, including tree preservation easements for protection in perpetuity

6.11.3 Recommendations

Table 6.14 Environmental Protection Recommendations Table

#	Recommendation	Diagnostic Component
1	Clarify the threshold of redevelopment that requires compliance with environmental protection standards.	 
2	Require compliance with impervious cover requirements for each phase of any phased development project.	 
3	Include the transition zone when referencing Edwards Aquifer, in addition to the recharge and contributing zones.	 

#	Recommendation	Diagnostic Component
4	Include arterial and major collector area when calculating water quality for establishing water quality volume.	💡 😊
5	Expand the use of low-impact development (LID) standards to more than impervious cover bonuses, such as parkland dedication.	💡 😊
6	Integrate TCEQ measures, such as sedimentation basins and proprietary systems.	💡 😊
7	Require maintenance agreements for elements used to increase impervious cover that are not permanent improvements, such as increased landscaping or tree preservation.	💡 😊
8	Preserve natural flowrates, in addition to drainage areas specified in Section 11.04.02.L, to protect existing trees and plantings in the area.	💡 😊
9	Specify compliance with the National Flood Insurance Program (NFIP) for eligibility for FEMA funds.	💡 😊
10	Support the installation of bioretention facilities and raingardens on site, regardless of proximity to pavement or setbacks.	💡 😊
11	Support the reuse of stormwater collection for on-site irrigation efforts.	💡 😊
12	Extend stormwater and drainage easement requirements to include storm drains for ease of access by the City.	💡 😊
13	Elaborate on the incentives offered for conservation subdivisions and low-impact development alternatives.	💡 😊
14	Apply water quality regulations to the contributing zone of the Edwards Aquifer Recharge Zone.	💡 😊
15	Apply stream buffers to areas outside of the Edwards Aquifer Recharge Zone and measure buffers from the stream bank rather than the centerline.	💡 😊
16	Review the minimum impervious cover requirements against peer cities, and update as necessary depending on use type specified in the Use Chart.	💡 😊

6.12 Pedestrian and Vehicular Circulation (Chapter 12)

6.12.1 Background

Pedestrian and vehicular circulation regulations are often neglected in older UDCs. Without these standards, development can become disjointed, create safety risks, and produce congestion. These regulations typically include street standards, driveway locations and alignment, number of driveways per development, connectivity, and shared cross-access between developments. Effectively managing these standards is not only crucial for site circulation, but for vehicular and pedestrian activity on the City's streets. Development patterns created by old UDCs are often indirect, frequently use cul-de-sacs, and have limited points of ingress and egress. Poor pedestrian and vehicular circulation designs make emergency responses and providing services to and from developments difficult.

Ultimately, streets operate best when traffic flow interruptions (conflicts created when decelerating, accelerating, turning, etc.) are minimized. Major streets both serve through traffic and provide access to developments. These needs must be balanced, but when access is unmanaged with too many driveways, curb cuts, or other points of entry or exit, efficiency drops, and accidents increase. Combined with substandard street and site connectivity and lack of alternative routes, further congestion and emergency response risks are possible.

6.12.2 Analysis

The UDC should continue to build on its existing pedestrian and vehicular circulation standards established in [Chapter 12](#). Georgetown has some sufficiently performing street and driveway standards and mobility requirements, which allows for some circulation and street design success. However, stakeholders noted where specific improvements could be useful to facilitate more practical development. For instance, they detailed how the UDC's connectivity, block length, and intersection spacing standards are vague and tailored toward one development preference. The regulations should provide more specificity and allow for more alternative street and subdivision design standards to achieve better development outcomes that are suitable for a variety of development contexts in Georgetown. Regulations that are context-sensitive and flexible will produce more meaningful development without the need for variances and administrative exceptions.

Aside from modifying some of the standards to be more context-sensitive, there is additional room for improvement because most of these standards should be addressed at the subdivision stage of development. The current regulations are unclear about whether these regulations apply during the site planning process or platting process. The UDC should relocate these regulations to a newly titled Subdivision Regulations chapter where these standards would apply. Ultimately, pedestrian and vehicular circulation standards like street design, driveway spacing, and mobility facilities requirements belong at the platting stage where these standards require land dedication. Additionally, some of the technical standards should be removed entirely from the UDC. For example, certain street design standards in [Sec. 12.02.030](#) like design speed and projected average daily trip range metrics should be stripped from the UDC and relocated to the City's Engineering Design Manual to accommodate any realignments or changes in engineering best practices. The current approach means that City Engineer cannot adjust a street design speed based on engineering best practices without going through the UDC text amendment process. However, if these standards were relocated to the City's Engineering Design Manual and cross-referenced to in the UDC, then the City Engineer would have the capability to make such an adjustment without the public hearing process.

Overall, [Chapter 12](#)'s content performs sufficiently, only warranting slight modifications to ensure improved pedestrian and vehicular circulation. The City should continue implementing the most effective standards but relocate them to the Subdivision Regulations chapter to improve effectiveness and enforcement.

6.12.3 Recommendations

Table 6.15 Pedestrian and Vehicular Circulation Recommendations Table

#	Recommendation	Diagnostic Component
1	Retain and build on most of the pedestrian and vehicular standards but relocate these standards to the Subdivision Regulations chapter.	💡 😊
2	Provide clear application statements to better orient the user about when, where, and how these regulations apply.	💡 😊
3	Ensure the street network system aligns with the recently adopted Comprehensive Plan.	💡 😊
4	Expand certain standards, particularly street design standards, to reflect different development contexts in the City as identified in the Comprehensive Plan. Ensure alignment with the Future Mobility Plan update.	💡 😊
5	Provide more specificity for certain standards like lots and blocks, intersection spacing, and connectivity to facilitate improved development outcomes reflective of Central Texas.	💡 😊
6	Expand on the alternative street requirements by determining threshold criteria and elaborate on who approves of an alternative street.	💡 😊
7	Remove technical standards like those in Sec. 12.06 from the UDC, relocate them to the City's Engineering Design Manual, and provide Engineering Design Manual cross-references in the UDC.	💡 😊
8	Clarify who is responsible for dedicating and improving private development to be in alignment with the Traffic Improvement Fee ordinance.	💡 😊

6.13 Infrastructure and Public Improvements (Chapter 13)

6.13.1 Background

Subdivision regulations typically include lots, blocks, easements, infrastructure, flood protection, and platting requirements. The ability for a lot to develop following its subdivision is dependent on the presence of accessible and sufficient infrastructure and public improvements. Issues related to rights-of-way, public utilities, connectivity, and open space, are all addressed through public improvement regulations and must have carefully tailored regulations to prevent poor and disjointed development outcomes.

6.13.2 Analysis

Georgetown's requirements for public improvements include utility easements, water and wastewater connection requirements, and parkland dedication. These requirements are intrinsically related to the subdivision of property, and should therefore be included in the ultimate Subdivision chapter of the new UDC.

The proper installment and inspection of public improvements will ensure that Georgetown is adopting adequate infrastructure to meet the needs of the public. Requirements for utility extension and preparation for future improvements are paramount in this effort.

6.13.3 Recommendations

Table 6.16 Infrastructure and Public Improvements Recommendations Table

#	Recommendation	Diagnostic Component
1	Clarify that the extension of utilities should be made to and through the developing property to serve adjacent tracts in the utility extension requirements.	💡 😊
2	Require easements for wastewater extensions along planned routes or external thoroughfares regardless of if OSSF is permitted for future connections.	💡 😊
3	Clarify that the City's policy to extend wastewater connections if within 0.5 mile is within the City Limits, not the ETJ.	💡 😊
4	Link all referenced manuals for ease of reference and plan review.	💡 😊
5	Require easement dedication for future extensions of water utilities per the adopted master plan.	💡 😊
6	Elaborate on the specifics of design elements required in dedicated parkland, and clarify maintenance responsibilities.	💡 😊
7	Relocate the subdivision improvement guarantee language to the Subdivisions chapter of the new UDC.	💡 😊
8	Consider revising the requirements for underground utilities.	💡 😊

6.14 Nonconformities (Chapter 14)

6.14.1 Background

When the UDC is created, there will be instances where existing development does not conform to the new standards, which are referred to as “nonconformities”. Nonconformities can arise with permitted uses, lot dimensions, building design, and development standards such as parking, screening, and landscaping. Resolving these issues in a way that protects the integrity of the new regulations, prevents redevelopment barriers, and respects property rights is a delicate balance that needs careful attention.

