

1
2
3
4
5
6
7
8
9
0
1
2
3
4
5
6
7
8
9
0
1
2
3
4

WHEREAS, one of the central goals of the *Imagine Austin Comprehensive Plan* is to foster complete communities across the city—places where Austinites of all abilities and ages can readily access goods, services, housing, jobs, open space, and educational and recreational opportunities; and

WHEREAS, focusing future growth along Activity Corridors and in Activity Centers well-served by transit can leverage investments in mobility, improve mobility, expand transportation options, reduce the need for single-occupancy vehicles, and facilitate the growth of vibrant, human-scaled places; and

WHEREAS, the *Austin Strategic Housing Blueprint* sets the goals of having at least 75% of new housing within half a mile of *Imagine Austin* Activity Centers and Activity Corridors, at least 25% of new and preserved affordable housing located a quarter mile from high-frequency transit, and at least 75% of affordable

housing created or preserved within three-quarters of a mile from local, fixed route transit service; and

WHEREAS, the City Council adopted the Strategic Direction 2023 to guide city decision making in support of *Imagine Austin* and includes six strategic outcomes that will guide city investments and programs: Economic Opportunity and Affordability, Mobility, Safety, Health and Environment, Culture and Lifelong Learning, and Government That Works for All; and

WHEREAS, Capital Metropolitan Transportation Authority's Project Connect Vision establishes a vision of an interconnected, high-capacity transit network linking many of *Imagine Austin's* Activity Centers and Activity Corridors; and

WHEREAS, The 2016 Mobility Bond authorized \$482 million for the Corridor Mobility Program, and the Corridor Construction Program calls for investments that include mobility, safety, and connectivity improvements to accommodate multiple modes of transportation along nine key corridors; and

WHEREAS, creating a more robust transit network, expanding mobility options, and promoting a more resource-efficient built environment can help mitigate some of the effects of climate change and create a more sustainable and resilient city; and

WHEREAS, effective public engagement is a core value of the City of Austin and essential to the success of a small area planning effort; and

WHEREAS, small area plans complement *Imagine Austin* by providing detailed land use, infrastructure, and service recommendations within the framework set by the comprehensive plan's policies and Growth Concept Map; and

49 **WHEREAS**, Austin City Council Resolution No.20170928-101 directed
50 staff to identify corridors for future small area planning and develop criteria for
51 selecting them; and

52 **WHEREAS**, Planning and Zoning Department staff have developed a
53 recommendation to provide a spectrum of planning services including small area
54 plans along identified *Imagine Austin* Centers and Corridors; and

55 **WHEREAS**, North Lamar Boulevard is identified as an Activity Corridor on
56 the *Imagine Austin* Growth Concept Map and there are two designated Activity
57 Centers along North Lamar Boulevard; and

58 **WHEREAS**, North Lamar Boulevard is currently served by the 801
59 MetroRapid bus line and is identified in the Project Connect Vision as the location
60 for a potential future extension of high-capacity transit; and

61 **WHEREAS**, North Lamar Boulevard is included as one of nine corridors
62 identified for 2016 Mobility Bond investments under the Corridor Construction
63 Program; and

64 **WHEREAS**, the area around North Lamar Boulevard is currently home to
65 around 8% of Austin's residents and is one of the most racially, ethnically, and
66 linguistically diverse areas of the City; and

67 **WHEREAS**, the area along North Lamar Boulevard is home to a larger
68 percentage of families earning between \$15,000 and \$50,000 annually than the City
69 as a whole, and includes a substantial number of unsubsidized, affordable multi-
70 family housing units; and

71 **WHEREAS**, several areas in the vicinity of North Lamar Boulevard were
72 identified in the UT Gentrification and Displacement study as future displacement
73 risk areas; and

74 **WHEREAS**, the area along North Lamar Boulevard is home to a diverse
75 array of small businesses, and work is underway in partnership with the City of
76 Austin Souly Austin Program and the Greater Austin Asian Chamber of Commerce
77 to create a North Lamar International District merchants association; and

78 **WHEREAS**, portions of the area along North Lamar Boulevard have been
79 identified as parkland deficient areas; and

80 **WHEREAS**, the current land use pattern and the majority of the zoning along
81 North Lamar Boulevard are not transit-supportive; and

82 **WHEREAS**, the majority of the area along North Lamar Boulevard is
83 covered by outdated and aging plans: the North Lamar Area Study (1985), the North
84 Austin Civic Association Neighborhood Plan (2000), and North Lamar Combined
85 Neighborhood Plan (2010); and

86 **WHEREAS**, staff has evaluated the activity centers and activity corridors
87 designated by the *Imagine Austin Plan* and has identified the area along North Lamar
88 Boulevard between US Highway 183 and Tech Ridge as a pilot area for small area
89 planning under the *Imagine Austin* Centers and Corridors program; **NOW,**
90 **THEREFORE,**

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

The City Manager is directed to initiate a pilot small area planning process along North Lamar Boulevard generally within the study area shown on **Exhibit A**.

BE IT FURTHER RESOLVED:

The scope of the pilot North Lamar Boulevard Plan should include the following elements:

- Development and implementation of a public participation plan that identifies methods for engaging the corridor's diverse population, commercial property owners, business owners, non-profit organizations, and the general public, with a particular emphasis on reaching out to communities which have previously been underrepresented in planning processes;
- An analysis of existing conditions and the existing policy framework;
- Engagement of multiple City departments and implementing agencies throughout the process through a Technical Advisory Group and other methods;
- Development of a draft North Lamar Boulevard Plan which includes:
 - Future land use map (FLUM) and land use recommendations including recommendations for transitional areas between the corridor and adjacent residential areas;
 - Recommendations for capital investments;
 - Recommendations for urban design enhancements including enhancements within the public realm;

- Recommendations for creation and preservation of affordable housing;
- Development of one or more implementation strategies which could include:
 - Recommended changes to zoning and/or land development code regulations necessary to realize the goals of the plan;
 - Identification and/or implementation of possible catalytic investments; and
 - Identification and/or implementation of additional implementation strategies necessary to realize the goals of the plan.
- Identification of any necessary amendments to previously adopted plans to ensure consistency within the North Lamar Boulevard planning area.

BE IT FURTHER RESOLVED:

The draft North Lamar Boulevard Plan should be consistent with the *Imagine Austin Comprehensive Plan* and should meet the following key policy goals:

- Future Land Use Map should allow for transit supportive densities and development patterns within a ¼ mile walkshed of any existing or planned transit stations;
- Future Land Use Map should provide for adequate future zoning capacity to accommodate the number and diversity of housing units that would be needed to support the targets of the Strategic Housing Blueprint;

- The plan should consider possible future displacement and gentrification impacts and should support preservation of existing affordable housing to the extent feasible;
- The plan should include an analysis of equity impacts of plan implementation and should provide for safeguards to ensure that any disproportional impacts are mitigated; and
- The plan should be responsive to public input while fitting within the framework of *Imagine Austin* and meeting identified policy goals.

BE IT FURTHER RESOLVED:

Data will be collected and analyzed throughout the pilot North Lamar Boulevard planning process in order to evaluate the success of the overall pilot process, to identify lessons learned/needed improvements to future small area plans developed under the *Imagine Austin* Centers and Corridors program, and to identify the extent to which the planning process and draft plan meets the identified policy goals.

ADOPTED: _____, 2019

ATTEST: _____

Jannette S. Goodall
City Clerk