

**ORDINANCE AMENDMENT REVIEW SHEET**

**Amendment:** C20-2022-004A Compatibility on Corridors Correction

**Description:** Amends Ordinance No. 20221201-056 (Corridor Overlay District) to incorporate the full extent of the roadways described in Resolution No. 20220609-066.

**Proposed Language:** Consider an ordinance amending Ordinance No. 20221201-056 (Corridor Overlay District) to incorporate the full extent of the roadways described in Resolution No. 20220609-066.

**Summary of Proposed Code Amendment:**

On Exhibit C, strike ~~Airport Blvd~~ to read E US 290 Between E. Koenig Lane & City Limits, as a Larger Corridor, to match the full extent of E US 290, an ASMP Level 5 highway.

On Exhibit B, add Menchaca RD Between S. Lamar & Ben White BLVD, and Menchaca RD between Slaughter LN and City Limits as Medium Corridors, to match the full extent of the Menchaca Road 2016 Corridor Mobility Program.

On Exhibit B, Add E 51st ST between Manor RD & Ed Bluestein BLVD, as a Medium Corridor, to match the full extent of the E 51st Imagine Austin Corridor.

**Background:** Initiated by City Council Resolution 20220609-066.

On June 9, 2022, City Council approved Resolution No. 20220609-066 that directed staff to modify the application of compatibility to projects on certain corridors, such that compatibility would generally be reduced. The corridors outlined in the Resolution were defined as follows: Light Rail Corridors to include Project Connect Light Rail Lines and their Future Extensions, Larger Corridors to include Austin Strategic Mobility Plan Level 5 Streets and Project Connect MetroRapid Routes excluding Future Extensions, and Medium Corridors to include Imagine Austin Corridors that have been constructed but do not qualify as Light Rail or Larger Corridors and 2016 Bond Corridor Construction Program corridors that do not qualify as Light Rail or Larger Corridors. Staff used these definitions to determine properties eligible for compatibility relaxation and parking minimum reduction. As required by 25-1-132, property specific notifications were provided to all property owners, utility account addresses, and community registry groups within 500 feet of the eligible corridor properties.

On December 1, 2022, City Council adopted Ordinance No. 20221201-056 to amend 25-2 to create the Corridor Overlay Combining District which applies to properties that front-face or side-face certain roadways. Following the adoption of the Ordinance, staff discovered that certain corridor segments meeting the definitions in the Resolution were not properly identified or noticed, so they were omitted from the executed ordinance. The

recommendation would be to amend Ordinance No. 20221291-056 to correct corridor extents in order to make the ordinance consistent with Council's original intent described in Resolution No. 20220609-066. As part of this process, property specific notifications have been provided to property owners, utility account holders, and community registry groups within 500 feet of the eligible properties on the omitted corridor segments. Corridors to be added are as follows: updated E. US 290 segment to include the section between Airport Blvd and Koenig Lane as a Larger Corridor, Menchaca Rd between S. Lamar & Ben White Blvd as a Medium Corridor, Menchaca Rd between Slaughter Ln and City Limits as a Medium Corridor, and E 51st St between Manor Rd and Ed Bluestein Blvd as a Medium Corridor. This code amendment would amend exhibits B and C of Ordinance No. 20221201-056 to add the corridor segments described above.

**Staff Recommendation:**

Staff supports the corrections to Ordinance No. 20221201-056 to ensure that the ordinance is consistent with Council's original intent. See attached map for more information.

**Board and Commission Actions**

**April 19, 2023:** Recommended as amended by the Codes and Ordinances Joint Committee with a vote of 4-0-1 with Commissioner Greenberg abstaining and Commissioner Anderson off the dais.

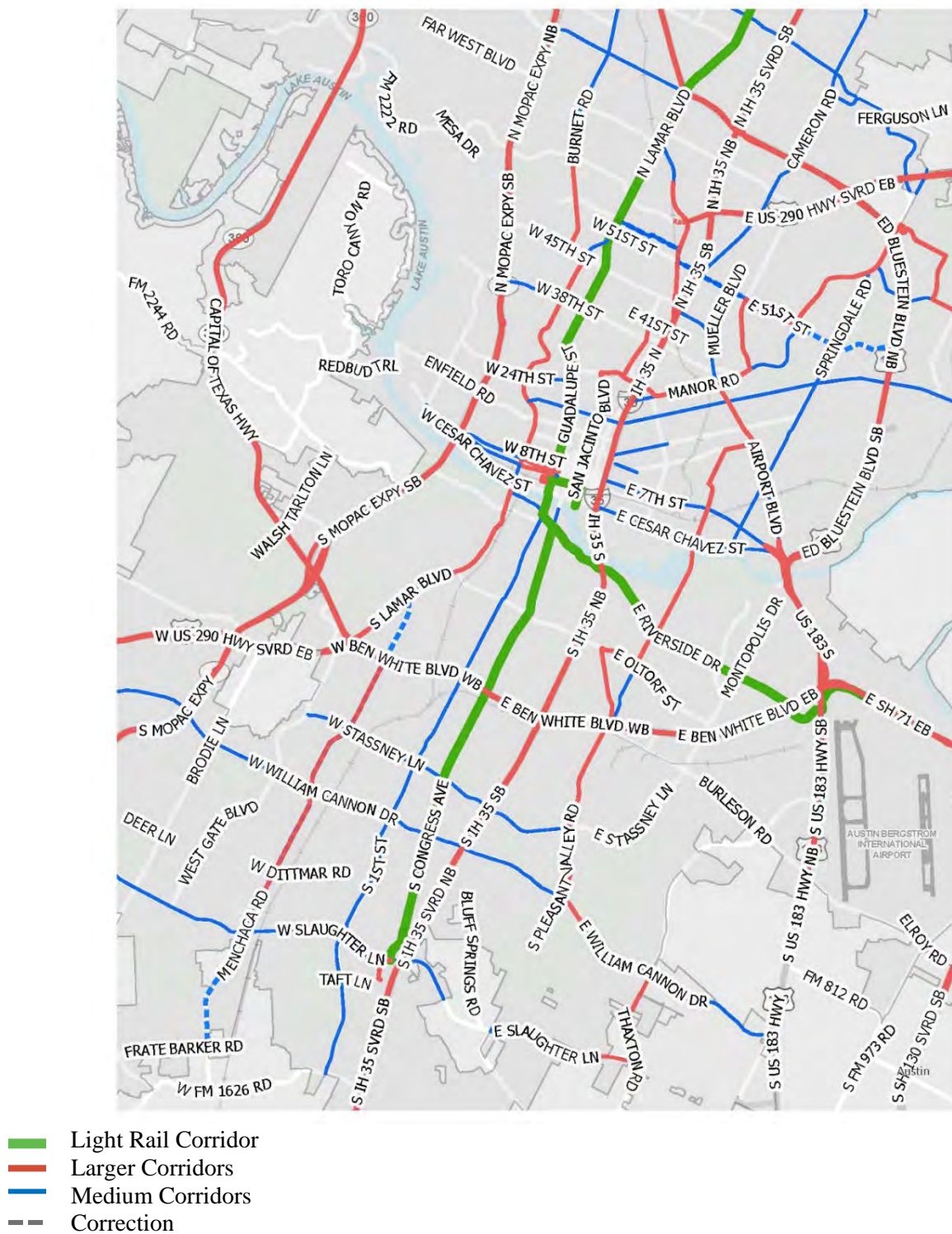
**May 23<sup>rd</sup>, 2023:** A public hearing will be held by Planning Commission.