6.14.2 Analysis

The City’s nonconformity regulations are established in Chapter 14. The regulations address land, buildings, and structures that do not comply with current setback, height, parking, and other site plan requirements. Generally, nonconformities can continue operating but cannot become more nonconforming. The existing regulations accommodate nonconformity operation, and regulations are consistent with similar sized jurisdictions. The City’s nonconformity regulations should be expanded to provide additional clarity for those using the UDC. This will provide applicants with more certainty on how to move through the process and what to expect, while reducing development delays. In certain nonconformity redevelopment situations, infill standards may alleviate these problems. Infill standards that account for lot size, setbacks, parking, and landscaping can resolve compatibility issues associated with existing developments seeking redevelopment.

6.14.3 Recommendations

#	Recommendation	Diagnostic Component
1	Provide a formal relief procedure to develop a lot that is nonconforming to the applicable zoning district.	  
2	Remove building material as a nonconformity due to TLGC updates.	  
3	Clarify the process for classifying a use, structure, lot, or site as nonconforming or abandoned.	  
4	Clearly define “abandoned” as it is related to nonconforming structures and sites.	 

6.15 Enforcement (Chapter 15)

6.15.1 Background

When the UDC is finalized, enforcement and penalties must be included to apply the regulations of the UDC. Without enforcement and penalty regulations, the UDC lacks the power to ensure the requirements are being met. The City's existing regulations establish enforcement measures and penalties for those who violate the Zoning Ordinance, including stop work orders and fees ranging from \$500 to \$2,000 per Section 15.03.03. The existing enforcement regulations warrant minor revisions to increase and clarify the City's enforcement teeth. These revisions should include clear standards to strengthen enforcement measures.

6.15.2 Analysis

City staff has expressed concerns related to enforcing the ordinance, specifically as it relates to the responsible party for enforcement and what constitutes a violation of the ordinance. For example, land use violations, such as the presence of more than one family on property where prohibited, prove difficult to identify and rectify under the code's current language. The new UDC will seek to alleviate some of this confusion by relocating the enforcement provisions to the General Provisions at the beginning of the code, resulting in ease of reference and applicability to all code sections. Likewise, the UDC will assist in identifying the proper enforcement entity (e.g., code enforcement, building inspections, planning) for various violations.

6.15.3 Recommendations

Table 6.17 Enforcement Recommendations Table

#	Recommendation	Diagnostic Component
1	Relocate enforcement provisions to the General Provisions chapter.	  
2	Relocate specific application procedures, such as CO specifics, to their respective sections.	  
3	Specify the responsible entity (e.g., Fire Marshal, Code Enforcement, Building Inspector, Planner) to enforce the separate sections of the UDC.	  

6.16 Definitions (Chapter 16)

6.16.1 Background

The definitions section is key to having a successful document. If words and terms are clearly defined, then the implementation of the regulations is more easily managed. If definitions are too vague, conflicting, or not defined at all, then the City Staff, City Officials, and users have greater difficulty in understanding the requirements and whether the regulations apply in a given case.

6.16.2 Analysis

Many of the UDC's definitions have been identified as inadequate, inconsistent, and outdated. For example, definitions like "hotels" can be consolidated with other to avoid confusion and achieve simplicity while other definitions are missing entirely like "parks". Additionally, some terms used in relation to other regulations like "façade" are not clearly defined and there are other definitions included in certain chapters, like those in [Sec. 4.09](#), further complicate some of the UDC's terms and definitions. Definitions should be provided for all terms to provide clarity and, where applicable, images or diagrams should be incorporated to increase understanding of the term. City Staff has identified examples of specific terms that should be evaluated and updated as part of this UDC update.

6.16.3 Recommendations

Table 6.18 Definitions Recommendations Table

#	Recommendation	Diagnostic Component
1	All definitions should be evaluated and subsequently updated or removed, as needed. All definitions should be listed within a Definitions chapter and cross-referenced throughout the document as needed.	 

7 Innovative Development and Regulatory Approaches

7.1 Introduction

This section summarizes three innovative development and regulatory approaches that could foster better development patterns and outcomes that reflect the City's long-range policies.

7.2 Rural Preservation and Controlled Growth Techniques

To encourage rural land preservation and the controlled growth of Georgetown, UDC regulations need to:

- Ensure that the baseline uses, density and intensity do not facilitate land use activity that displaces agricultural and natural resources;
- Create market-based inducements that encourage property owners to retain their land and low-intensity use, and that discourage them from converting their land to intensive commercial and high density development; and
- Encourage new development to preserve agricultural resources as it occurs.

The UDC can account for these three points in numerous ways, but this Report provides two methods that are applicable to Georgetown's development context.

7.2.1 Transfer of Development Rights (TDR)

A technique to preserve rural land is by the transfer of development rights (TDR). This technique would allow property owners to sell unused development rights to developers in locations that are suitable for higher density or intensity development. The City would need to identify "sending" areas slated for preservation, along with "receiving" areas where developers could purchase development rights from property owners in the sending areas, and in exchange receive increased density or intensity. These programs can become complicated, and require the City to track the origin and destination of development rights. The City can also take a proactive approach, in concert with public-private partnerships or land trusts, to provide money for development rights purchases.

7.2.2 Conservation Subdivisions

Conservation development allows residential development on agricultural lands to occur on smaller lots if a given percentage of the development is preserved for agricultural use. For example, a development in AG on 10-acre lots would yield 10 lots on a 100-acre parcel (excluding infrastructure, for sake of simplicity). By contrast, a conservation subdivision option could drop the minimum lot size to 5 acres if the development preserves 40 percent of the tract as open space (such as agricultural land). The same 100-acre tract could yield 12 5-acre lots (or a 20 percent increase in density) while preserving 40 acres for agricultural land. The City could implement these concepts with updated metrics, improved certainty for development, and clear standards for open space preservation.

7.2.3 Comparison

Table 7.1 shows a comparison between the two methods that encourage rural area preservation, highlighting their respective strengths and limitations.

Table 7.1 Rural Preservation & Controlled Growth Comparison Table

Method	Description	Strengths	Limitations
Transfer of Development Rights	TDR programs allow developers to buy the development rights from rural land to increase development in urbanizing areas. The City identifies an area it wants to preserve, “a sending area”, and an area that receives the increased development is called a “receiving area”.	Market based approach	Needs sufficient development activity to be effective
		Targets development	Initial funding of a “Development Rights Bank” may be necessary
		Adjustable standards and incentives	Requires staff monitoring and maintenance of the program
		Perpetual preservation of land resources	Subject to changing political and regulatory climate
Conservation Subdivision Design	Rural design standards that require houses be located on adjacent modest acreage lots with the remainder of the property being subdivided held in agriculture and other open space uses. The number of dwelling lots is determined by the zoning district (either agricultural or rural estate) and site design standards adopted to alleviate land use conflicts.	Low cost to implement	Can create “clustered sprawl” if open space and lot design is not properly managed
		More efficient use of land and infrastructure resources	Developers, lenders and public not familiar
		Lower land cost per house	On-site water and wastewater limitations
		Preserves housing option and rural character	Fragmentation of land resources
		Can serve as a transition between urban and rural	Agriculture nuisances
			Retained open space is only temporary
			Lack of contiguous open-space

7.3 Density Bonus

Density bonuses are common tools used to encourage and incentivize certain development outcomes. Density bonuses increase the maximum allowable development on a site in exchange for a particular incentive offered by a city. Density bonuses can allow for increases in developed square footage and/or increases in the number of developed units. This tool works well in areas where market demand is strong, and land availability is scarce. It is also effective for projects that will provide an exceptional quality and significant benefit to the City as opposed to a permitted, alternative development pattern. Density bonuses regulations must have a distinct purpose, identify applicable areas, and carefully tend to a specific policy objective.

