

East Riverside Corridor Regulating Plan
Summary of Commercial Stakeholder Concerns
February 2013

Regulations versus Incentives

- Some people think the City should incentivize change rather than create new regulations to spur that change. What would incentives look like to create the transit-supportive, pedestrian-friendly place envisioned on the adopted Master Plan?

Prohibition of Automobile-Oriented Uses

- Rather than prohibiting automobile-oriented uses, the city should instead consider design criteria for such uses.

Drive-through Prohibition

- Prohibition of drive-thrus should be deleted, and the city should instead consider requirements for drive-thru design to address whatever concerns there are.

Two-story minimum requirement in Corridor Mixed Use Subdistrict

- Certain types of uses need to be exempted from the two-story and mixed-use requirements, for example, gas stations, certain restaurants, etc. that are normally one story.
- The two-story requirement should be eliminated as a requirement and made into an incentive.

Building Design Requirements

- Glazing Requirements are impractical. City should work with designers to determine what requirements are realistic.
- Building Façade Articulation is probably not practical given the size of many existing lots throughout the corridor. Many of the lots in this corridor are small lots that are family-owned and not likely to be sold and combined with other lots.

Transition / Compliance Issues / Trigger for Compliance with Regulations

- Existing small businesses should have the ability to gradually come into compliance over time. Forcing immediate compliance or non-conforming status will ensure that small buildings and businesses are never improved. What do you think should trigger compliance with new regulations?
- Focus should be on defining a reasonable transition from current condition to future condition.
- Business stakeholders do not want non-conforming status as it affects their financial credibility with financial institutions.

Riverside as Multi-modal Roadway

- What role do land use regulations play in making things safer for users of other modes? Business stakeholders are willing to work with number of curb cuts and their placement.

Public Investment in the Corridor

- City should be making major investments immediately in infrastructure improvements in the ERC now, since such improvements will serve as the best incentive for redevelopment.

Economic Issues

- Business stakeholders are concerned that if business is not supported there are unintended consequences regarding jobs, revenues to support City of Austin expenditures, and severely reduced philanthropic support.

Sense of Community

- All stakeholders support this but business feels neighborhoods do not accept that many businesses are family owned and have passed from generation to generation.