

RESOLUTION NO.

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2
3 **WHEREAS**, Austin is facing an affordability crisis as the housing market
4 reaches record rents and home prices; and

5 **WHEREAS**, City Council has recently passed a number of resolutions to
6 address affordability and housing supply, including reforms for accessory dwelling
7 units, Vertical Mixed Use, Equitable Transit Oriented Development, and
8 affordable housing bonus programs for commercial zones; and

9 **WHEREAS**, Austin voters approved substantial investments in corridor
10 improvements, active transportation, and Project Connect in 2016, 2018, and 2020;
11 and

12 **WHEREAS**, current compatibility regulations, established in the 1980s,
13 limit housing capacity on corridors by limiting the height of developments of
14 properties within 540 feet of single-family properties, which is significantly more
15 restrictive compared to cities with similar regulations; and

16 **WHEREAS**, current parking minimums may require more parking than
17 currently needed and conflict with the City’s goal of reaching a 50/50
18 transportation mode share; and

19 **WHEREAS**, moderate changes to compatibility and parking regulations on
20 corridors would increase affordable and market-rate housing supply and support
21 the City’s transit investments; and

22 **WHEREAS**, Planning Commission, Zoning and Platting Commission, City
23 Council, and community members have provided substantial feedback in the last
24 ten years on potential changes to the compatibility regulations and parking
25 minimums; and

26 WHEREAS, the Austin City Council is committed to enacting policy
 27 changes to increase housing capacity and support transit investments on corridors;
 28 NOW, THEREFORE,

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

30 The City Council initiates the following amendments to City Code Title 25
 31 (*Land Development Code*) to increase housing capacity and support transit
 32 investments on corridors by relaxing compatibility regulations and reducing
 33 parking minimums. It is Council's intent that these amendments apply to a
 34 property that is front-facing or side-facing a corridor. It is Council's intent that
 35 these amendments apply when the property's existing compatibility or parking
 36 regulations are more restrictive.

37 **BE IT FURTHER RESOLVED:**

38 The City Council directs the City Manager to prepare a code amendment
 39 that accomplishes the following for a property located on a Light Rail, Larger, or
 40 Medium corridor:

- 41 1. Defines Light Rail Corridors to include Project Connect Light Rail Lines
 42 and their Future Extensions (i.e., Orange and Blue Lines).
- 43 2. Defines Larger Corridors to include:
 - 44 a. Austin Strategic Mobility Plan (ASMP) Level 5 Streets (i.e., major
 45 highways), and
 - 46 b. ~~Project Connect Light Rail Lines and Future Extensions (i.e., Orange~~
 47 ~~and Blue Lines), and~~
 - 48 e. Project Connect MetroRapid Routes (i.e., Expo Center, Pleasant
 49 Valley, Burnet to Menchaca & Oak Hill* [exact route still under
 50 development], and Gold Lines), excluding Future Extensions.
- 51 3. Defines Medium Corridors to include:

- 52 a. Imagine Austin Corridors that have been constructed but do not
53 qualify as Light Rail or Larger Corridors, and
54 b. 2016 Bond Corridor Construction Program corridors that do not
55 qualify as Light Rail or Larger Corridors.

56 4. Modifies the compatibility regulations to:

- 57 a. limit the applicability to properties located on the same side of
58 corridors;
59 b. tie the applicability to zoning classification, rather than existing land
60 use; and
61 c. end compatibility regulations at a 300' distance from the nearest
62 triggering property;
63 d. for any residential or mixed-use property on a corridor, allow more
64 flexibility for what can be located in the 25' setback but not including
65 dumpsters and with consideration of locating green infrastructure,
66 landscape buffering, and green walls and solid fencing for sound
67 attenuation; and
68 e. for any residential or mixed-use property on a corridor, amend City
69 Sections 25-2-1062 and 25-2-1063 to:
70 i. increase height from 30' to 35';
71 ii. increase height from 40' to 45';
72 iii. increase height from 50' to 55'; and
73 f. exempt the following from compatibility regulations:
74 i. any use permitted in an SF-6 or more restrictive zoning district
75 and developed in accordance with site development standards
76 allowed within an SF-6 or more restrictive zoning district; and
77 ii. any building consisting of only residential uses with a
78 maximum of 12 units and a maximum of 35' height.
79

- 80 5. Creates a bonus program for a property on a corridor that provides on-site
 81 affordable units and allows:
- 82 a. properties on Light Rail Corridors to end compatibility regulations at
 83 a 100' distance from the nearest triggering property;
 - 84 b. properties on Larger Corridors to:
 - 85 i. reach 65' height at 100' distance, and
 - 86 ii. reach 90' height at 200' distance;
 - 87 c. properties on Medium Corridors to:
 - 88 i. reach 65' height at 150' distance, and
 - 89 ii. reach 90' height at 250' distance; and
 - 90 d. properties utilizing fee-in-lieu options to be eligible only if and when
 91 the fees are updated to match the equivalent of on-site construction
 92 costs.
- 93 6. Except for accessible parking, modifies parking for a residential or mixed-
 94 use property on a corridor as follows:
- 95 a. Require a property on a Light Rail or Larger Corridor to build only
 96 25% of the parking currently required, and
 - 97 b. Require a property on a Medium Corridor to build only 50% of the
 98 parking currently required;
- 99 7. Require a property on a Light Rail, Larger, or Medium Corridor and within
 100 300 feet from a school to maintain existing parking regulations.

101 **BE IT FURTHER RESOLVED:**

102 The City Council directs the City Manager to explore the following ideas
 103 and, if feasible, include these ideas in the code amendment:

- 104 1. with the goal of promoting the use of more sustainable, climate-friendly
 105 transportation modes, explore the advantages of requiring implementation of
 106 Transportation Demand Management (TDM) measures in the recently

107 updated Transportation Criteria Manual to qualify for the parking
108 reductions, and with ATD Director approval, achieve further reductions as
109 part of a tiered system that applies multiple TDM measures to a
110 development;

111 2. appropriate reduction in parking requirements for a property on a Larger or
112 Medium corridor and within 300 feet of a school in exchange for
113 construction of multi-bedroom units; ~~and~~

114 3. applying Light Rail or Larger Corridor regulations to Transit Oriented
115 Developments (TODs) and Regulating Plans where current regulations are
116 more restrictive; and

117 4. provide analysis of the affordable housing capacity yield of this Resolution.

118 **BE IT FURTHER RESOLVED:**

119 The City Manager is directed to explore collaborating with local school
120 districts on reserving public street space for school use.

121 **BE IT FURTHER RESOLVED:**

122 The City Manager is directed to bring an ordinance for Council
123 consideration no later than September 2022.

124 **ADOPTED:** _____, 2022

ATTEST: _____

125 Myrna Rios
126 City Clerk
127