In Caledonia (WI), density bonuses are used to protect and maintain quality open space through conservation design. Caledonia offers developers up to a 20% density bonus to the number of lots allowed if they provide additional standards (e.g., self-funding for open space management, trails and open space connectivity design, primary or secondary environmental corridor preservation, and designing 75% or more of all lots that abut open space). Georgetown could implement a similar approach to Caledonia's that aligns with the City's long-range planning policies. Density bonus incentives can preserve spaces near the ETJ by building denser developments in higher-intensity areas. The strengths and limitations of this approach are detailed in Table 7.2.

Table 7.2 Density Bonus Review

#	Description
Strengths	Stimulate construction of a public good without spending capital funds
	Predictable development scenarios
	Preservation of natural resources
	Works best in areas where growth is needed and land availability is limited
	Encourages a mixed-income community
Limitations	Consistent density bonuses can create monotonous land use patterns
	Administrative confusion can cause process complication
	Limited to robust market environments where developers can afford subsidized housing costs

7.4 Adequate Public Facilities

Georgetown understands they are susceptible to growth for the foreseeable future. The City has expressed a desire to accommodate development in, and near, its ETJ although there are infrastructure hurdles. The City can overcome these hurdles by developing and implementing adequate public facility (APF) regulations. An APF can provide a valuable framework for guiding fiscally efficient growth patterns, especially when applied in combination with other planning tools, and in the context of a broader, comprehensive growth management program that includes:

- Level of Service (LOS) standards that vary by context, with higher LOS in areas that are permanently low intensity and lower LOS in areas designated for higher intensity development;
- UDC regulations and capital improvement policies that direct growth into areas with existing infrastructure capacity and designated growth areas;
- Standards that account for development efficiencies, such as internal trip capture for mixed use development or reduced water impacts from sustainable landscaping practices; and
- Conservation of rural areas for agricultural use and natural resource protection.

The level of service (LOS) concept is a key component of APF regulations. LOS can be defined as an indicator to the extent or degree of service provided by or proposed to be provided, by a facility based on and related to the operational characteristics of the facility, including the capacity per unit of demand for each public facility. In essence, LOS simply dictates development capacity and capital improvement investments. Because new development should not cause the LOS to fall below the adopted standard, it affects how much development is permitted at any given time. In turn, the City's capital improvements plan could require the City to identify improvements that will maintain the adopted LOS. This, in turn, affects the City's financial obligations for capital expenditures.

8 Conclusion

8.1 Summary

The current UDC regulations have some effective provisions, but most sections will require significant updates, revisions, or additions to adequately reach the City's planning goals and objectives. Further reorganizing, rewriting, and illustrating existing and revised zoning requirements will make the document easier to read and create higher-quality development.

8.2 Next Steps

This Report is one of the initial steps in a process as it sets the road map for the UDC. The UDC process will build on the recommendations within this Report and will be further discussed to determine the best approach to each of the issues presented.

The UDC will be drafted in phases. The drafting process will involve reorganizing and making technical edits, updating existing language, and developing new language. The final document will go through the standard adoption process, which includes public hearings.

9 Appendix

9.1 Proposed UDC Outline

The revised UDC should follow a format similar to the following Table.

Proposed outline to be inserted after it has been drafted.

9.2 UDC General Amendment List Identified by City Staff

The following comments and proposed amendments have been identified or recorded by City Staff.

#	Topic	UDC Chapter/Section	Amendment	Commenter
1	Application Processes and Requirements	Ch 3	Vesting claims have been presented to the city occasionally over the past few years, but with no defined procedures for addressing. These requests will likely increase over the next few years as the city has adopted new regulations that will apply to some existing developments.	CoG Staff
2	Application Processes and Requirements	Sec 3.14	The UDC does not clearly address the appeal process of an administrative or board decision, to include the intake, basis for appeal and findings processes.	CoG Staff
3	Application Processes and Requirements	All	Review inconsistencies, errors and conflicting references/sections.	CoG Staff
4	Application Processes and Requirements	Sec 13.05	Currently, the UDC requires all development to connect to the City's wastewater system when located within 1/2 mile. The proposed amendment will clarify that this provision only applies to property located in city limits. Purpose is to clarify annexation requirements. However, see Chapter 13.08....this is a separate requirement for master planned lines which should be reviewed from a different perspective with Eng/CoG	CoG Staff
5	Transportation	Sec 12.09	The City needs to ensure we are adequately preparing for future roadways with plats, dedications and reservations. Clarification is needed regarding when Traffic Impact Analyses are required and appealed, and how right-of-way is being planned to implement the City's Overall Transportation Plan, for example, adequate intersection right-of-way.	CoG Staff
6	Signs	Ch 10	In 2009 the City considered revisions to the UDC that would allow electronic signage in the City. However, the proposed amendment was turned down by both P&Z and City Council. Since that time, staff has continued to get numerous requests from the public to reconsider allowing electronic signage. This item would bring the topic back to discussion.	Public
7	Downtown/Old Town	Ch 4	Consider adding limitations to certain uses along the edge of the Downtown Overlay that are adjacent to residential uses outside the overlay to create a "transition zone" between the Downtown and Old Town overlays.	Public
8	Landscaping	Ch 8	The current provisions regulating screening of trash dumpsters do not take into account recycling and are often too small for the needs of the facility. Additionally, the UDC does not address locational requirements such as those affecting service truck access.	CoG Staff
9	Landscaping	Ch 8	Based on experience with the provisions, staff has recognized the need to clarify the application of the street yard landscaping requirements to projects located a great distance from the street as well as phased projects since, as written street yard landscaping applies to yards defined by buildings, not areas. Additionally, clarification is needed regarding what areas are to be included or not included in various landscape calculations. Simplify and streamline requirements with eye towards reducing both compliance issues and review time.	CoG Staff
10	Landscaping	Ch 8	Consider updates to the nonresidential landscaping requirements to address the ongoing drought conditions and incorporate provisions to address water conservation efforts.	CoG Staff
11	Zoning/ Overlay Districts	Sec 4.10	The Courthouse View Overlay provisions should be reviewed to make sure they are complete, that there are no missing steps, and that the specifics of how to apply this overlay are clear.	CoG Staff
12	Zoning/ Overlay Districts	Sec 4.11	Currently, the Gateway Overlay districts only provide for additional landscaping along the frontages of these roads. Staff would like to explore utilizing these districts to address other issues that have presented over the last couple of years such as land uses or design.	CoG Staff
13	Alternative Energy/ Green Building Provisions		The UDC should be reviewed to ensure there are not unintentional barriers to utilization of sustainable energy, such as requiring solar energy panels to be screened.	Public/CoG Staff
14	Land Uses	Sec 3.07 and Ch 5	Staff proposes adding standard conditions of approval to Special Use Permits that currently do not have any and possibly refining some of the conditions for those that do in order to provide better direction to applicants.	CoG Staff
15	Nonconforming	Ch 14	Based on experiences with the provisions, staff would like to provide better clarity regarding the determination of abandonment.	CoG Staff