**Council Action**

**June 8<sup>th</sup>, 2023:** A public hearing has been scheduled.

**Ordinance Number:** 20221201-056

**City Staff:** Paul Books    **Phone:** (512) 974-3173    **Email:** Paul.Books@austintexas.gov




**HOUSING &  
PLANNING**

## Affordability Impact Statement

*Proposed Amendments to Ordinance No. 20221201-056 (Corridor Overlay District) to incorporate the full extent of the roadways described in Resolution No. 20220609-066  
May 16, 2023*

### Proposed Regulation

*Ordinance No. 20221201-056 (Compatibility on Corridors) omitted the following corridor segments included in the original direction provided by City Council:*

- *E. US 290 between Airport Blvd and Koenig Lane as a Larger Corridor,*
- *Menchaca Rd between S. Lamar & Ben White Blvd as a Medium Corridor,*
- *Menchaca Rd between Slaughter Ln and City Limits as a Medium Corridor,*
- *E 51st St between Manor Rd and Ed Bluestein Blvd as a Medium Corridor.*

*The current proposal would amend Ordinance No. 20221291-056 (Corridor Overlay District) to correct corridor extents in order to make the ordinance consistent with Council's original intent described in Resolution No. 20220609-066.*

### Land Use/Zoning Impacts on Housing Costs

☒ Positive ☐ Negative ☐ Neutral

*Adding the missing corridor segments will make around 100 high-density residential-zoned or commercial-zoned properties eligible for reduced compatibility and parking requirements, allowing for more housing units in line with the Council's initial goal.*

### Impact on Development Cost

☐ Positive ☐ Negative ☒ Neutral

*There are no direct costs to construction and development costs as a result of this this change.*

### Impact on Affordable Housing

☒ Positive ☐ Negative ☐ Neutral

*Projects providing affordable housing may be granted a further reduction in compatibility. This correction would increase the number of properties eligible to utilize the affordable housing bonus.*

### Other Policy Considerations

*While the majority of this correction is for segments along medium corridors, it is important to note the health implications of locating residential housing directly adjacent to major corridors like E. US 290. The U.S. Centers for Disease Control and Prevention (CDC) recommends limiting development alongside highways and heavily trafficked roads.<sup>1</sup> A growing body of research indicates a link between residential proximity to highways and childhood asthma, cardiovascular disease, and premature death.<sup>2,3,4</sup> Many of these diseases have more pronounced negative effects in communities of color, particularly Black communities.<sup>5,6</sup>*

Manager's Signature Marla Torrado



**ORDINANCE NO. 20221201-056**

**AN ORDINANCE AMENDING CHAPTER 25-2 OF THE CITY CODE TO CREATE AN OVERLAY DISTRICT ON PROPERTY THAT FRONT-FACES OR SIDE-FACES CERTAIN ROADWAYS; AMENDING SECTION 25-6-471 OF THE CITY CODE RELATING TO OFF-STREET PARKING FACILITIES; AND CREATING AN OFFENSE AND PENALTY.**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

**PART 1.** Subsection (F) of City Code Section 25-2-32 (*Zoning Districts and Map Codes*) is amended to add a new combining district to read as follows:

(F) Combining districts and map codes are as follows:

(21) corridor overlay ..... COR

**PART 2.** Division 6 of Subchapter A, Article 2 of City Code Chapter 25-2 is amended to add a new Section 25-2-181 to read as follows:

**§ 25-2-181 CORRIDOR OVERLAY (COR) DISTRICT PURPOSE AND BOUNDARIES.**

- (A) The purpose of the corridor overlay (COR) district is to increase housing capacity and support transit investments on certain roadways by relaxing compatibility regulations and reducing parking minimums.
- (B) The boundaries of the COR district are identified in Section 25-2-769.03 (*Corridor Roadways*).

**PART 3.** Article 3, Subchapter C of City Code Chapter 25-2 (*Zoning*) is amended to add a new Division 13 to read as follows:

**Division 13. Corridor Overlay**

**§ 25-2-769.01 APPLICABILITY AND CONFLICT.**

- (A) This division applies to a site within the zoning jurisdiction that can be developed with at least one residential use and front-faces or side-faces a roadway that qualifies as light rail line, medium corridor, or larger corridor.
- (B) This division governs over a conflicting provision of this title or other ordinance unless the conflicting provision is less restrictive.

**§ 25-2-769.02 DEFINITIONS.**

In this division, the following definitions apply:

- (1) CORRIDOR means a roadway that qualifies as a larger corridor, light rail line, or medium corridor.
- (2) CORRIDOR SITE means a site that is front-facing or side-facing a corridor.
- (3) LARGER CORRIDOR means a roadway described in Section 25-2-769.03(C).
- (4) LIGHT RAIL LINE means a roadway described in Section 25-2-769.03(A).
- (5) MEDIUM CORRIDOR means a roadway described in Section 25-2-769.03(B)
- (6) TRIGGERING PROPERTY means a property zoned SF-5 or more restrictive and contains only residential uses.

**§ 25-2-769.03 CORRIDOR ROADWAYS.**

- (A) A site is located along a light rail line when the site front-faces or side-faces one of the streets set out in Exhibit A to Ordinance No. 20221201-056.
- (B) A site is located along a medium corridor when the site front-faces or side-faces one of the streets set out in Exhibit B to Ordinance No. 20221201-056.
- (C) A site is located along a larger corridor when the site front-faces or side-faces one of the streets set out in Exhibit C to Ordinance No. 20221201-056.

