KITCHEN AMENDMENTS - VERSION 3

Item 41, May 6th Agenda

Amendment 1 – Line 8:

WHEREAS, the City of Austin's Transit Oriented Development (TOD) Ordinance No. 20050519-008(the "TOD Ordinance") established a two-phase process for identifying the location, boundaries, and implementation of a TOD in City Code (the "TOD Process"). Phase I identifies TOD district locations and boundaries and applies as an overlay interim code regulations affecting issues such as land use, parking, and building setbacks to the properties within the TOD district boundaries. Phase 2 develops a Station Area and Regulating Plan through the Neighborhood Planning Process and replaces the interim regulations with land use regulations specific to the properties within the TOD boundaries. The TOD Ordinance is codified in the Land Development Code, Chapter 25-2, Subchapter C, Article 3, Division 10 and Appendix D. Participation in the preparation of Station Area and Regulating Plans by neighborhood plan contact teams, neighborhood organizations, business owners, property owners, and other affected persons is specified in Code section 25-2-766.21.

Amendment 2 – Line 80:

WHEREAS, through Project Connect, ~~certain corridors~~ corridors along light rail, commuter lines, and MetroRapid lines will have bus service frequencies and ridership comparable to rail lines in many cities; and

Amendment 3 – Line 98:

WHEREAS Capital Metro was awarded a $900,000 grant from the Federal Transit Administration (FTA) to complete an Equitable Transit Oriented

Development (eTOD) study ("eTOD Study") along segments of the northern portion of the Orange Line and Blue Line in order to support transit-oriented development and anti-displacement efforts for Project Connect; and

Amendment 4 – Line 106:

WHEREAS, the eTOD studies, which includes northern sections of the Project Connect Orange and Blue Light Rail Transit lines as a study area, will yield data-and community-informed, context-sensitive policy and land-use recommendations for these sections, and will be used by Capital Metro to update the agency's TOD Tool Kit used for both rail and bus services; and

Amendment 5 – Line 116:

WHEREAS, the City policies, processes, and code sections related to areas designated as TODs may be further improved to promote affordability in communities for both residents and small businesses; and

Amendment 6 – Line 122:

WHEREAS, Capital Metro's Project Connect presents the opportunity to create thoughtful, equitable transit-oriented development in areas along the Project Connect light rail, commuter rail, and MetroRapid Lines; and

Amendment 7 – Line 134:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Council directs the City Manager to contribute actively to the ongoing studies, in partnership with Capital Metro, to help ensure the study outcomes ~~serve as a guide for revising the City's~~ may be considered by Council if the Council adopts updates to existing TOD processes and station area plans~~, as~~

~~well as providing recommendations to~~ or initiates relevant land use amendments in the eTOD Study area.

Amendment 8 – Line 140:

BE IT FURTHER RESOLVED:

The results of the studies and additional analysis shall inform options for the creation of a citywide eTOD Policy Plan to update the City's existing ordinances and process, which shall be presented to Council for consideration and adoption. The eTOD Policy Plan should be an action-oriented policy document, providing options for reconciling and updating the City's various TOD-related Code, policies, action items, and plans. The eTOD Policy Plan shall serve to both measure the success of the City's policies to encourage development ~~near transit corridors~~in areas designated as TODs and to explore opportunities to further support transit, affordable housing, and equitable development through transit-oriented development.

Amendment 9 – Line 150:

BE IT FURTHER RESOLVED:

The eTOD Policy Plan should provide recommendations on how to achieve the following goals through the City's neighborhood planning processes developed with people living in TOD Districts and strategies for engaging businesses located in TOD Districts, particularly local, small businesses. The eTOD Policy Plan should propose any areas for Council to designate as TODs in addition to those designated in Appendix D and for Council to initiate development of Station Area and Regulating Plans in accordance with the TOD Process in the Land Development Code, Chapter 25-2, Subchapter C, Article 3, Division 10:

Amendment 10 – Line 161:

c. Incentivize housing options for families of many sizes and various income levels around station areas and high-capacity transit, provides social and economic opportunity for current and future residents, and increases access to employment, health and educational centers. Encourage a variety of housing choices near transit facilities to accommodate a wide range of ages, incomes, and access accommodations needed for people with disabilities;

Amendment 11 – Line 170:

f. Encourage and incentivize the development of flexible, affordable commercial space to ensure local businesses, ~~and~~ nonprofits, and creative organizations can remain in their communities;

Amendment 12 – Line 180:

j. Recognize that all TODs have their own circumstances and are not the same; each development is located within its own unique context and serves a specific purpose in the larger context. Each TOD's specific development typologies are based on Station Area and Regulating Plans developed through the Code's planning processes;

Amendment 13 – Line 186:

l. Disincentivize the use of single-occupancy vehicles through travel demand management and responsible land use practices that support the multimodal transportation context, such as unbundled parking, eliminating parking

requirements, and/or establishing parking maximums. Promote development strategies that focus on accommodating pedestrians, including people with disabilities, without excluding people traveling by vehicle. Consider creative parking strategies to allow the accommodation of vehicles without dividing a site such that parking is the dominating design factor;

Amendment 14 – Line 225:

w. Additional strategies for Council consideration ~~measures~~ that may further the objectives of this resolution in areas the Council designates as TODs and develops station-area and regulating plans; and

Amendment 15 – New additions after Line 225:

x. Ensure compatibility and consider connectivity with surrounding neighborhoods; and

y. Include engaging, high quality public spaces, such as small parks or plazas, as organizing features and gathering places for the neighborhood; and

z. Prioritize multifunctional designs on publicly owned land to support maximum delivery of community benefits.

Amendment 16 – Line 226:

BE IT FURTHER RESOLVED:

The City Manager is directed to participate in and support CapMetro's ~~the~~ eTOD Study's community engagement efforts, and create additional opportunities

for citywide community engagement, ~~as necessary and~~ in partnership with Capital Metro. Community engagement shall~~,~~ includ~~e~~ing a sufficient public comment period and neighborhood level planning processes, as required by the Contract with the Voters in Resolution No 20200807-003, to ensure impacted people and stakeholder groups are included. Community engagement results shall be shared to~~and further~~ inform the study recommendations and ~~eventual~~ proposed eTOD Policy Plan, areas proposed for TOD designation by Council, and Station Area and Regulating Plan processes.

Amendment 17 – Line 233:

BE IT FURTHER RESOLVED:

The City Manager shall develop and publish the eTOD Policy Plan within ~~14~~ 12 months of the passage of this resolution, with an update on progress and preliminary recommendations for early adoption presented to Council at ~~7~~ 6 months.

Amendment 18 – Line 237:

BE IT FURTHER RESOLVED:

The City Manager is directed to bring forward an FY 2022 baseline budget that includes resources necessary to support both the ongoing study and the development of the eTOD Policy Plan, relevant land use planning and community engagement initiatives, including initiation of station area and regulating planning processes for areas the Council designates as TODs, and community engagement processes. This may include hiring additional staff, a consultant to assist in the development of the proposed eTOD Policy Plan, a consultant to assist with community engagement processes, or other elements of this resolution.

Amendment 19 -New addition after Line 244:

BE IT FURTHER RESOLVED:

The City Manager shall bring forward for Council consideration during the FY 2022 budget adoption process the necessary action to initiate the station area and regulating planning processes and designation as a TOD for areas along the Project Connect rail and MetroRapid corridors. In proposing these areas, the City Manager shall consider the Project Connect implementation schedule and prioritize areas such that station area and regulatory planning processes can be completed timely to align with Project Connect implementation processes.