16	Nonconforming	Ch 14	Staff currently receives requests for determination of nonconforming status, particularly abandonment status, and the process for this determination should be clarified and included in the UDC.	CoG Staff
17	Residential Standards	Sec 11.06	Update conservation subdivision section to relax restrictions and incentivize its use. Consider in light of salamander listing and water conservation ordinance standards.	CoG Staff
18	Landscaping	Ch 8	Make Gateway requirements in addition to all other landscape requirements	CoG Staff
19	Landscaping	Ch 8	Define Dealership landscape requirements for storage/parking lot trees	CoG Staff
20	Landscaping	Ch 8	Redefine Section 4.11.010 – Applicability statement regarding overlay conflicts	CoG Staff
21	Landscaping	Ch 8	Parking Lot Landscape requirements (Ex. Tree, and shrub requirements for parking islands)	CoG Staff
22	Landscaping	Ch 8	Review and add min. Planting and landscape details	CoG Staff
23	Landscaping	Ch 8	Review and edit tree conflicts with signage visibility	CoG Staff
24	Landscaping	Ch 8	Review and edit Landscape planting requirements, Section 8.06	CoG Staff
25	Landscaping	Ch 8	Review and edit conflicts with plant-able area due to easements restrictions	CoG Staff
26	Streets	Ch 12	minimum pavement width is 32-ft foc to foc to allow parking on both sides	CoG Staff
27	Tree Preservation	Ch 8	Require Arborist to conduct Tree Inventory at Preliminary Plat	CoG Staff
28	Tree Preservation	Ch 8	Adjust Protected and Heritage Tree Calculations to measure off Limit of Construction LOC for site additions & redesigns	CoG Staff
29	Tree Preservation	Ch 8	Increase Protected Tree priority over site design elements	CoG Staff
30	Tree Preservation	Ch 8	Include statement to protect Protected and Heritage Trees from neglect both for Commercial and Residential which leads to removal of tree	CoG Staff
31	Tree Preservation	Ch 8	Review Mitigation options, ratios, pricing	CoG Staff
32	Tree Preservation	Ch 8	Add tree preservation/disease control section to UDC	CoG Staff
33	Application Processes and Requirements	3.09	Often times commercial properties will request the addition of a small accessory structure, the installation of a concrete path, or some other small site feature. We currently have no way of processing these except through a SDP Amendment.	CoG Staff
34	Application Processes and Requirements	Ch. 1-3	Situations have arisen, where projects have been able to claim vesting back to dates as early as 2004. This could be prevented if we adopted a 5 year vesting rule in line with LGC 245.	CoG Staff
35	Application Processes and Requirements	3.13	It is a common occurrence for an applicant to return to the Historic and Downtown Planner after HARC has issued approval for a COA to request a minor change. These changes could be to color, material, or slight changes to design. Currently, there is no official way for the HPO to recognize these small changes to COAs approved by HARC. "The Spirit of what HARC Approved"	CoG Staff
36	Building Design	7.03.040.C	Staff currently receives requests and questions regarding this requirement. We have also had to process requests for alternative building designs solely because of this requirement. Roofs with a shallower slope with no parapet seem to be more popular with current design trends and practices.	CoG Staff
37	Definitions	16.02	Our building design requirements make references to "the façade", but we provide no clarification on what that actually means.	CoG Staff
38	Detention Pond Design Requirements	11.04.F	The current standards are not written to make you have a "pretty ditch". They only require a "pretty pond".	CoG Staff
39	Land Uses	5.02	Currently in the MF-1 district single-family neighborhoods are being developed as a multi-family detached use. These developments are processed as multi-family sites subject to commercial standards - esp. those related to parking, landscaping, fences, impervious cover, sidewalk, and the SDP process required for any site improvements. Questions and conflicts have arisen such as: How do these sites have building permits processed? How fences should be set between lots and how do they relate to the private streets? When should sidewalks be installed along private streets? If a homeowner wants to install an accessory structure does that trigger a SDP amendment? Can homeowners alter landscaping with a SDP amendment? Should the City have some say in the Condo Agreement to ensure that homeowners are aware of these requirements?	CoG Staff, General Inquires

40	Land Uses	6.06	The current requirements for MF sites to provide amenities in their sites is not achieving the desired goal. The list of amenities includes things such as a "business center" which are somewhat out of date or not even getting at the true intent and need the code is trying to meet. Many things on the list, like pools or a clubhouse, are standard fare for multi-family projects today. Other amenities, like a community garden, provide no guidance on how large they need to be to qualify as amenities. Language should also be included that encourages connections to commercial sites, schools, places of worship, and public parks and trails so that they can count as an amenity.	CoG Staff
41	Parking	9.03.020.A.2	The language that allows for reduced size parking spaces or tandem spaces is not clear. It is not clear what kinds of spaces the section includes, and the language about tandem spaces is confusing.	CoG Staff
42	Subdivision/ Platting	3.08.080	The current list of allowable major and minor deviations is confusing, not intuitive, and is not clear on what is required to be demonstrated to approve the deviation.	CoG Staff
43	Subdivision/ Platting	3.08.030	The UDC current requires a preliminary plat to be approved for a replat that would include more than four lots.	CoG Staff
44	Stormwater	11.04	Incentivize underground detention and water quality ponds	Public
45	Permitted Use Table	5.02.010	In the MU-DT district multi-family, attached use and Townhomes are only allowed with an SUP. Single-family, attached uses are not allowed in the OT Overlay. Consider making them permitted by right or with limitations.	CoG Staff
46	Subdivision/ Platting	3.08.080	There is no specific list of approval criteria for a PFP. Clarify that the same criteria apply as for an FP or draft criteria specific to a PFP.	CoG Staff
47	Subdivision/ Platting	3.08.080, 3.08.100	Current UDC language is not specific that fiscal surety or acceptance is required before a plat can be approved - in the case of PFPs it even states that it should design and performance should come after approval.	CoG Staff
48	Subdivision/ Platting	3.08.070	We currently have no standards for including all of a block in a phase or continuing lot numbering consistently. Lots should be identified with Arabic numerals and blocks should be identified by letters.	CoG Staff
49	Fence	8.06.070	Revisit requirement of residential boundary wall for multi-family projects	CoG Staff/Public
50	Fence	8.07.040	Revisit permitted fence requirements within the street setback. Builders and home owners of corner lots often wish to fence the entirety of the backyard, placing a 6-foot tall fence on the property line/edge of the sidewalk.	CoG Staff (Building)/Public
51	Residential Standards	6.02.080, 6.02.090	The way the dimensional standards table is worded in Chapter G, the MF-1 and MF-2 districts are required to have larger setbacks when next to another MF-1 or MF-2 zoned property because the requirement applies when adjacent to another "residential zoning district"	CoG Staff
52	Subdivision/ Platting	6.0.07.010 11.06	Update the CS standards in 11.06 to reflect current zoning and use descriptions and organization	CoG Staff
53	Transportation	12.08.020	UDC does not address driveway spacing requirements for posted speed limits above 50 MPH, which needs to be added to the UDC	CoG Staff
54	Landscaping	8.04	Street yard Landscaping between buildings or boundary wall? Where can mitigation and SY plantings go?	CoG Staff
55	Subdivision/ Platting	3.08.010, 3.17.010	You can be required to obtain a Stormwater Permit for a single-family home because it is not on a legal lot (See UDC 3.17.010). So to get "legal lot" status, you would need to either plat or meet one of our exemptions under UDC 3.08.020. But there is a feedback loop when legal lot status is obtained - with legal lot status you would now meet the exemption of 3.17.010 as are constructing a single-family home on a legal lot. This would make an effort to prepare a Stormwater Permit negligible.	CoG Staff
56	Water Quality	UDC 13.02	UDC permits pervious concrete, or grasscrete pavement constructed on a base course or similar all-weather surface as approved pavement types. But, TCEQ does not allow these over the recharge zone. More research would be needed to determine if they are allowed elsewhere.	CoG Staff
57	Application Processes and Requirements	3.07	Standard rezoning requests require a three-fourths majority vote by the Council to approve. SUPs should follow this rule, but the rule is not written directly in the SUP section of the Code.	CoG Staff
58	Application Processes and Requirements	3.07	SUPs are stated to expire within 24 months of approval if no SDP or Building Permit (if no SDP is required) is submitted. It does not say anything about when or if that SDP must be completed and approved for the SUP to remain valid. With 2019 legislation changes we determined we were no longer able to expire applications. This has led to interesting situations where an SUP is about to	CoG Staff