**§ 25-2-769.04 COMPATIBILITY AND SETBACK REQUIREMENTS.**

- (A) A corridor site is not subject to Section 25-2-1062 (*Height Limitations And Setbacks For Small Sites*) or Section 25-2-1063 (*Height Limitations And Setbacks For Large Sites*) except as provided in this division.
- (B) A corridor site is subject to Section 25-2-1062 (*Height Limitations And Setbacks For Small Sites*) when:
  - (1) the site is 20,000 square feet or less; and
  - (2) the site includes a street frontage that is 100 feet or less; and
  - (3) a triggering property is on the same side of the corridor as the site; and
  - (4) one of the following applies:



- (a) the site is located on a light rail line or larger corridor and includes a structure or a portion of a structure within 200 feet of a triggering property; or
  - (b) the site is located on a medium corridor and includes a structure or a portion of a structure within 300 feet of a triggering property; and
- (5) one of the following applies:
  - (a) the site includes a residential use developed in accordance with site development standards that apply to MF-1 or less restrictive zoning district; or
  - (b) the site includes 17 or more residential units; or
  - (c) the site includes non-residential uses; or
  - (d) the site includes a structure or a portion of a structure that will exceed 35 feet in height within 200 feet of a triggering property and is located on a light rail line or larger corridor; or
  - (e) the site includes a structure or a portion of a structure that will exceed 35 feet in height within 300 feet of a triggering property and is located on a medium corridor.
- (C) A corridor site is subject to Section 25-2-1063 (*Height Limitations And Setbacks For Large Sites*) when:
  - (1) one of the following applies:
    - (a) the site exceeds 20,000 square feet; or
    - (b) the site includes a street frontage that exceeds 100 feet; and
  - (2) a triggering property is on the same side of the corridor as the site; and
  - (3) one of the following applies:
    - (a) the site is located on a light rail line or larger corridor and includes a structure or a portion of a structure within 200 feet of a triggering property; or
    - (b) the site is located on a medium corridor and includes a structure or a portion of a structure within 300 feet of a triggering property; and
  - (4) one of the following applies:

- (a) the site includes a residential use developed in accordance with site development standards that apply to MF-1 or less restrictive zoning districts; or
  - (b) the site includes 17 or more residential units; or
  - (c) the site includes non-residential uses; or
  - (d) the site includes a structure or a portion of a structure that will exceed 35 feet in height within 200 feet of a triggering property and is located on a light rail line or larger corridor; or
  - (e) the site includes a structure or a portion of a structure that will exceed 35 feet in height within 300 feet of a triggering property and is located on a medium corridor.
- (D) In this division, height limitations in Section 25-2-1062 (*Height Limitations And Setbacks For Small Sites*) and Section 25-2-1063 (*Height Limitations And Setbacks For Large Sites*) only apply to the portion of a structure that is located:
  - (1) within 200 feet of the triggering property for a site located on a light rail line or larger corridor; or
  - (2) within 300 feet of the triggering property for a site located on a medium corridor.
- (E) For a corridor site with at least one residential use and 15 percent or less short-term rental (STR) uses, a setback required by Section 25-2-1062 (*Height Limitations And Setbacks For Small Sites*) and Section 25-2-1063 (*Height Limitations And Setbacks For Large Sites*) may include a structure if the structure complies with this subsection.
  - (1) The structure cannot exceed 35 feet in height.
  - (2) The structure cannot be used as a dwelling, multi-level parking facility, or for refuse collection.
  - (3) The structure cannot include enclosed walls or a roof except for screening and walls that are part of stormwater or other critical infrastructure.
  - (4) The structure cannot include industrial or larger commercial HVAC systems.
- (F) For a corridor site with at least one residential use and 15 percent or less short-term rental (STR) uses, the height limitation for a structure is:



- (1) 35 feet, if the structure is 50 feet or less from a triggering property; or
- (2) 45 feet, if the structure is more than 50 feet and not more than 100 feet from a triggering property; or
- (3) 45 feet plus one foot for each 10 feet of distance in excess of 100 feet from the triggering property, if the structure is more than 100 feet but not more than 200 feet from a triggering property and the site is located on a light rail line or larger corridor; or
- (4) 45 feet plus one foot for each 10 feet of distance in excess of 100 feet from the triggering property, if the structure is more than 100 feet but not more than 300 feet from a triggering property and the site is located on a medium corridor.

**§ 25-2-769.05 RESERVED.**

**§ 25-2-769.06 AFFORDABLE HOUSING BONUSES.**

- (A) A development is eligible for the bonuses in this section if the requirements in this section are satisfied.
- (B) In this section,
  - (1) DIRECTOR means the director of the Housing and Planning Department.
  - (2) MARKET RATE UNIT means a rental or ownership dwelling unit that is not an affordable unit.
  - (3) MFI means median family income for the Austin-Round Rock metropolitan statistical area.
- (C) A proposed development that will require the applicant to redevelop or rebuild an existing multi-family structure is eligible for this program if:
  - (1) the existing multi-family structure requires extensive repairs for which costs will exceed 50 percent of the market value, as determined by the building official;
  - (2) the proposed development will replace all existing units that were affordable to a household earning 80 percent MFI or below in the previous 12 months and have at least as many bedrooms as those units;
  - (3) the applicant provides current tenants with:

- (a) notice and information about the proposed development on a form approved by the director; and
  - (b) relocation benefits that are consistent with Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601, *et seq.*; and
- (4) the applicant grants current tenants the option to lease a unit of comparable affordability and size following completion of redevelopment.
- (D) Minimum Affordability Requirements.
  - (1) For a development with rental dwelling units, at least 10 percent of the rental dwelling units must serve households whose incomes are 60 percent MFI or below.
  - (2) For a development with owner-occupied dwelling units, at least 10 percent of the owner-occupied dwelling units must serve households whose incomes are 80 percent MFI or below.
  - (3) If the number of units required in this section includes less than a whole unit, the unit number is rounded up to the nearest whole unit.
  - (4) The minimum affordability period for rental dwelling units is 40 years following the last certificate of occupancy required for the development.
  - (5) The minimum affordability period for owner-occupied dwelling units is 99 years following the issuance of a certificate of occupancy for the owner-occupied dwelling unit.
  - (6) In a multi-phased development, the director may begin the minimum affordability period upon the issuance of the last certificate of occupancy for each phase.
  - (7) Unless otherwise approved by the director, the bedroom count for affordable units shall be comparable to the bedroom count for market rate units. At the discretion of the director, two-bedroom or three-bedroom affordable units may count as two or three, one-bedroom (efficiency) affordable units.
  - (8) Simultaneous Availability of Affordable Units.
    - (a) In a single-phase housing development, affordable units must be available for occupancy concurrently with the market rate units.



