

Items 12 and 13 Transit Oriented Development Ordinance and Resolution

Summary of Issues

Ordinance Description	Language in 2-3-04 Draft Ordinance/Resolution	Staff Recommendation	Board/Commission Recommendation
Minimum Height Requirements			
1 Page 3, Line 26 through Page 4, Line 12 Page 2, Line 19 through Page 3, Line 6	Transit-Oriented Development District Minimum Height Requirements (prescribed for each station type)	Delete Section 25-2-754 Add general language to Section 25-2-752: (B) <u>Neighborhood Center. Typical building height is one to six stories.</u> (C) <u>Town Center. Typical building height is two to eight stories.</u> (D) <u>Regional Center. Typical building height is three to ten stories.</u> (E) <u>Downtown. Typical building height is six stories or more.</u> Add general language to Section 25-2-753: (B) <u>A gateway zone has the highest density and building height in a TOD district.</u> (C) <u>A midway zone has density and building height that are lower than a gateway zone but higher than a transition zone.</u> (D) <u>A transition zone has the lowest density and building height in a TOD district.</u>	
Page 3, lines 11 through 25			

Ordinance Description		Language in 25-2-754 Draft Ordinance/Resolution	Staff Recommendation	Board & Commission Recommendation
2	Page 3, Line 32	(B) This section does not apply to a site with an area of 8,000 square feet or less.	Delete Section 25-2-754	PC Recommendation: (B) This section does not apply to a site with an area of <u>9,000</u> square feet or less. Note: this recommendation would not apply if Section 25-2-754 is deleted.
Use and Development Regulations				
3	Page 6, Line 20	(D) In a transition zone, single-family use is prohibited.	Permit single-family residential as a permitted use in a transition zone.	
4	Page 5, Line 24	(A) in a TOD district, the following uses are prohibited: (1) automotive repair services	Change automotive repair services to a conditional use	
5	Page 5, Line 18 through Page 8, Line 15	Subpart B. Initial District Regulations (prescribes use and development regulations applicable to all TOD districts in Phase I)	Maintain existing ordinance language	ZAP recommendation: Initial district regulations shall apply in the Gateway Zone only
Relationship of Neighborhood Plan to Station Area Plan				
6	Page 8, Line 18	(A) The director shall prepare a station area plan for each transit oriented development (TOD) district. The director shall permit Capital Metropolitan Transportation Authority, the neighborhood plan contact team, if any, and other affected persons to participate in the preparation of a station area plan.	(A) The director shall prepare a station area plan for each transit oriented development (TOD) district. The director shall permit Capital Metropolitan Transportation Authority, the neighborhood plan contact team, if any, neighborhood organizations, and other affected persons to participate in the preparation of a station area plan.	

Ordinance Description		Language in 23-04 Ordinance Resolution	Staff Recommendation	Board/Commission Recommendation
7	Page 8, Line 22	(B) A station area plan must be consistent with an adopted neighborhood plan, if any. If an amendment to an adopted neighborhood plan is necessary, the amendment must be reviewed and approved in accordance with the neighborhood plan amendment process established by council.	(B) A station area plan must be consistent with an adopted neighborhood plan, if any. <u>A neighborhood plan amendment must be reviewed and approved in accordance with the neighborhood plan amendment process established by council.</u>	PC Recommendation: (B) A station area plan must be consistent with an adopted neighborhood plan, if any. If an amendment to an adopted neighborhood plan is necessary, the amendment must be reviewed and approved in accordance with the neighborhood plan amendment process established by council.
TOD Boundaries				
8	Page 12	Plaza Saltillo TOD District Boundaries <i>No zone boundaries established for CMTA property</i>	Replace with one of three alternative maps (attached)	
9	Page 16	Northwest Park & Ride TOD District Boundaries	Remove properties located west of the Leander Rehabilitation PUD from the TOD district (see attached map)	
10	Page 17	North IH-35 TOD District	Maintain North IH-35 TOD District	ZAP Recommendation: Delete the North IH-35 TOD from the TOD ordinance
Affordable Housing				
11	Page 2, Line 1	Transit oriented development (TOD) district is the designation for an identified transit station and the area around it. The district provides for development that is compatible with and supportive of public transit and a pedestrian-oriented environment.	Maintain existing ordinance language	PC Recommendation: Transit oriented development (TOD) district is the designation for an identified transit station and the area around it. The district provides for development that is compatible with and supportive of public transit, a pedestrian-oriented environment, <u>and S.M.A.R.T. Housing.</u>