			expire so a developer submits an SDP application to keep it alive, but they never finish the SDP.	
59	Definitions	16.02	The definition of Restaurant, General includes references to "fast food". This is odd and somewhat discriminatory.	CoG Staff
60	Annexation	13.04.D	This section of the UDC outlines the annexation trigger we have related to the need for fire flow. It states that someone must request annexation to use fire flow, but it does not outline that that request must be accepted by the Council. It does not even go into depth on what to do if the request is not accepted or approved. For example, what options are there for a development agreement?	CoG Staff
61	Transportation	3.04, 12.02, 13.02	Provide guidance on when an OTP Amendment is required. Our "+/- 500-foot" rule in alignment is unwritten. Might also need to consider where a road is proposed to start and stop - i.e. Titan Northpark130 Major Collector, CR 166 Minor Arterial at FM 1460.	CoG Staff
62	Transportation	Table 12.03.030 note 6	On streets classified as neighborhood collectors the UDC outlines what driveways are allowed for what type of uses. These restrictions assume that a NC will only be used in a neighborhood, but we do not have another street classification to use in commercial developments that will generate the same number trips. How can we account for commercial driveways - revise the note or create a new street class? Example: Titan Northpark35	CoG Staff
63	Definitions/Utilities	16.02	Standard policy has shifted to no longer enforce the requirement to have a license for private improvements in a PUE. This requirement is still listed in the definition of PUE. Should this be removed?	CoG Staff
64	Subdivision/ Platting	12.05.020.B & C	These connections aim to preserve an auto-oriented street network while still providing a more grid-like pedestrian network that reduces the ultimate length of a pedestrian trip. Currently, both of these connection types are required to begin and end at either a public street or a public property. Under these terms staff cannot consider proposed connections that would begin or end on a private amenity such as an HOA facility or commercial site. Additionally, staff often runs into situations where subdivisions things like USACE property, adjacent platted subdivisions that should not have to require an AE. Also, requirements are not clear that a connection into raw land must be extended at subdivision of the raw land.	CoG Staff
65	Pedestrian Facilities	?	Apparently, we cannot allow anyone (homeowners or commercial property owners) to put a part of their private sidewalk in the ROW to create a path from the public sidewalk (often not on the property line) to the front door. Current solutions proposed require the developer to either submit CON plans, use a standard CoG City detail, or have them release CoG from liability. This also seems to prevent use of alt. materials in the ROW (e.g. flagstone, pavers, step stones, etc.)	CoG Staff
66	Transportation	12.02.020.C	This section of the code references ROW "reservations" for OTP roads. This needs to be changed to "dedications".	CoG Staff
67	Master Planned Infrastructure	13, 12.02	Self-explanatory	CoG Staff
68	Subdivision/ Platting	3.08, 3.09, 13	UDC Approval Criterias and exaction language needs to be updated so that it is clear that dedication must be done by deed, title policy required, etc.	CoG Staff
69	Lighting	7.04, Code of Ords?	Government Code 3000.002(c) changed things and now we need to adopt a dark skies ordinance to be able enforce any of our lighting standards	CoG Staff
70	Historic Districts and Landmarks	3.06.060-080; 3.13	2021 SB 1585/LGC 211.0165 made changes that need to be reflected in our UDC.	CoG Staff
71	Zoning Variances	3.15	Updates to LGC 211.009 provided a new definition for "hardship" related to zoning variances. It added new terms related to finances, buildable area, etc.	CoG Staff
72	Development Agreements	3.20; 13.10	2021 HB 1929 and LGC 212.172 changes many terms to what is now called "Development Contracts".	CoG Staff
73	Permitted Use Table	5.08	Model homes are not allowed in the MF-1 or MF-2 districts. They need to be allowed for SF condo regimes.	CoG Staff/Jenny
74	Subdivision Variances to 12.050 requirements	3.22, 12.05.040, 8.06	12.05.040.B.1 provides the following eligible condition for a subdivision variance: "1.Number of required connections, type of street connection, land use compatibility, or location." yet per the approval criteria (3.22.060.C-E) for subdivision variance there doesn't seem to be an instance wherein a request could meet approval criteria C thru E for 3.22 without being eligible for an AE, i.e. "natural or man-made barrier such as a highway, railroad, floodplain, or severe topography would hinder the possibility of connection" (12.05.040.A) or an AE for the sake of preserving heritage or protected trees per 8.06.	CoG Staff

			Conceptually, there doesn't seem to be an instance where one could get approved for a variance to 12.05 that doesn't already qualify for a variance through the AE process.	
75	Dimensional Standards	6.02.060	The dimensional standards for the Two-Family (TF) zoning district makes it unsuitable for key locations within the City (i.e. TRG, San Jose, Old Town, Lakeway Dr Area, etc.) where the City has identified the need and desire to densify and create opportunities for a variety of housing products. Most of the lots in these areas are narrower (60') and cannot meet the current width requirements, or they find the setback requirements cumbersome for the product type they want to build. In general, we need a better infill district.	CoG Staff
76	Zoning Districts	4.04.040.B	The Mixed Use Development District (MU) has references to the FLU designations from the original 2030 plan. These should be updated to reflect the new 2030 Plan designation, but the necessity of this district needs to be evaluated in its entirety.	CoG Staff
77	Parking	6.04.020.C	Per UDC 6.04.020.C the parking on a residential lot may not be in the front setback. Parking is not found in the list of specific features that can be permitted in the front setback. This can be problematic in OT where non-conforming situations abound. Across the rest of the City it creates a whole situation where no one else parks in their garage but instead just parks in the driveway.	
78	Subdivision/ Platting	3.08.070.C.3	Be specific in UDC 3.08.070 that required parkland dedication must be in the first phase of a subdivision as required by UDC 13.08.040.A.3	CoG Staff
79	Sidewalks	12.02.030 and 12.07.010	in UDC 12.02.030 Table Note 3 states that Shared-Use Paths (minimum 10') are "Encouraged" instead of a separate and smaller bike lane and sidewalk for roadways with speed over 40 mph- consider amending UDC and making what is encouraged required, which would be in line with the amendment sought below regarding Side paths on the Trails Master Plan.	CoG Staff
80	Sidewalks	12.02, 12.07, 13.08	New Plan calls for "sidepaths" that lead to regional trails. Consider updating UDC requirements for sidewalks to be wider along these areas. Also, clarify in 12.02 which trails on the masterplan are the master planned trails required to be built	CoG Staff
81	Driveway Standards	12	Staff has received numerous subdivision variances because lots are essentially entering development planning potentially "undevelopable" because they are not wide enough to accommodate a driveway- there should be a metric or adjustment within the UDC to recognize a way to address the instances wherein a parcel was legally subdivided at a time when driveway spacing wasn't a requirement, and now in today's standards can't have a driveway. Recent cases include Rodeo Travel Center on Blue Springs Inner Loop and 35, and 3117 Williams Drive, case # 2021-17-WAV- there needs to be streamlined way to address this rather than having every single instance go through a subdivision variance- UDC 12.08.020.2 creates the condition- "driveways... in no case (shall) be spaced less than 200 feet from a street or driveway"	CoG Staff
82	Expand plant list	8	Update Plant list with a more complete amount of native plant species- incorporate turf alternatives such as native prairie plants to be more broad - potentially incentivize these species more	CoG Staff
83	Stormwater Ponds - wet ponds	11	there is a list from TCEQ of native and non-invasive species for wet ponds that can mitigate pollutants - incorporating this list into a requirement for wet ponds or an incentivization through reducing other requirements could be helpful	CoG Staff
84	Common Amenity Requirements	6.06	The Common Amenity Requirement is missing a lot of development context- decreased amounts if near Commercial in exchange for enhanced pedestrian connections to retail; scaling up if there are more than 250 or so units (we currently only require 5 at the max, but we've seen developments of 400 or more units that end up only having 5 amenities equal to a development with only 200 units. The McCoy PUD made a modification to allow for the amenities in the commercial area around the MF that helped integrate the commercial and multi-family.	
85	Conservation Subdivisions		we currently offer Conservation Subdivisions for residential, but none for non-residential products. A specific area where this option would be beneficial is in the industrial sites around Berry Creek, Dry Berry Creek, the Pecan Branch, etc. these industrial products typically request additional Impervious Cover or use existing vegetation as a means of justifying an AE to arch or landscaping requirements. Offering a conservation subdivision could be a way to maintain important natural spaces and still offer an avenue for non-residential development to have some incentives	CoG Staff