- (b) For a multi-phase housing development, an applicant must submit a development phasing plan that demonstrates how the market rate units and the affordable units will be made available concurrently. This plan must be included as an attachment to the agreement described in Subsection (E).
- (9) Affordable rental units may be rotated within the structure, provided that the total number of required affordable units remains in compliance with the affordability requirements for the affordability period.
- (10) An applicant shall prepare and follow an affirmative marketing and outreach plan for the duration the affordable period, in a form consistent with the U.S. Department of Housing and Urban Development regulations and approved by the director.
- (11) For a corridor site that is certified under Subsection (E), short-term rental (STR) use may not:
  - (a) occur in an affordable dwelling unit; or
  - (b) exceed 15% of the dwelling units.
- (E) Certification.
  - (1) The director is responsible for certifying whether a proposed development satisfies the exemption and bonus requirements.
  - (2) The applicant shall submit an application to the director demonstrating the proposed development satisfies the requirements of this section.
  - (3) If the director certifies that a proposed development satisfies the requirements of this section, the accountable official is authorized to process a development application consistent with this section.
  - (4) Before the director may certify the proposed development, the applicant shall execute:
    - (a) an agreement to preserve the requirements in this section; and
    - (b) a document for recording in the real property records providing notice of or preserves the requirements in this section.
  - (5) The form of the agreement and document described in Subsection (E)(4) must be approved by the city attorney.



- (6) The applicant shall pay all fees, provide documentation, and fulfill any pre-occupancy requirements prior to the issuance of a certificate of occupancy.
- (7) The agreement required in Subsection (E)(4) must, at a minimum:
  - (a) prohibit discrimination on the basis of an individual's source of income as defined in Section 5-1-13 (*Definitions*);
  - (b) require dispersion of affordable units throughout the residential units;
  - (c) require equal access and use of on-site amenities and common areas;
  - (d) require equal access to parking facilities if rent and parking facilities are bundled;
  - (e) require shared access routes for affordable units and market-rate units;
  - (f) require that affordable units include interior components that are functionally equivalent to market-rate units;
  - (g) require the applicant to incorporate lease provisions that are consistent with a tenant's right to organize under 24 C.F.R. 245.100, the lease addendum required as a condition to receive City of Austin Housing Finance Corporation funds, or City Code requirement; and
  - (h) address obligations related to redeveloping an existing multi-family structure.
- (F) Affordability Post-Construction Compliance and Penalty.
  - (1) For development with rental dwelling units, the owner shall provide the director with information that allows the director to verify compliance with the affordability requirements. The information shall be provided on an annual basis and on a form approved by the director.
  - (2) If, for any reason, the director is unable to confirm that the affordability requirements were met during any 12-month period, the preceding 12 months may not be used to satisfy the affordability period.
  - (3) For an ownership affordable unit, each homebuyer at the time of purchase shall execute a resale restriction agreement in a form approved by the city attorney for recording in the real property records.
  - (4) A person commits an offense if the person fails to comply with the requirement in Subsection (F)(1). A culpable mental state is not required

and need not be proved. A person commits a separate offense for each day the person fails to provide the documentation. Each offense is punishable by a fine not to exceed \$500.

(G) Bonuses.

- (1) This subsection governs over a conflicting provision of this division.
- (2) For a site located on a light rail line or a larger corridor and except as provided in Subsection (G)(4), the requirements in Section 25-2-769.04 (*Compatibility and Setback Requirements*) apply only to a structure located within 100 feet of a triggering property.
- (3) For a site located on a medium corridor and except as provided in Subsection (G)(4), the maximum height for a structure is:
  - (a) 65 feet if the structure is located at least 150 feet from a triggering property; or
  - (b) 90 feet if the structure is located at least 250 feet from a triggering property.
- (4) The requirements in Section 25-2-769.04 (*Compatibility and Setback Requirements*) apply only to a structure located within 150 feet of a triggering property when the corridor site and triggering property share a portion of both the rear and side lot lines.

(H) Fee-In-Lieu.

- (1) An applicant may pay a fee-in-lieu of on-site affordable units if:
  - (a) the fee-in-lieu of on-site affordable units is sufficient to construct the number of dwelling units that would have been required on-site; and
  - (b) the director authorizes the applicant to pay a fee-in-lieu.
- (2) The director may authorize an applicant to pay a fee-in-lieu after the fee-in-lieu per dwelling unit is set by separate ordinance.
- (3) The director may adopt administrative rules in accordance with Chapter 1-2 (*Administrative Rules*) to implement this subsection.

(I) Other Density Bonus Programs. If a Corridor Overlay (COR) District development is also eligible to utilize a separate density bonus program that grants density bonuses for the provision of on-site affordable dwelling units or for the



payment of a fee-in-lieu of affordable housing, then the Corridor Overlay (COR) district development may comply with the least restrictive site development requirements if the development meets the higher affordability requirement among the two programs.

**PART 4.** City Code Section 25-6-471 (*Off-Street Parking Facility Required*) is amended to amend Subsection (I) to add a new definition for “Corridor Development”; and to add new Subsections (K) and (L) to read as follows:

(I) In this section,

- (1) ACCESSIBLE SPACE means a parking space for an individual with a disability that complies with the Americans with Disabilities Act (ADA) and Fair Housing Act Amendments (FHAA), as appropriate;
- (2) CORRIDOR DEVELOPMENT means a development that includes 15 percent or less short-term rental (STR) uses and is subject to Division 13 (*Corridor Overlay*) of Chapter 25-2, Subchapter C; and
- (3) [~~2~~] QUALIFYING DEVELOPMENT means a development certified under Section 25-1-724 (*Certification*) and participating in the Affordability Unlocked Bonus Program.

(K) This subsection applies to a corridor development that includes at least one residential use and is located more than 300 feet from a private or public primary or secondary educational facility.

- (1) A term defined by Section 25-2-769.02 (*Definitions*) has the same meaning in this subsection.
- (2) A corridor development must provide accessible spaces as set forth in Subsection (J).
- (3) The required off-street parking for a corridor development that is located on a larger corridor is 25 percent of the parking required for the use under Appendix A (*Tables of Off-Street Parking and Loading Requirements*).
- (4) The required off-street parking for a corridor development that is located on a medium corridor is 50 percent of the parking required for the use under Appendix A (*Tables of Off-Street Parking and Loading Requirements*).
- (5) Except as provided in Subsection (L), the required off-street parking for a corridor development that is located on a light rail line is 25 percent of the parking required for the use under Appendix A (*Tables of Off-Street Parking and Loading Requirements*).



