

## **MLK Station Area Plan – City Council April 10, 2008**

### **Items included in this packet:**

- I.** A summary sheet of the MLK Station Area Plan rezoning case and the corresponding neighborhood plan amendment cases;
- II.** A memo from Greg Guernsey, Director of the Neighborhood Planning and Zoning Department;
- III.** Supplemental items included in the MLK Draft Station Area Plan (not included in the hard copy of the draft plan you previously received);
- IV.** A postponement request for the property at 2205 Alexander Avenue (Redeemer Presbyterian Church site);
- V.** A record of the Planning Commission Action taken on March 25, 2008
- VI.** Information submitted by property owners or neighborhood groups for Council consideration
- VII.** To view an electronic version of the Draft MLK Station Area Plan and all of the appendices go to:  
[http://www.ci.austin.tx.us/planning/tod/mlk\\_sap\\_activities.htm](http://www.ci.austin.tx.us/planning/tod/mlk_sap_activities.htm)

## **MLK Station Area Plan**

### **I. Zoning and Neighborhood Plan Amendment Cases**

#### Zoning Case

C14-2008-0031

#### *Zoning Case Details*

The zoning case that has been filed is City initiated. It will enact the MLK Station Area Plan and change the base district zoning for all properties within the boundaries of the Station Area to TOD zoning. The Station Area Plan includes a Regulating Plan, which specifies the development and design standards applicable to all properties within the boundaries of the planning area.

#### Neighborhood Plan Amendments

- NPA-2008-0003.01 (Chestnut Neighborhood Plan)
- NPA-2008-0015.01 (East MLK Combined Neighborhood Plan)
- NPA-2008-0012.01 (Upper Boggy Creek Neighborhood Plan)
- NPA-2008-0008.01 (Rosewood Neighborhood Plan)

#### *Neighborhood Plan Amendment Details*

The plan amendment cases that have been filed are City initiated. They will amend neighborhood plans to do two things:

1. All properties within the Station Area Plan will have a future land use designation of Transit Oriented Development to clearly distinguish these properties on Future Land Use Maps (FLUMs). The Station Area Plans look at all of these properties in an integrated and holistic manner, so they should be designated on the FLUM as a unit even though there are multiple properties and property owners within the Station Area boundaries.
2. The main chapters of the MLK Station Area Plan will be included in each of the neighborhood plans being amended.



## MEMORANDUM

**TO:** Members of the City Council and the Planning Commission

**FROM:** Greg Guernsey, Director  
Neighborhood Planning and Zoning Department

**DATE:** March 4, 2008

**SUBJECT:** TOD Station Area Plan Overview and Update on Major Issues

The consultant leading the Station Area Planning (SAP) process, PB Placemaking, has prepared draft plans for the MLK and Plaza Saltillo Transit-Oriented Development (TOD) Districts and is in the process of completing the draft for the Lamar/Justin Lane TOD. The Plans for the MLK and Plaza Saltillo TODs will be presented to the Planning Commission on March 11, 2008 and the City Council on March 20, 2008; the Lamar/Justin Lane Station Area Plan is scheduled to be presented in early April. This memo is intended to provide you with some background on the project, update you on its status, and highlight and clarify some of the main elements and issues related to the Station Area Plans and process.

Upon adoption of the TOD Ordinance in May 2005, initial TOD Districts were identified and the Station Area Planning process was established. PB Placemaking was hired by the City to create Station Area Plans that reflect best practices for pedestrian and transit-oriented development, are financially feasible, and are responsive to community goals and market forces. In addition, affordable housing consultant Diana McIver and Associates was hired to prepare a housing affordability analysis and feasibility review that describes potential strategies for achieving the affordable housing goals in the TOD Ordinance.

PB Placemaking was also charged with engaging the community in a public involvement process to inform the SAPs. The goal of the SAP public involvement process was to create a level "playing field" for all the various public interests to come together collectively to learn about transit-oriented development and participate in shaping the plans for each TOD District. The planning process began in April 2007 with an educational session, followed by two charrette-style workshops in late April and June for each Station Area. A meeting to learn about the affordable housing element of the Plans was held in September and draft plan information was presented to the public for review and feedback in late November. Since that time, PB Placemaking has worked on editing the Plans based on public feedback and also input from the technical advisory group. In addition, the Regulating Plans have been fully developed and the affordable housing strategy refined.