86	Standards Trade-offs	5, 6, 7, and 8 as they relate to each other.	There are consistent asks from the dev community to trade reductions and enhancements- in Industrial we see trades from Architecture to Landscaping, in MF its setbacks to landscaping, pedestrian spaces to height for a more urban form, etc. We need to come up with some standards for these trade-offs to alleviate the need to apply for an AE or PUD.	CoG Staff
87	Two-Family Standards	8.03	RS and TF only require 1 shade tree per 50 feet, and no other plantings besides grass. It seems the anticipation there is that homeowners will plant their own additional plantings as they see fit. Residential plantings are obviously advantageous, such as many of the mature trees in the Historic Districts. Two-Family usually ends up not as rental properties, and so there is no onus to provide additional plantings from the renters or the landlords. MF requires minimum landscaping, and so TF functions as a low-density MF, and so should follow similar levels of planting requirements	CoG Staff
88	Corner Lot Standards	6, 7.02, 12.08	Currently there is a lack of context sensitive corner lot dimensional standards. Under current standards, the zoning districts would allow someone to create a corner lot that meets the minimum width of the district but does not meet the minimum driveway separation for functional driveways. Beyond driveway spacing issues created, 2022-5-SUP provided a good litmus test that demonstrated under the current code someone could subdivide a corner lot to be impractical for a majority of uses allowed in districts such as C-1 and C-3, leaving them as potentially only being viable for a number of uses, fuel sales in particular.	CoG Staff
89	Two-Family Standards	6.02.060	There are no building design standards for TF development. RS, MF-1, Non-res, TH, etc. specifically delineate building design, but TF does not. Ideally, TF should follow the RS design elements to prevent what's occurring at Davidson Ranch Drive (exact same building design repeated ad nauseum)	CoG Staff
90	Notices	3.03.010	Amend notice requirements for annexation to require mailings	
91	Criteria	3.15	Wording for final criteria (needs clarification). Zoning Variance Criteria	
92	Heritage Tree	8.02.030	This is in reference to the project falling below the 20% preservation requirement. How is/are the measurement/s of tree/s past the 20% determined? The largest tree, the trees numerically down the list past 20% and so on.	CoG Staff
93	Rezone	3.09/3.08	Specificity of approval criteria-- is it required to say "application is complete"?	CoG Staff
94	Application Processes and Requirements	3	If this application is now included in the Development Manual, then a process should be adopted under the UDC.	CoG Staff
95	Variance	3.15.02	wording. UDC states that director can make "recommendations". Criteria needs to be cleaned up to be simplified. Look generally in the UDC for other sections that specifically say "recommendations" (this may be illegal/ not allowed)	
96	Special exceptions	3.15	needs clarity. No criteria	
97	definitions	16	define health safety and welfare from review criteria	Legal
98	criteria		eliminate health safety and welfare. Perhaps take out zoning criteria from SUPs. "glare fumes dust smoke vibration fire hazard", review for necessity given existing zoning requirements	
99	PUDs		dramatically clarify the purpose of PUDs and review the minimum size of PUDs (currently 2 acres). Add the criteria "a variety of zoning districts being proposed"-- to cut out single use PUDs (such as industrial).	
100	Block Lengths		in the picture to the right, the maximum block length was not applicable because of the way they curved the roads. Request to amend the UDC to iron out block length language and ensure that this use of curvature and a small cul-de-sac prevents proper connectivity.	Planning
101	Completeness review	3.02.040 . C	Review completeness review process, particularly "C" to reflect changed made to process after Shot C lock Bill	

9.3 UDC Diagnostic Stakeholder Feedback Received

The following issues and concerns regarding the UDC were collected from stakeholders including City Council members, Steering Committee members, Focus Group participants, and the general public during the Diagnostic Review Process.

#	Topic	UDC Chapter/Section	Amendment	Commenter
1	Various concerns		- early start for civil work - public and private - at risk after plans are approved by staff - Early models - address plats released before plats are recorded - Street maintenance sealant added to developer/builder permits per lot for heavy truck damage to new roads. Allow for early sealant of new roads and prolong life - TIA expiration - renew - update traffic counts (annually, three years?) - TIA updates to coordinate with Transportation Impact Fees - Floodplain easement requirements - stop at regulatory/mapped floodplain or adjacent property? Where? Skye. - Temp cul-de-sacs - standard install and method of removal - originally builder escrow funds for removal or codify that extending developer must remove - also easement/plat wording (temp) - - Here is what we've drafted as an update in our County sub regs on this. B3.6.1 is existing language, just put it here for context. - - B3.6.1 For all temporary cul-de-sacs, temporary easements shall be established for the portions of the cul-de-sac which lie outside the road right-of-way. Such easements which lie within the plat boundary shall be shown on the final plat. Easements which lie outside the boundary of the plat may be in the form of a separate document, but must be recorded prior to construction of any roadway improvements. - - B3.6.2 Temporary cul-de-sacs shall be removed, pavement repaired, and drainage patterns restored upon subsequent extension of the dead-end roadway. This work shall include any driveways, culverts, and/or sidewalk extensions as needed to provide a functional roadway and retain access. This work shall be considered subsidiary to the extension project and included in those plans per the requirements of this Appendix. - - Need to add language about turf, irrigation, driveway, mailbox, sidewalk, curb/gutter - Wastewater discharge permit or contract as condition of preliminary plat approval - Noise requirements for infrastructure. 52db at residential. Does this apply to emergency generation? - Single family master meter - limitations, challenges - 13.04 G (Water) references 13.08 (which is Parks Dedication) - Master meters in SF/Condo developments - Impact Fee reimbursement - auto form, documentation. - Offsite easements required before construction release. - Manhole (not cleanout) at industrial and restaurant sites, brewery's too for sampling. - Engineering Standards/Specs updates - - HOBAS Pipe (size?) - Water Wastewater Master Plan Formal Approval - 11th Edition Trip Generation Manual - Roadway spacing and driveway spacing are the same thing - improve utility extension language - Commercial/retail development needs separate irrigation meters (Chelsea) - add Pretreatment ordinance update to scope (comprehensive overview of limits) - Driveway widths - allow for wider turns for trucks. Currently too narrow. - Taps on transmission lines - minimum 8" once you get to 16"+. No single services on large lines	Systems Engineering
2	Certificate of Appropriateness	Section 3.13	<u>Section 3.13 – Certificate of Appropriateness</u> <u>Sec. 3.13.010 Applicability</u> - Clarification on review authority for signage that is not a part of a master sign plan but does meet applicable design guidelines. Master sign plans are only required for multitenant buildings, therefore single unit buildings with new proposed signage require HPO approval. Suggested edit: "New signage, to include new signage that is consistent with an approved Master Sign Plan or applicable guidelines." - It may be helpful to include a footnote or some text within this section to reference the definitions for contributing and non-contributing structures. <u>Sec. 3.13.030.B Criteria for Approval</u> - Remove criteria #8 – more often than not the criteria is not applicable and	Downtown and Historic Planning