Ordinance Description	Language in 2-3-07 Draft Ordinance/Resolution	Staff Recommendation	Board & Commission Recommendation
12 Page 8, Line 17	Preparation of Station Area Plan	Maintain status of S.M.A.R.T. Housing as a voluntary initiative. (S.M.A.R.T. Housing standards such as Green Building and Accessibility / Visitability could be required of applicants who take advantage of any development incentives established during Station Area Plan process.)	PC Recommendation: Add paragraph (C): <u>A Station Area Plan must feature 100 percent S.M.A.R.T. Housing</u>
13 Page 9, Line 6	(B) A station area plan: (5) may establish requirements for affordable housing	(B) A station area plan: (5) <u>shall include a housing affordability analysis and feasibility review, including potential strategies for achieving the goal of 25% of new housing serving low and moderate income families. This goal includes home ownership opportunities for families at or below 80% Median Family Income ("MFI") and rental housing serving families at or below 60% MFI.</u>	PC Recommendation: (B) A station area plan: (5) <u>prescribes requirements for affordable housing</u>

Ordinance Description	Language in 2-3-04 Draft Ordinance Resolution	Staff Recommendation	Board & Commission Recommendation
<p>14 Draft Resolution, Paragraph A</p>	<p>The cumulative goal of transit-oriented development should be that 25% of the new housing is affordable to low and moderate income families. Housing providing home ownership opportunities for families at or below 80% Median Family Income ("MFI") and rental housing serving families at or below 60% MFI is considered affordable. Families occupying affordable units should spend no more than 30% of total household income on housing. Affordable units should generally be evenly dispersed throughout each transit-oriented development district.</p>	<p>The cumulative goal of transit-oriented development should be that 25% of the new housing in each TOD is affordable to low and moderate-income families. Housing providing home ownership opportunities for families at or below 80% Median Family Income ("MFI") and rental housing serving families at or below 60% MFI is considered affordable. Families occupying affordable units should spend no more than 30% of total household income on housing. <u>Each Station Area Plan should include a feasibility analysis of potential strategies and policies to achieve affordability periods of 10 years for home ownership units and 30 years for rental units.</u> Affordable units should generally be evenly dispersed throughout each transit-oriented development district.</p>	<p>PC Recommendation: Replace paragraph (A) with the following: <u>Meaningful, long-term, affordable and accessible housing must be included in each TOD. A baseline for affordable housing within each TOD should be at least 25 percent at 50 to 80 percent of Median Family Income (MFI) for homeownership and 20 to 50% of MFI for rentals. The rental housing should remain affordable for a period of at least 30 years. Families occupying affordable units should spend no more than 30 percent of total household income on housing. Affordable units generally should be evenly dispersed throughout each TOD. In addition to the provision of affordable housing within each TOD, steps should be taken to preserve affordability for existing residents and businesses in the vicinity of each TOD.</u></p>

Ordinance Description	Language in 2-3-04 Draft Ordinance/Resolution	Staff Recommendation	Board/Commission Recommendation
<p>15 Draft Resolution New Paragraph C (Current Paragraph C becomes Paragraph D).</p>		<p><u>Each Station Area Plan shall include a housing affordability analysis and potential strategies for achieving housing goals prior to review of the proposed plan by any commission or the City Council. This analysis will include a feasibility review of the pursuit of additional affordability goals in the TODs such that Austin households of all different income levels would have the opportunity to live within Austin's TOD districts. For homeownership units those goals include 10% of units at 70-80% of MFI, 10% of units at 60-70% of MFI and 5% of units at less than 60% of MFI. For rental units those goals include 10% of units at 30-40% of MFI and 5% of units at less than 30% of MFI.</u></p>	

Ordinance Description		Staff Recommendation		Board/Commission Recommendation	
16	Page 9, Line 7	25-2-767(B) Requirements for a station area plan	Other Issues	PC Recommendation Add new subsection: (B) A station area plan: (7) shall include estimates of increased ridership from local residents	PC Recommendation Add new subsection: (B) A station area plan: (B) shall include consideration of public and civic art in and near transit stations
17	Page 9, Line 7	25-2-767(B) Requirements for a station area plan	Maintain existing ordinance language		