

WHEREAS, the City of Austin is one of the fastest-growing cities in the country, with a regional population expected to grow to more than 4,600,000 people by 2050 according to the City Demographer; and,

WHEREAS, the Austin Strategic Housing Blueprint reports the need for the construction of a minimum of 135,000 additional housing units in the City of Austin by 2027; and,

WHEREAS, The Strategic Housing Blueprint implementation plan calls for the need to limit urban sprawl by concentrating new development in key centers and corridors; and,

WHEREAS, according to the City of Austin, the largest percentage of Austin's community-wide emissions will come from transportation sources by 2030; and,

WHEREAS, the City of Austin should incentivize multi-modal transportation option sin order to reduce greenhouse gas emission from personal transportation us; and,

WHEREAS, research released by the Federal Transit Administration states, “Increased density in station areas not only supports transit but also may accomplish other goals, including reducing urban sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, realizing environmental benefits, and building sustainable communities.”

THEREFORE, THE PLANNING COMMISSION OF THE CITY OF AUSTIN  
RECOMMENDS

- We initiate a code amendment that the VMU overlay district be established within each Commercial zoning district for all parcels with ¼ mile of a Core Transit Corridor, Future Core Transit Corridor, Imagine Austin Corridor, or existing transit line.
- We initiate a code amendment that all Multifamily Residential or Condominium Residential uses be established as a permitted (“P”) use in all commercial zoning districts.
- We initiate a code amendment to clarify that VMU buildings are allowed in MU districts even if the MU district is not located on a Core Transit Corridor, Future Core Transit Corridor, Imagine Austin Corridor, or existing transit line.