All property owners and utility customers within the TOD Districts and 300 feet around them, all neighborhood associations, all Neighborhood Plan Contact Teams, and individuals who asked to be on the SAP interest list were specifically invited to the meetings. Press releases were also done for the education session and workshops with announcements on the City of Austin homepage.

In addition to the community-wide meetings, City staff attended several meetings of the Saltillo Redevelopment District Community Advisory Group and upon request attended:

- Meetings with property owners or agents of property owners,
- Meeting with affordable housing advocates,
- Two meetings of the East Cesar Chavez Neighborhood Planning Team,
- Two meetings of the Highland Neighborhood Association (NA),
- Two meetings of the Crestview NA,
- A meeting with Plaza Saltillo business owners
- A meeting with the Chestnut NA,
- A meeting with the MLK NA,
- A meeting with the Rosewood Neighborhood Planning Team,
- A meeting with the Upper Boggy Creek Neighborhood Planning Team, and
- A meeting with the Austin Heights NA.

The Draft SAPs embody TOD principles and best practices and were significantly shaped by public input. Public opinion was diverse; the vast majority of the properties within the TOD Districts have commercial mixed use zoning and are shown as mixed use on neighborhood plan future land use maps, with the majority of the properties outside the TOD Districts being single family residential. Thus, throughout the public involvement process, representation consisted primarily of non-residential property owners within the TODs and residents outside the TODs. The SAPs needed to balance out this public input in the context of the principles and best practices of transit-oriented development. The following information provides an overview of specific elements or issues of the SAPs:

#### *Neighborhood Plan Amendments*

According to the TOD Ordinance, a Station Area Plan must be included in an adopted Neighborhood Plan (NP) and an amendment to an adopted NP to include a SAP must be reviewed and approved in accordance with the NP amendment process established by the City Council. The Plan Amendment Ordinance requires that outreach be conducted to property owners within 300 feet of a subject tract and all overlapping neighborhood groups and contact teams. As described above, all of these individuals and groups were specifically invited to participate in all meetings throughout the SAP process and staff was available to attend specific meetings of neighborhood and business groups upon request. Legal notice of the SAPs and the plan amendments was sent to all of these individuals and groups as well. These amendments have been initiated by the City in order to fulfill the requirements of the TOD Ordinance. The outreach required in the Plan Amendment Ordinance was integrated into the overall SAP process through the various meetings.

#### *Building Height*

Prior to the SAP process, allowable building height in all of the TODs generally varied from 40 to 60 feet (allowing approximately three-to-five stories). Based on community input, building height in the TODs is not recommended to exceed 60 feet; in the higher activity areas of the TODs where allowable height is less than 60 feet, a height bonus is proposed in exchange for the provision of affordable housing (maximum building height would still be 60 feet). There was much concern from participating residents about excessive height; heights ranging from three-to-five stories were generally favored. The development community expressed that 60 feet in height was preferable, and that a higher height entitlement would require a more expensive construction type which is not currently supported in these areas.

### *Regulating Plan (TOD Zoning)*

According to the TOD Ordinance, once a SAP is adopted, the base district zoning for all properties in the TOD Districts will change to TOD. The standards for TOD Zoning are established in a document called the Regulating Plan. A key goal of the regulating plans was to create a more consistent and predictable regulatory strategy throughout the TODs that encourages development and redevelopment, promoting the higher activity levels desired around MetroRail stations.

### *Affordable Housing*

Diana McIver and Associates have developed a layered approach to achieving the TOD affordable housing goals, recognizing that no single tool or strategy is adequate by itself. As a first step, they recommend density and height bonuses in certain parts of the TOD Districts as a way to achieve affordable housing without financial subsidies. The density bonus is based on the VMU model and the height bonus permits a modest increase in height from 35 or 40 feet to 60 feet in some portions of the TODs. These development bonuses only get us part of the way toward achieving the 25% affordability goal specified in the TOD Ordinance. In order for the development bonuses recommended in the SAPs to be approved, the TOD Ordinance will need to be amended since it stipulates that a Station Area Plan may not increase height unless the entire affordable housing goal is met. In addition, the TOD Ordinance states that in the Plaza Saltillo TOD, a SAP may not increase height in the TOD District except within the 11-acre site owned by Capital Metro.