(L) This subsection applies to a corridor development that is located on a light rail line and consists of at least 75 percent residential uses.

- (1) A term defined by Section 25-2-769.02 (Definitions) has the same meaning in this subsection.
- (2) A corridor development subject to this subsection must provide accessible spaces as set forth in Subsection (J).
- (3) A corridor development subject to this subsection is not required to provide required off-street parking.


**PART 5.** The City Manager is directed to identify strategies for affordable housing programs to mitigate displacement risks due to disparities in income levels across the city in areas at risk of gentrification in which the local MFI is lower than the Travis County-wide MFI.

**PART 6.** The City Manager is directed to do a city-wide analysis of the impact of current compatibility standards and potential changes to those standards, especially in high opportunity areas and to help meet strategic housing blueprint goals. The City Manager is also directed to provide these findings no later than May 1, 2023 and shall provide an update to Council regarding the approach and methodology being used to perform the analysis at least 90 days before presenting the findings to Council.

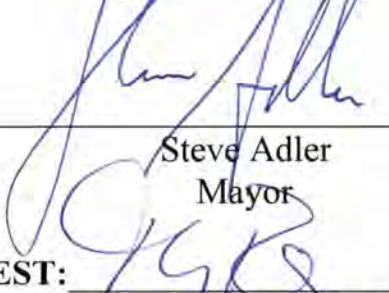
**PART 7.** This ordinance takes effect on December 12, 2022.

**PASSED AND APPROVED**


§  
§  
December 1, 2022 §

**APPROVED:** 

Anne L. Morgan  
City Attorney

**ATTEST:** 

Myrna Rios  
City Clerk



Steve Adler  
Mayor

STREET NAME	SEGMENT	CORRIDOR TYPE
Center Ridge Drive	Between North I.H.-35 Frontage Road and Center Line Pass	Light Rail
North Lamar Boulevard	Between West Guadalupe Street and the south curb of West Howard Lane	Light Rail
West Guadalupe Street	Between Guadalupe Street and North Lamar Boulevard	Light Rail
Guadalupe Street	Between 45th Street and West Cesar Chavez Street	Light Rail
West Riverside Drive	Between South 1st Street and South Congress Avenue	Light Rail
South Congress Avenue	Between Riverside Drive and Slaughter Lane	Light Rail
East State Highway 71 Frontage Roads	Between Spirit of Texas Drive and South U.S. Highway 183	Light Rail
Riverside Drive	Between South U.S. Highway 183 and South Congress Avenue	Light Rail
Trinity Street	Between its terminus south of Cesar Chavez and East 4th Street	Light Rail
4th Street	Between Trinity Street and Guadalupe Street	Light Rail

## STREET NAME

## SEGMENT

## CORRIDOR TYPE

E 11th ST	Between Branch ST & Navasota ST	Medium Corridor
E 12th ST	Between N IH 35 SVRD NB & Poquito ST	Medium Corridor
W 35th ST	Between N Mopac EXPY NB & W 38th ST	Medium Corridor
W 38th ST	Between W 35th ST & Guadalupe ST	Medium Corridor
North Loop BLVD	Between N Lamar BLVD & Avenue F	Medium Corridor
E 53rd ST	Between Avenue F & Bruning AVE	Medium Corridor
Bruning AVE	Between E 53RD ST & Airport BLVD	Medium Corridor
E 51st ST	Between Airport BLVD & Berkman DR	Medium Corridor
Airport BLVD	Between N Lamar BLVD & E Highland Mall BLVD	Medium Corridor
Airport BLVD	Between E 45th ST & Manor RD	Medium Corridor



## STREET NAME

## SEGMENT

## CORRIDOR TYPE

Airport BLVD	Between Oak Springs Dr & Levander Loop	Medium Corridor
Lake Austin BLVD	Between Exposition BLVD & Mopac EXPY	Medium Corridor
W 6th ST	Between Mopac EXPY & N Lamar BLVD	Medium Corridor
W 5th ST	Between Mopac EXPY & N Lamar BLVD	Medium Corridor
W 5th ST	Between Guadalupe ST & Lavaca ST	Medium Corridor
W Anderson LN	Between N Mopac EXPY & N Lamar BLVD	Medium Corridor
Braker LN	Between Jollyville RD & Dawes PL	Medium Corridor
Medical PKWY	Between W 45th ST & Marathon BLVD	Medium Corridor
Dessau RD	Between E Howard LN & E Rundberg LN	Medium Corridor
Cameron RD	Between E Rundberg LN & E 51st ST	Medium Corridor

## STREET NAME

## SEGMENT

## CORRIDOR TYPE

E 7th ST	Between N IH 35 & Levander Loop	Medium Corridor
E Cesar Chavez	Between N IH 35 & Levander Loop	Medium Corridor
Harris Branch PKWY	Between E Howard LN & E US 290	Medium Corridor
Howard LN	Between Wells Branch PKWY & N SH 130	Medium Corridor
Jollyville RD	Between Barrington Way & Great Hills TRL	Medium Corridor
Arboretum BLVD	Between Great Hills TRL & N Capital of Texas HWY	Medium Corridor
Loyola LN	Between Manor RD & Crystalbrook DR	Medium Corridor
Decker Lake RD	Between Decker LN & City Limits	Medium Corridor
Manor RD	Between N IH 35 & E Dean Keeton ST	Medium Corridor
Manor RD	Between Berkman DR & E 51st ST	Medium Corridor

## STREET NAME

## SEGMENT

## CORRIDOR TYPE

Springdale RD	Between Pecan Brooks DR & City Limits	Medium Corridor
E Martin Luther King JR BLVD	Between N Lamar BLVD & City Limits	Medium Corridor
Parmer LN	Between Lakeline BLVD & E US 290	Medium Corridor
S Pleasant Valley RD	Between E William Cannon DR & Onion Creek DR	Medium Corridor
S Pleasant Valley RD	Between E Oltorf ST & current terminus south of Oltorf ST	Medium Corridor
Old Lockhart RD / Bradshaw RD	Between FM 1327 & E Slaughter LN	Medium Corridor
Riverside DR	Between S Lamar BLVD & S 1st ST	Medium Corridor
Riverside DR	Between S Congress AVE & Blue Line	Medium Corridor
Rundberg LN	Between current terminus west of Burnet RD & Cameron RD	Medium Corridor
Ferguson LN	Between Cameron RD & City Limits	Medium Corridor