			when reviewing a master sign plan/sign within a sign plan it can be captured by criteria #7 & #4 <u>Sec. 3.13.030C Additional Criteria for Approval for Building Height Modification</u> - We may want to remove 1.a. in this section. Review for whether the building would obstruct the courthouse view is not within the authority of HARC to decide and there is a separate waiver process for buildings that block the courthouse view that does not go through HARC. - Items 1.b and 1.c. are focused on the downtown district but as I understand it structures in Old Town can request building height modification. We may want to clean up the districts named in this section for clarity - Remove 3.a. for the same reason listed above on blocking the courthouse view protection	
3	Master Sign Plan	Section 3.12	Section 3.12 – Master Sign Plan - We should consider clarifying at what phase of development a master sign plan should be submitted/if there are any reviews that will not proceed w/o a master sign plan. - Consider how to manage sign applications for a business within a multi-tenant building, with established signs for the other businesses, but no master sign plan on file. This may be more of a procedural issue than one addressed in code.	Downtown and Historic Planning
4	Minimum street widths		Minimum Street Widths - One item that I'd like reviewed in the UDC diagnostic is the minimum widths for local streets. Jorge, Jim, and I were in meeting with PD, Fire, Engineering, and Signs/Signals. - There was generally consensus from that group that streets that deviate from the 32 ft. wide minimum for local streets are a HUGE pain. There are life-safety concerns related to maintaining access for fire trucks and enforcement concerns from PD regarding sporadic no parking or parking on one side of the street conditions. (The current code of ordinances makes designating permanent no parking zones difficult.) - Separately, I think we have a plan to address areas that have already been built that have no parking on one side of the street, but it would be helpful to not create more local streets that are less than 32 ft. wide. The 32 feet allows for parking on both side of the road and has enough space for fire to get through.	Public Works Dept.
5	Enforcement		In the diagnostic – - It may be helpful to have them review for enforceability, both in assigning the responsible party for enforcement and what constitutes a violation. I've found some items are difficult to enforce because it's hard to illustrate a violation has occurred -- For example, references to the urban forester in the tree preservation chapter -- For example, anything and everything related to group homes, halfway houses, unrelated persons, etc. – all difficult to enforce under ADA and FHAA - Cross referencing the code of ordinances would be good, too. There are instances where the two conflict. Either removing conflicts and declaring what section supersedes the other. -- For example Sec. 12.03.050. - Placement of signage and promotional materials in the code of ordinances deals with sign prohibitions – should this all be included in the UDC? -- For example, does the sight triangle language in the code of ordinances supersede permitting requirements to trim trees in the UDC? -- New example – Sec. 14.06.050 deals with nonconforming legal signs. It would be helpful to have references to this code section in chapter 10.	Public Works Dept.
6	Signs and enforcement		In the drafting – - Is it possible to have them review risk tolerance? (If that makes sense) -- For example – alternatives to the strict adherence to content neutral sign regulations? Is there any ability for cities to regulate any signs by their content? (Recent supreme court rulings have walked back previous rulings a little bit) - Best practices around temporary signs and sandwich boards -- Uniform language (sandwich board vs. portable sign) -- Permitting requirements for temporary signs – can they be passively permitted? - Enforcement provisions – Is there opportunity to have escalating enforcement actions for repeat offenders?	Public Works Dept.
7	Definitions		The difference between “Commercial Sales and Services” and “Consumer Sales and Services” needs to be better defined in Chapter 16. The parking calculations are different for the two: - Commercial Sales and Services. Non-Residential use for which the primary activity involves the sale of goods and/or services. - Consumer Retail Sales and Services. Group of commercial uses providing retail	City Staff

			sales and services primarily to individuals, typically for frequently or recurrently needed services of a personal nature. (See 2022-48-COA HARC Staff Report)	
8	Setbacks	Sec. 3.13.030.D	Criteria for Setback Modifications Section Sec. 3.13.030.D - The way the criteria is phrased results in a lot of double negatives and can be confusing. - A staff report with the setback modification criteria of approval findings is attached as a reference example on page 13.	City Staff
9	Enforcement		Assigning enforcement responsibility within sections Enforcement provisions – Is there opportunity to have escalating enforcement actions for repeat offenders?	Public Works
10	Definitions		Definitions – Doing an ADA and FHAA review for anything and everything related to group homes, halfway houses, unrelated persons, etc.	Public Works
11	Cross-referencing		Cross referencing our code of ordinance with the UDC. There are instances where the two conflict. - For example Sec. 12.03.050. - Placement of signage and promotional materials in the code of ordinances deals with sign prohibitions – should this all be included in the UDC? - For example, does the sight triangle language in the code of ordinances supersede permitting requirements to trim trees in the UDC? - Sec. 14.06.050 deals with nonconforming legal signs. It would be helpful to have references to this code section in chapter 10.	Public Works
12	Signs		- Propose best practices around temporary signs and sandwich boards - - Uniform language (sandwich board vs. portable sign) - - Permitting requirements for temporary signs – can they be passively permitted?	Public Works
13	Risk tolerance		- Is it possible to have them review risk tolerance? (If that makes sense) - - For example – alternatives to the strict adherence to content neutral sign regulations? Is there any ability for cities to regulate any signs by their content? (Recent supreme court rulings have walked back previous rulings a little bit)	Public Works
14	Staff		First, I would like to say that over the past few years all of the planning and engineering staff (both the planning and engineering directors, field inspectors, building permit team, plan reviewers, etc.) have shown incredible commitment to helping us work through the hyper growth you're alluding to. It's been impressive to get calls and email responses at 10pm and 5am. We always wish they would respond faster, but the fact they are willing to work long hours is appreciated. Especially the people at the top of the departments, they have shown a customer service orientation. This is in spite of being overloaded and under staffed for two years. Now if we could just get them to give us the answers we want! In my opinion there are two underlying problems with the current process: 1) the interpretation of the shot clock bill; 2) the easement process.	Developer
15	Shot Clock Bill		Shot Click Bill - The interpretation of the shot clock bill is the most stringent I am aware of. It goes so far that there are instances where field revisions during construction will go back through the P&Z approval process for a change that all parties (city and developer) agree is not a material to the plans. For example - adding a section of waterline under a roadway which would require a bore in the future. The city's shot clock interpretation has mutated to the point where staff are uneasy making any call whatsoever. But even the submission and approval process is broken. I have had conversations with staff where they admit a good amount of time is occupied by preparing agendas. This is the least valuable use of their time, especially considering the agenda items end up on consent which almost never has discussion. How could the planning committee possibly have time, over the weekend, to review 50 applications ranging from heritage tree pruning permits to construction documents? I would venture to say they do not. I would also venture to say developers working in Georgetown would prefer to go through a normal submission and review process and then have the final approval be what is brought to P&Z.	Developer

