

HISTORY OF TRANSIT ORIENTED DEVELOPMENT IN AUSTIN

2004 Council Resolution

On July 29, 2004, in anticipation of the [Capital Metro MetroRail](#), the Austin City Council approved a resolution directing staff to begin the process of developing Transit Oriented Development (TOD) regulations. The same Council resolution established a Community Advisory Group (CAG) consisting of representatives from the Design, Planning, Urban Transportation and Zoning and Platting Commissions as well as private stakeholders.

Drafting the TOD Ordinance

During the development of the TOD Ordinance, City staff held focus group meetings with neighborhood and environmental interests, development representatives, design professionals, and affordable housing advocates to gain public input. As a result of the public involvement process, staff drafted a TOD Ordinance, which laid out a [2 Phase Process](#) approach to establishing a TOD, which could respond to diverse conditions in and around the TOD Districts. The CAG reviewed and provided feedback on staff proposals for the TOD Ordinance. Staff collected feedback on the draft TOD Ordinance at several stakeholder meetings with a variety of community and interest groups such as neighborhood associations, neighborhood planning teams, the Downtown Austin Alliance (DAA), and the Real Estate Council of Austin (RECA). During the fall of 2004, the draft ordinance underwent continued refinement and revision based on stakeholder input.

Adoption of the TOD Ordinance

In late December 2004 and early January 2005, City staff presented the draft TOD Ordinance to the Urban Transportation Commission, the Zoning and Platting Commission, the Design Commission, and the Planning Commission for review and comment. The City



Council was first presented with the draft TOD Ordinance at a public hearing on January 27, 2005 and after several months of review, the ordinance was adopted on May 19, 2005. The ordinance created TOD Districts around five future locations for the [MetroRail stations](#) and one [MetroRapid Bus Park & Ride](#) facility.

TOD Ordinance Amendments

The TOD Ordinance has been amended several times. In particular, the Ordinance was amended to add three additional TOD Districts: the Oak Hill TOD, the Highland TOD, and the South IH-35 Park & Ride TOD. The TOD Ordinance establishes the location of these TODs, but does not establish the boundaries. The boundaries for the TODs located at the amended locations will be established through Phase 2 of the TOD process. Interim Regulations

The TOD ordinance established a set of interim development regulations for all properties within the districts identified within the TOD Ordinance. The properties maintain their original zoning while the TOD District Boundary establishes an overlay with interim regulations. The interim regulations help encourage development that incorporates building forms and uses in keeping with TOD principles. At the end of Phase 2 of the TOD 2 Phase Process, each property within the TOD District will be rezoned to have TOD base district zoning, at which time the interim regulations will no longer apply to those properties.

TOD Council Resolutions & Ordinances

Click on the links below to view TOD Council Resolutions & Ordinances:

[TOD Ordinance \(No. 20050519-008\)](#)

[City Council Resolution to Draft TOD Regulations \(No. 20040729-76\)](#)

[City Council Resolution for Smart Housing in a TOD \(No. 20050519-009\)](#)

[City Council Resolution to add a TOD District in Oak Hill Area \(No. 20050929-055\)](#)

[Ordinance adding Oak Hill TOD District \(No. 20060309-057\)](#)