To reach the full affordability goal specified in the TOD Ordinance, other strategies apart from development bonuses will be necessary. These strategies include the use of affordable housing bond funds, the use of federal tax housing credits, the development of City-owned land, the creation of a community land trust, and (Homestead Preservation District) Tax Increment Financing (TIF). Many of these will require City Council direction and action and will involve additional implementation actions. Use of these tools will likely need to be “tailored” to individual projects and, in most cases, will require more than one to reach the 25% affordable housing goal.

### *Compatibility Standards*

Height and setbacks restrictions under the Land Development Code’s Compatibility Standards typically extend out 540 feet from a property used or zoned as single family. Since much of the property outside of the TOD Districts is single family, this would have a considerable impact on properties within the TODs and inhibit the levels of density and activity envisioned around future rail stops. For example, if a property in a TOD District has a height entitlement of 60 feet, in order to achieve that height, the property would need to be a minimum of 300 feet away from the single family property that triggers Compatibility Standards. As a result, the SAPs recommend modifying Compatibility Standards for the TODs so that:

1. The extent of Compatibility Standards is 100 feet from a property outside the TODs that is used, or zoned, as single-family (or other uses that trigger compatibility), and
2. Any single family development within the TOD Districts does not trigger Compatibility Standards on other properties within the TOD Districts.

These recommendations are intended to provide a transition between single-family homes on the outside of the TODs and development within the TODs while also allowing for denser and potentially higher development (up to 60 feet total) in the interior of the TOD Districts. The University Neighborhood Overlay (UNO) and the E. 12<sup>th</sup> Street NCCD have also recognized the need to modify Compatibility Standards in areas where greater density is desired.

*ECC Plan Update Request*

The East Cesar Chavez (ECC) Neighborhood Planning Team (NPT) has requested that as part of the plan amendment to adopt the Plaza Saltillo SAP, the ECC NP be updated as well. It is expected that the Team will ask for a postponement of the SAP so that this can be done. Although the Neighborhood Planning and Zoning Department (NPZD) would like to grant this request, we do not have staff available to work on neighborhood plan updates at this time. While a plan amendment changes one specific part of a neighborhood plan, a plan update would look at the entire planning area, assessing changes that have occurred since plan adoption, taking a look at all the recommendations in the plan, and rewriting significant portions of the plan. A plan update process could be very similar to the planning process for the original plan. Until all Neighborhood Planning Areas in the Urban Core have had an opportunity to create their first neighborhood plan, NPZD planners are not able to undertake updates to adopted neighborhood plans. While neighborhood plans are eligible for an update five years after adoption, it does not mean the plan is guaranteed an update at that time. The NPZD realizes the ECC neighborhood was one of the very first neighborhoods in Austin to adopt their NP and that the contact team would like reassess the plan recommendations and the future land use map. However, as was mentioned in a meeting last December with the ECC NPT, the Neighborhood Planning Division will be glad to work with the group on one area wide plan amendment that in their assessment presents the most pressing need, but cannot commit to a full plan update at this time.

*Station Area Planning Summary*

The Station Area Plans strive to meet the goals of TOD and Austin's TOD priorities, which include increasing density around rail stations, providing affordable housing and open space, and creating mixed use, pedestrian-oriented environments, while also balancing the variety of interests that participated in the planning process, predominantly neighborhood residents around the TODs and property owners within the TODs. They are intended to initiate Austin's commitment towards accommodating some of our City's expected population growth within a transit-supportive context.

If you have questions or concerns please contact Sonya Lopez, 974-7694 or [sonya.lopez@ci.austin.tx.us](mailto:sonya.lopez@ci.austin.tx.us).



cc: Laura Huffman, Assistant City Manager  
Kristen Vasallo, Deputy Assistant to the City Manager  
Margaret Shaw, NHCD  
George Adams, NPZD

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### **III. Supplemental items included in the Draft Station Area Plan by staff and consultant team:**

- a) Remove 2955 Higgins Street from Station Area Plan
  - i. Single family home that was inadvertently included when the intersection at MLK and Airport was added;
- b) Add the following residential uses as permitted uses to the Medium Density Residential Subdistrict:
  - i. single family, duplex, two-family, single-family attached, townhouse;
- c) Do not permit a height bonus within 200 feet of the single family homes facing Randolph Street;
- d) In the Corridor Mixed Use Subdistrict only, allow auto repair, auto sales, equipment repair, equipment sales, vehicle storage, and drive-through facilities (existing uses at these intersections and allowed under current zoning). The Draft Plan proposes to take a more form-based approach to the intersections of Manor and MLK with Airport Blvd. with additional TOD Design Standards (see following item);
- e) Add additional TOD Design Standards for a Drive-through Facility, curb cuts, and building entrances for vehicles (see standards below).