STREET NAME	SEGMENT	CORRIDOR TYPE
Slaughter LN	Between Goodnight Ranch BLVD & Brodie LN	Medium Corridor
S Congress AVE	Between E Riverside DR & the Colorado River	Medium Corridor
S 1st ST	Between W Riverside DR & E FM 1626 RD	Medium Corridor
Springdale RD	Between Manor RD & E Cesar Chavez ST	Medium Corridor
E Stassney LN	Between S Pleasant Valley RD & West Gate BLVD	Medium Corridor
Tuscany Way	Ferguson LN & Springdale RD	Medium Corridor
Wells Branch PKWY	Between N Mopac EXPY & Killingsworth LN	Medium Corridor
William Cannon DR	Between S Mopac EXPY & S Pleasant Valley RD	Medium Corridor
William Cannon DR	Between Mc Kinney Falls PKWY & City Limits	Medium Corridor
N Lamar BLVD	Between W Guadalupe ST & 45th ST	Medium Corridor

## STREET NAME

## SEGMENT

## CORRIDOR TYPE

N Lamar BLVD	Between 5th ST & Cesar Chavez ST	Medium Corridor
Burnet RD	Between Gracy Farms LN & Palm Way	Medium Corridor
W 24th ST	Between N lamar BLVD & Guadalupe ST	Medium Corridor
Nueces ST	Between Guadalupe St & 24th St	Medium Corridor
Slaughter LN	Between FM 1826 RD & Brodie LN	Medium Corridor
William Cannon DR	Between Southwest PKWY & Mopac EXPY	Medium Corridor

Menchaca RD Between S Lamar BLVD and Ben White BLVD Medium Corridor

Menchaca RD Between Slaughter LN and City Limits Medium Corridor

E 51st ST Between Manor RD and Ed Bluestein BLVD Medium Corridor



STREET NAME	SEGMENT	CORRIDOR TYPE
Center Line Pass	Between Center Ridge Dr and Howard Ln	Larger Corridor
West Howard	Between Center Line Pass and N Lamar BLVD	Larger Corridor
Cullen LN	Between Slaughter and Turk Ln	Larger Corridor
Riverside Drive	Between South U.S. Highway 183 and South Congress Avenue	Larger Corridor
IH-35	Between City Limit & City Limit	Larger Corridor
MOPAC EXPRESSWAY (LOOP 1)	Between SH 45 N & SH 45 S	Larger Corridor
US 183/183 A (RESEARCH BLVD/ANDERSON LN/ED BLUESTEIN BLVD)	Between City Limit & City Limit	Larger Corridor
W US 290	Between City Limit & CAPITAL OF TEXAS HIGHWAY (LOOP 360)	Larger Corridor
W SH 71	Between City Limit & W US 290	Larger Corridor
BEN WHITE BLVD (US 290/SH 71)	Between CAPITAL OF TEXAS HIGHWAY (LOOP 360) & US 183	Larger Corridor
E US 290	Between <del>AIRPORT BLVD</del> <u>E Koenig LN</u> & City Limit	Larger Corridor

STREET NAME	SEGMENT	CORRIDOR TYPE
E SH 71	Between US 183 & City Limit	Larger Corridor
SH 45 N	Between US 183 & City Limit	Larger Corridor
SH 45 S	Between MOPAC EXPRESSWAY (LOOP 1) & FM 1626	Larger Corridor
SH 130	Between City Limit & City Limit	Larger Corridor
CAPITAL OF TEXAS HIGHWAY (LOOP 360)	Between US 183 & BEN WHITE BLVD (US 290/SH 71)	Larger Corridor
RM 620	Between City Limit & US 183	Larger Corridor
Menchaca RD	Between W Slaughter LN & W Ben White BLVD	Larger Corridor
S Lamar BLVD	Between W Ben White BLVD & W Cesar Chavez ST	Larger Corridor
W 6TH ST	Between Lavaca ST & N Lamar BLVD	Larger Corridor
W 5th ST	Between N Lamar BLVD & Guadalupe ST	Larger Corridor
N Lamar BLVD	Between W 5th ST W 45th ST	Larger Corridor
W 45th ST	Between N Lamar BLVD & Burnet RD	Larger Corridor



STREET NAME	SEGMENT	CORRIDOR TYPE
Burnet RD	Between W 45th ST & Palm Way	Larger Corridor
San Antonio ST	Between W 4th St & W 3rd ST	Larger Corridor
W 3rd ST	Between San Antonio ST & Nueces ST	Larger Corridor
Nueces ST	Between 3rd ST & 4th ST	Larger Corridor
4th ST	Between Nueces ST & Trinity ST	Larger Corridor
Trinity ST	Between E 4th ST & San Jacinto Blvd	Larger Corridor
San Jacinto BLVD	Between Trinity ST & E Dean Keeton ST	Larger Corridor
E Dean Keeton ST	Between San Jacinto BLVD & Manor RD	Larger Corridor
Manor RD	Between E Dean Keeton ST & Berkman DR	Larger Corridor
Berkman DR	Between Manor RD & E 51st ST	Larger Corridor
E 51st ST	Between Berkman DR & Manor RD	Larger Corridor
Manor RD	Between E 51st ST & Ed Bluestein BLVD	Larger Corridor

STREET NAME	SEGMENT	CORRIDOR TYPE
Springdale RD	Between Ed Bluestein BLVD & Pecan Brook Dr	Larger Corridor
Pecan Brook DR	Between Springdale RD & Crystalbrook DR	Larger Corridor
Crystalbrook DR	Between Pecan Brook DR & Loyola LN	Larger Corridor
Loyola LN	Between Crystalbrook DR & Decker LN	Larger Corridor
Decker LN	Between Loyola LN & Colony Loop DR	Larger Corridor
Red River ST	Between Dean Keeton ST & E 41ST	Larger Corridor
E 41st ST	Between Red River ST & IH-35	Larger Corridor
Clarkson AVE	Between I-35 and E 46th ST	Larger Corridor
Airport BLVD	Between E 46th ST & E Highland Mall BLVD	Larger Corridor
Airport BLVD	Between Manor RD & Oak Springs DR	Larger Corridor
Oak Springs DR	Between Airport BLVD & Webberville RD	Larger Corridor



STREET NAME	SEGMENT	CORRIDOR TYPE
Webberville RD	Between Oak Springs DR & N Pleasant Valley RD	Larger Corridor
Pleasant Valley RD	Between Webberville RD & E Oltorf ST	Larger Corridor
E Oltorf ST	Between S Pleasant Valley RD & Burleson RD	Larger Corridor
Burleson RD	Between E Oltorf ST & E Ben White BLVD	Larger Corridor
Todd LN	Between E Ben White BLVD & E St Elmo RD	Larger Corridor
S Pleasant Valley RD	Between E St Elmo RD & E William Cannon DR	Larger Corridor
E William Cannon DR	Between S Pleasant Valley RD & Mc Kinney Falls PKWY	Larger Corridor
McKinney Falls PKWY	Between E William Cannon DR & Thaxton RD	Larger Corridor
Thaxton RD	Between McKinney Falls PKWY & E Slaughter LN	Larger Corridor
E Slaughter LN	Between Thaxton RD & Goodnight Ranch BLVD	Larger Corridor