			From the outside looking in, I think the issue lies in the legal department and their overly conservative view of the statutes. That's just my opinion and no-one has confirmed this, but as you will see in the next point, "legal" is often the source of bureaucratic interpretations when common sense will do. If you can update the UDC to empower staff to make decisions, that would relieve a lot of pressure.	
16	Easement Process		The easement process - You may be aware that Georgetown requires title insurance for an easement. This is not a process required by other jurisdictions which I am aware of. The city also wants exclusive easements, dedicated by instrument - meaning we cannot dedicate easements by plat. This is another place where a lot of staff time is spent pushing paper and checking boxes when they could be working on much higher value work. And this is a place where, "legal says we have to do it this way." That could be a deflection, but this is an item which is not an issue in other jurisdictions and easements are a necessary process of development. They should be in place, but the city needs to get comfortable that the built world is not a perfect environment; there are existing easements, site constraints, and often a variety of other jurisdictions that we have to oblige. We are often put in nearly impossible situations to solve. For example - we've been told by other developers that the city does not want PEC easements crossing a waterline. To serve a lot, a crossing has to happen.	Developer
17	PUDs		Why are developers doing PUDs - I would suspect this is staff driven because it's a work around to get more control in design standards and quality development. The logic used by staff is this, "a city is not allowed to control design standards by law, but a developer can willingly give up those rights in an agreement." The developer comes to the city asking for utilities and the city responds by saying, "we'll provide that but..." This is not new or unique, and it's to be expected. I also think there are times when it's appropriate for the city to have concerns on design standards. Sadly many people will cut corners at every opportunity. However, in my opinion, it's not a function of the code which is causing the need for a PUD. There may be places where somebody wants to do more density than allowed by the code (that can be accomplished in a PUD, or a variance), but honestly straight zoning is more valuable than a PUD. We would go for straight zoning if we didn't need the PUD to secure utilities, or increase the density, or have a common sense approach to trees and landscaping, or the various other things that we're after. There may also be places where a PUD would allow for shared parking between lots - I do not know the GT code well enough to know if that is already a possibility. Or maybe a developer wants "incompatible" uses adjacent to one another.	Developer
18	General		All in all I think the code works pretty well. It's utility commitments and then application processing that is causing everyone heartburn. The Wilco 1445 also causes problems. In my final half naked statement, I would think you could hire a few planners/engineers for a few years for the amount the city is paying Halff to advise on this process.	Developer
19	Various		• Hard to navigate/search for comprehensive answers to specific situations • No enforcement mechanism to ensure developers abide by terms of the approved plat plan • Traffic safety for approach and once off roads (commercial driveways and alleys) is left to discretion of developers/property owners to install barriers, medians, "porkcops", and signage (such as No Left Turn) instead of being required • Easement approval, access, and search once recorded is inconsistent • Current/new technology not addressed (for example, commercial security cameras overlooking residential property) • No trigger for additional TIA when property purposes are modified after approval though granted by right Opportunities: • Incentives to go above minimum requirements • Add notification mechanism when properties are redeveloped or changes made within the existing development • Provide clarity on requirements for noise, water, and light bleed over for development, especially commercial immediately adjacent to residential • Sidewalk connectivity across properties - especially those that haven't been	Scott Allen

			developed or addressed in over 5 years Also, the "enforcement" provision would also apply to development plans related to landscaping.	
20	Various		- Fire protection. Specifically for single family residential. While California and other states have required a fire suppression system for SF I am not in alignment with that. Especially considering how we in Georgetown have water issues every summer. - The other thing I would like to point out is comparing our UDC to other cities. I strongly suggest we not use Austin or Travis as a comparison. First, there is a knee jerk reaction to "Don't Austin my Georgetown" and the needs of our City are just not the same. I would suggest we first look at San Marcos, who recently went through a UDC update. They are comparable in size, density, population and have also recently added a larger +55 community so there are a lot of similarities.	Mike Price
21	Various		1. What works well with the Code? What should we avoid changing? Zoning classifications and limitations of use, generally. Also construction standards. 2. What doesn't work with the Code? What are common code-related issues? 3. Are there existing development standards that may be overly onerous or cumbersome? Density; Lot size; Building heights; Setbacks; Building design; Landscaping; Parking; Infrastructure; Others? Onerous development standards, the overuse of the master land-use plan. It appears that sometimes they use this as a reason to turn down zoning request. The overall master land use plan should be used as a guide not as a hammer. 4. Is the Code missing any standards, or are there cases of standards being inadequate based on real-world results? The use of combining non-contiguous uses in the zoning classification. For instance on the recent rezoning request the bail bondsman services was linked to tattoo and body piercing uses. This gave the staff the opportunity to recommend Denial on a health and safety issue. 5. How is the development process? How closely does the development process reflect the code-defined processes? Overall it seems to work 6. What do you think the development community will be most hesitant about during this UDC Update? Not being included 7. Are there good examples of developments/regulations from other communities that you would like to see in Georgetown? 8. Are there any other notable changes you would like to see as a result of the Code update? No	Tim Haynie Sr
22	Stakeholder input		Provided the list of 8 questions to more than 60 development and builder clients and got no responses	Chris Stanley
23	General		My overall impression is the UDC is pretty good, but really out of date with today's standards. Communication methods, the shot clock rules and the direction the City of Georgetown is headed from small town to major suburb. Also, there needs to be much more flexibility in the code (i.e.. Set minimums for driveways widths, sidewalks etc.) instead of hard inflexible numbers that require wasteful variance and staff time.	Steve Dickey
24	Zoning District Name and Standards Changes. and ESTABLISHMENT OF ZONING DISTRICTS	Sec. 1.04.040. and SECTION 4.01.	Section in its entirety needs review with the goal to create more flexibility in residential zoning categories (Maybe 3 MF's with escalating density and something between 5 houses and acre and 2 houses an acre) and less flexibility and overlap between the BP and In categories.	Steve Dickey
25	COMPREHENSIVE PLAN	SECTION 1.08.	There seems to be a disconnect here, if the UDC is supposed to implement the Comprehensive plan than its needs to reflect that plan not something from 20 years ago. Also, a UDC review should be required to occur in coordination with new Comprehensive plans.	Steve Dickey
26	Summary of Review Authority	Table 2.01.020:	Table needs review and updating. Administrative authority should be increased with appeals to P&Z	Steve Dickey

27	HARC		Why does HARC have planning authority over setbacks and building heights seems to be a conflict with P&Z general duties	Steve Dickey
28	Provision of Public Notice	Sec. 3.03.010.	The whole public notice requirements process probably needs reviewed. The Yellow signs are ineffective and half the time the paper portion is destroyed, and the signs themselves are unreadable from the roads. How effective is publishing in a lightly distributed newspaper in 2023?	Steve Dickey
29	SPECIAL USE PERMIT	SECTION 3.07.	Requirements for specific uses need to be reviewed. Authority to set requirements such as expiation need to be granted to the CC	Steve Dickey
30	SUBDIVISION OF LAND	SECTION 3.08.	This section works well.	Steve Dickey
31	CERTIFICATE OF APPROPRIATENESS	SECTION 3.13.	This section seems way to specific and grants an extreme amount of authority to HARC I understand protecting the historic assets of the city, but this seems extreme for a city of 100,000. [1]Editor's note(s)—Ord. No. 2015-34, § 2(Exh. A), adopted May 12, 2015, repealed and reenacted Section 3.13 in its entirety to read as herein set out. Formerly, Section 3.13, §§ 3.13.010—3.13.110, pertained to certificates of design compliance, and derived from original codification.	Steve Dickey
32	HERITAGE TREE PRUNING PERMIT	SECTION 3.24.	Section seems to work	Steve Dickey
33	PLANNED UNIT DEVELOPMENT DISTRICT	SECTION 4.06.	Seems really light on definition and detail. Needs a better defined process.	Steve Dickey
34	PEDESTRIAN AND VEHICLE CIRCULATION and Street Types	Chapter 12	Street widths need to be reviewed an increased in many situations. Walking and Bikes need to play a larger role in the requirements of this section.	Steve Dickey
35	Parking	Sec. 4.09.070.	We seem to be under parking on every project. The assumption that people use their garage for parking is outdated and leads to real parking issues. Needs a 2023 review. Commercial parking such as Bar/Restaurant is also out of date. Parking should be based on prosed occupancy instead of the square footage.	Steve Dickey
36	Landscaping and TREE PRESERVATION, LANDSCAPING AND FENCING	Sec. 4.09.090. and Chapter 8	A complete rewrite is required to take in to account the water issues that Central Texas will face going forward.	Steve Dickey
37	RESIDENTIAL DEVELOPMENT STANDARDS	Chapter 6	Review Update and Modernize to reflect 2023 generally accepted norms and practices. Again, impervious cover requirements, greater flexibility in dimensional standards (the goals of creating more differentiation in looks of communities and street scenes)	Steve Dickey