### **IV. Postponement Request**

Postpone action at 2205 Alexander Avenue (Redeemer Church Presbyterian site) until April 24, 2008.

The Church has filed a separate rezoning application in order to move the 60-foot height entitlement it has on a portion of its site (“footprint” zoning) to another location on its site to accommodate their sanctuary in a location that better facilitates future development of the northern and southern ends of the 11 acre site. According to the 2005 TOD Ordinance, a Station Area Plan cannot increase height without triggering affordable housing requirements, which is the reason for the separate zoning case.

### **ADDITIONAL TOD DESIGN STANDARDS (FROM II.E. ABOVE)**

#### **Amendments to Subsection 2.3.8: Drive-Through Facilities**

- A. A drive-through facility is allowed only in the Corridor Mixed Use Subdistrict.
- B. A restaurant drive-through facility is prohibited throughout the TOD District.

#### **New Section 4.6: Drive-through Facility Standards**

Drive-through Facilities for any use shall be subject to the standards of this section. The standards shall apply to new development, the addition of a Drive-through Facility to an existing development, and the relocation of a Drive-through Facility. Drive-through Facilities provide services where the motorist generally waits in the car before and while the service is performed. A Drive-through Facility may not be permitted for a specific property if the standards in this section cannot be met given the site’s size, dimensions, and/or location within the TOD District.

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### 4.6.1 Applicability

A Drive-through Facility may be allowed as per Subsection 2.3.7 (Plaza Saltillo)/2.3.8 (MLK) in conjunction with permitted or conditional uses as provided in Subsection 2.3.8 (Plaza Saltillo)/2.3.9 (MLK) of this Document.

### 4.6.2 Drive-Through Facility Components

Drive-through facilities consist of the following two components:

- A. Service areas are the locations where the service is performed. They include drive-up windows, indoor service areas such as car washes, and outdoor service areas such as gasoline pumps.
- B. Queuing driveways are used by vehicles to reach service areas and wait for service.

### 4.6.3 Driveway Entrances and Exits

- A. Curb-cut entrances for queuing driveways and exit driveways shall be consolidated with any other driveway entrances or exits on the site.
- B. Queuing driveway entrances shall not be allowed along a street with an active edge designation. A driveway exit along an active edge may be permitted when no other feasible option exists as determined by the Director.
- C. Driveways shall:
  1. Comply with the driveway spacing standards in Section 5 of the Transportation Criteria Manual (TCM); and
  2. Not be subject to Section 3.5.4.A (see next page) of this Document if no other feasible access alternative exists.

### 4.6.4 Queuing Driveway Configuration and Design

- A. A queuing driveway serving a drive-up window shall meet the following standards to provide appropriate vehicle queuing:
  1. A minimum length of 100 feet leading to the drive-up window for one lane and 60 feet per lane when more than one lane is provided;
  2. The calculation for driveway length required for queuing under Subsection A.1 above shall not include any pedestrian crosswalks or sidewalks.
- B. A queuing driveway serving any type of service area shall meet the following standards:
  1. Driveway lanes shall be designed so that queuing vehicles do not interfere with other vehicle and pedestrian circulation on the site;
  2. Driveways shall not be located between a building and the principal street, or if a corner site, all adjacent roadway types; and
  3. All queuing lanes shall be clearly identified using striping, landscaping, and/or signs.

### 4.6.5 Drive-through Service Area Location

Drive-through service areas shall be located as follows:

- A. Drive-up windows, indoor service areas, and outdoor service areas shall be located to the rear or side of a building.
- B. Indoor and outdoor service areas shall have a minimum setback of 30 feet from all roadway types.
- C. Where multiple street frontages are present, vehicle entrances and exits for indoor service areas shall not face the principal street.

## **New Subsection 5.2.3: Building Entrances and Exit Standards for Vehicles**

### 5.2.2 Building Entrance Standards for Pedestrians

(Keep Subsections A through C in current Draft)

### 5.2.3 Building Entrance and Exit Standards for Vehicles

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- A. Building entrances and exits for vehicles shall be located to the rear or side of a building, except as provided in C below.
- B. Where multiple street frontages are present, building entrances and exits for vehicles shall not face the principal street, except as provided in C below.
- C. Vehicle entrances and exits for structured parking may face a principal street only when no other feasible access is available on another street frontage or alley, as determined by the Director.