**HOUSING &  
PLANNING**

# Compatibility on Corridors Correction

Planning Commission

May 23<sup>rd</sup>, 2023

Rachel Tepper, Principal Planner, Housing Department

Paul Books, Senior Planner, Planning Department

# Background

- Initiated by Council Resolution 20220609-066 on June 9<sup>th</sup>, 2022, which directed staff to modify the application of compatibility and parking requirements along certain corridors
- On December 1<sup>st</sup>, 2022 City Council adopted Ordinance No. 20221201-056 to amend 25-2 to create the Corridor Overlay (COR)
- Adopted ordinance omitted corridor segments included in the original direction provided by City Council





# Corridor Overlay

- Eligible properties must front-face or side-face a listed corridor
- Light Rail Corridors
  - Project Connect Light Rail Lines and their Future Extensions
- Larger Corridors
  - Austin Strategic Mobility Plan Level 5 Streets and Project Connect MetroRapid Routes excluding Future Extensions
- Medium Corridors
  - Imagine Austin Corridors that have been constructed but do not qualify as Light Rail or Larger Corridors and 2016 Bond Corridor Construction Program corridors that do not qualify as Light Rail or Larger Corridor



# Corridor Overlay

- Parking reduced to 25% (Light Rail and Larger Corridor) or 50% (Medium Corridor) of minimum requirement
- “By Right” Compatibility Relaxation
  - Compatibility restrictions will end at 200’ from a triggering property on a Light Rail Line or Larger Corridor
  - Compatibility restrictions will end at 300’ from a triggering property on a Medium Corridor
  - Compatibility restrictions will be triggered by zoning only (not by use)
  - Compatibility restrictions will only apply if the triggering property is on the same side of the corridor as the subject site
  - An additional 5’ of height will be allowed within each distance zone



# Corridor Overlay

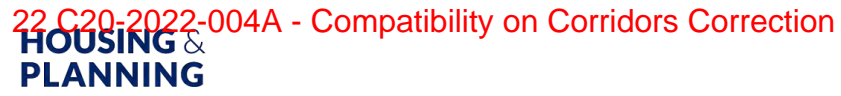
- Affordable housing required for additional relaxation:
  - Rental: 10% @ 60% MFI, 40 years
  - Owner: 10% @ 80% MFI, 99 years
  - Fee-in-lieu allowed
- Compatibility restrictions will end at 100' from a triggering property on a Light Rail Corridor or Larger Corridor
- Compatibility restrictions will allow 65' of height at a distance of 150' from a triggering property and 90' of height at 250' from a triggering property on a Medium Corridor





# Proposed Changes

- **Amending Ordinance No. 20221201-056 (Corridor Overlay District) to incorporate the full extent of the roadways described in Resolution No. 20220609-066.**
- **Correcting Segment of E US 290 – Larger Corridor**
  - On Exhibit C, strike ~~Airport Blvd~~ to read E US 290 Between E. Koenig LN & City Limits, to add the section between Airport Blvd and Koenig Ln as a Larger Corridor, to match the full extent of E US 290, an ASMP Level 5 highway.
- **Correcting Extent of Menchaca Rd – Medium Corridor**
  - On Exhibit B, add Menchaca RD Between S. Lamar & Ben White BLVD, and Menchaca RD between Slaughter LN and City Limits, as a Medium Corridor, to match the full extent of the Menchaca Road 2016 Corridor Mobility Program.
- **Correcting Extent of 51<sup>st</sup> St – Medium Corridor**
  - On Exhibit B, add E 51st ST between Manor RD & Ed Bluestein BLVD, as a Medium Corridor, to match the full extent of the E 51st Imagine Austin Corridor.



Menchaca Rd.





# Correcting Segment of E US 290 – Larger Corridor

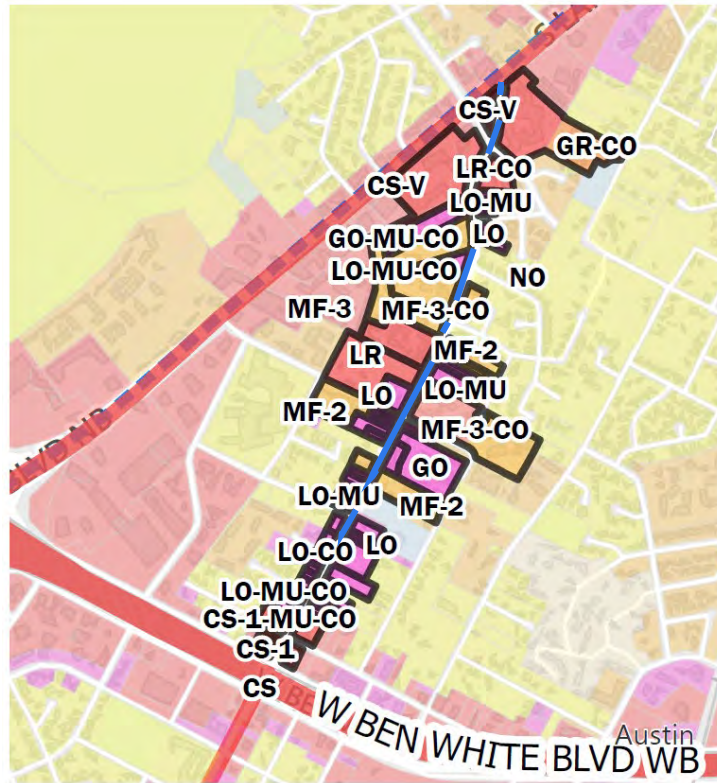


There are a total of 7 commercial or high-density residential properties (16.5 acres) that face onto E290 west of Airport.

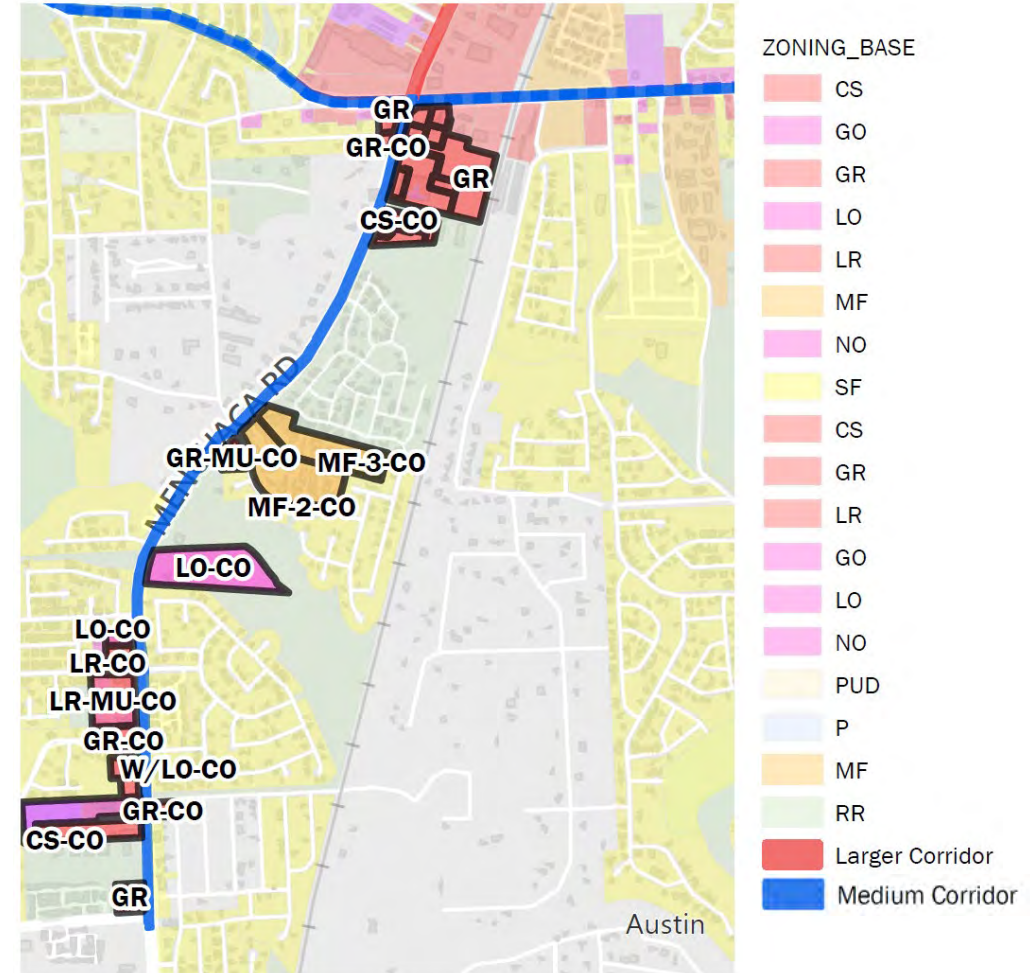
ZONING_BASE			
CS	GR	Larger Corridor	
SF	LR	Medium Corridor	
CS	LO	Imagine Austin Corridors	
	MF		



# Correcting Extent of Menchaca Rd – Medium Corridor

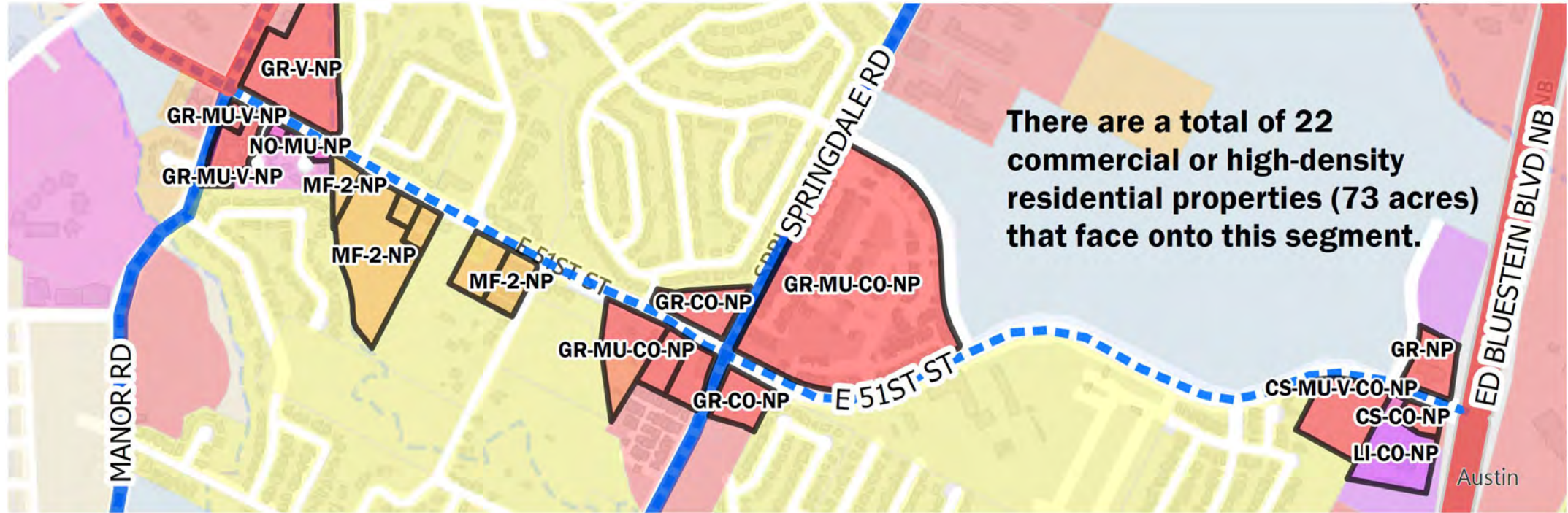


There are a total of 85 commercial or high-density residential properties (185 acres) that face onto this segment.





# Correcting Extent of 51<sup>st</sup> St – Medium Corridor



## ZONING\_BASE

CS  
GR  
LI

MF  
NO  
SF  
CS

GR  
LR  
GO  
NO

LI  
PUD  
P  
MF

Larger Corridor  
Medium Corridor  
Imagine Austin Corridors



# Staff Recommendation

- Staff supports the corrections to Ordinance No. 20221201-056 to ensure that the ordinance is consistent with Council's original intent





# Anticipated Timeline

- Codes and Ordinances Joint Committee – April 19<sup>th</sup>, 2023
  - Approved staff recommendation on a 4-0 vote with Commissioner Greenberg abstaining and Commissioner Anderson off the dais.
- Planning Commission Hearing – May 23<sup>rd</sup>, 2023
- City Council Hearing – June 8<sup>th</sup>, 2023