### Amendments to Subsection 3.5.4: Curb-Cut Spacing Standards

- A. TOD Core Transit Corridors  
Same as stated in printed Draft.
- B. All Roadway Types  
In addition to the standards under A above, curb-cuts on TOD Core Transit Corridors, TOD Pedestrian Priority Streets, and TOD Local Streets shall be located in accordance with the driveway spacing standards in Section 5 of the Transportation Criteria Manual (TCM).

### New Subsection 3.5.5 Curb-Cut Dimensional Standards

- A. Applicability  
Development along TOD Core Transit Corridors, TOD Pedestrian Priority Streets, and TOD local Streets.
- B. Curb-Cut Width Standards  
Section 5 of the Transportation Criteria Manual (TCM) specifies driveway standards in 5.3.2 of the TCM. These standards shall continue to apply to residential (Type I) and commercial (Type II) driveways, except as provided in this subsection.
  1. The maximum Type I driveway width for single family, duplex, and townhome residences shall be 18 feet.
  2. Driveways along street frontages with an active edge designation are discouraged. When they are deemed necessary by the Director, the maximum Type II driveway width for multi-family residential and commercial uses shall be 25 feet along an active edge.
  3. Other Type II driveways within the TOD District shall be no more than 25 feet wide, and they may be expanded to a maximum width of 35 feet when deemed necessary for proper traffic circulation and access by the Director.
  4. The maximum curb return radius for all Type II driveways shall be 15 feet.

**V. PLANNING COMMISSION ACTION**

**Motion #1: The Planning Commission voted unanimously to approve the Draft MLK Station Area Plan as presented by Staff\* and associated amendments to neighborhood plans with the following amendments:**

1. Recommend that Staff draft a proposal that would allow for alternative compliance to the provision of affordable housing required in exchange for a development bonus;
2. Recommend that Staff explore the impact that decreased transportation costs have on the budget for housing;
3. Prioritize fee-in-lieu funds generated from a development bonus in the MLK TOD District for future expenditure in the MLK TOD District;
4. In order for a project that wishes to take advantage of a development bonus to be approved for the fee-in-lieu option, the Director of the Neighborhood Housing and Community Development Department should work with the Community Development Commission to determine if a fee-in-lieu should be approved;
5. The Draft Plan should take a position on the request by the Chestnut Neighborhood to increase the compatibility setback from the homes on Miriam Avenue when the Plan is presented to the City Council; and
6. Planning Commission action on the Redeemer Presbyterian Church is postponed until April 8, 2008.

\*Included in the Draft MLK Station Area Plan were the following elements:

- a) 2955 Higgins Street is removed from the TOD District;
- b) Additional residential uses are allowed in the Medium Density Residential Subdistrict;
- c) A height bonus is not allowed on the Value Sky Park site at 2900 Manor Road within 200 feet of the single family homes facing Randolph Street;
- d) Additional commercial uses are allowed in the Corridor Mixed Use Subdistrict along with associated design standards.

**Motion #2: The Planning Commission voted unanimously to approve the following language for all TOD Districts:**

Strongly recommend that the City Council:

1. Establish a clear and firm plan to help developers achieve the 25% affordability goal in the TOD Ordinance using the tools presented by the affordable housing consultant, Diana McIver and Associates;
2. Consider amending the scoring process for the allocation of affordable housing bond funds so that projects in TOD Districts are prioritized; and
3. Designate CIP funds to infrastructure improvement projects within and connecting to the TOD Districts.

**VI. Information Submitted by Property Owners or Neighborhood Groups for Council Consideration**

- a. The owners of the following properties responded to the legal notice against the MLK Station Area Plan TOD Rezoning
- i. 1815 Clifford Ave. (5,250 square foot lot with a new single family home at the corner of Corner of Clifford and MLK Jr. Blvd. – see map at back of this packet)
    - Proposal in Draft Plan is for Medium Density Residential
    - Owner objects to rezoning because she purchased her home on a CS-MU-CO-NP zoned lot and wants it to remain that way; she has concerns about reducing the value of her property.
  - ii. 2907 E. MLK Blvd. (approx. 12,000 square foot undeveloped property east of railroad tracks in 100- and 500-year floodplain – see map at back of this packet)
    - Current zoning is LI-NP
    - Proposal in Draft Plan is for Low Density Residential due to environmental constraints, lack of visibility, and limited access to the site.
    - The owner requests that this property be included in the TOD Mixed Use like his adjacent parcel to the east at 2915 E. MLK Blvd.
- b. Chestnut Addition Neighborhood Association (CANA) Comments

Thank you for the opportunity to convey the concerns of the Chestnut Addition Neighborhood Association regarding the draft Station Area Plan for the Martin Luther King, Jr. Blvd. transit station. CANA has authorized its development committee to respond to your request for comments. Here are the areas we would like to see addressed:

*Compatibility Standards along Miriam Avenue*

CANA has requested that compatibility standards apply for a distance of 200 feet from single family homes on Miriam Street. Currently, the Draft Station Area Plan proposes that throughout the TOD District, compatibility standards apply for a distance of 100 feet from a single family use or zoning so that the interior of the TOD District may achieve base height entitlements

*Connection between TOD District and E. 12<sup>th</sup> Street Redevelopment Efforts*

The connection of the TOD district and East 12th Street redevelopment efforts. As you know, the Chestnut neighborhood borders East 12th from Boggy Creek to Chicon Street. As a constituent neighborhood of the Austin Revitalization Authority, we have been deeply involved in the negotiations over the East 12th Street NCCD. In order for that effort and the MLK SAP/TOD efforts to reach their full potential, we strongly believe the two must be coordinated. At a minimum, this could be accomplished by a link through the rails to trails initiative, but we believe that all involved would be better served if the land along both the north and south sides of

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12th were included in the TOD, just as the area to the north up to Manor Road and the node at Airport and MLK have been added.

### *Inclusion of City of Austin Maintenance Parcel on E. 12<sup>th</sup> Street for inclusion in TOD District*

We also recommend that the entire City of Austin-owned parcel of land near the intersection of 12th street and the rail line, which is currently used for vehicle maintenance, be added to the TOD. This area is designated in the Rosewood Neighborhood Plan as dense mixed-use with affordable housing. We recommend that this plan be followed, with the exception of changing the designation to Medium Density with buildings to the street along 12th Street.

### *Recommended Implementation of traffic-calming measures*

Higher traffic volume in the Chestnut neighborhood west of the new development. This is of particular concern to CANA members. We strongly urge that planners take into consideration the likely effects on all streets in our neighborhood, but particularly East 14th, 16th, and 17th streets. We strongly recommend implementation of traffic-calming measures and devices that make cutting through the neighborhood a negative option for drivers wishing to avoid the stop-lights at MLK. One successful example of such efforts is in use on streets along the northbound Mo-Pac frontage road at the Enfield exit. No right turn signs, one way streets, and physical curb juts make it impossible for drivers to turn into the neighborhood. We urge that the City of Austin make use of all recent traffic studies of this neighborhood and complete any ongoing studies in time for them to be of immediate use.

### *E. 17<sup>th</sup> Street Improvements*

East 17th Street from Chestnut Ave into the TOD, and its connection to Alexander. We request clarification of exactly what is planned for 17th Street in development of the TOD district and a “blown up” illustration of where 17th and Alexander will meet. We are particularly concerned that 17th Street, though shown as a major pedestrian street for the TOD in the draft SAP, may become a major thoroughfare for automobile traffic to and from the station, and as noted above, an alternate route for drivers wishing to avoid the lights along MLK. To reinforce the walking/biking nature of this key street, we request that the City’s Capital Improvement Program for 2009 include funding for a designated bike lane and an additional sidewalk on 17th from Chestnut to Miriam.

### *Commitment to Capital Improvement Programming for TOD Improvements*

Timing of City of Austin capital improvement programming. We urge the city to time the provision of capital improvements programming, such as major capital costs for street improvements, utility upgrades, and the above-mentioned traffic-calming measures, to coincide with the opening of the station. Further, we ask that the City demonstrate that it is already budgeting for the neighborhood improvements necessitated by station development.

### *Affordable Housing and Use of Public Improvement District*

We have been disappointed in efforts to provide affordable housing in our rapidly changing neighborhood. We see the TOD as an excellent opportunity to



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**2907 E. MLK Blvd.**

