

No.	Planning Commission Amendment	Staff Recommendation	Staff Response	Text Changes
1	As part of the ongoing density bonus recalibration, prioritizing the codification of DB-240 Community Benefits as outlined in the initial Council Resolution	Future Planning Guidance	Staff supports Council review of the Density Bonus Study and prioritizing DB240 as appropriate amongst all density bonus programs.	No changes to this ordinance are necessary. This recommendation would guide future planning work.
2	Development Standards and Mixed Use.(1)In a DB90 combining district, the following uses are permitted:(a)uses that are permitted in the base zoning district unless the use is restricted by a conditional overlay that applies to the property; and(b)residential uses.(2)A development must comply with Article 2 (Site Development Standards) and Article 3 (Building Design Standards) in Subchapter E (Design Standards and Mixed Use) of this chapter except when those provisions conflict with this section.(3)Mix of Uses.(a)In this subdivision, PRINCIPAL STREET has the same meaning as principal street in and is applied consistent with Article 5 (Definitions) of Subchapter E (Design Standards and Mixed Use).(b)Pedestrian-Oriented Commercial Spaces. When a site abuts a principal street, 75 percent of the ground floor of the building must contain one or more commercial uses and must comply with the dimensional requirements found in Section 4.3.3.C in Subchapter E (Design Standards and Mixed Use) of this chapter.(c)If a building includes a mix of uses, a non-residential use:(i)may not be located above a residential use; and(ii)may not be located on or above the third story of the building.(d)An on-site amenity is a residential use when provided solely for use by the occupant, or the occupant's guests.(e)The ordinance zoning or rezoning a site as DB90 may modify the requirements in Subdivision (3)(b) if the site abuts one of the following roadways defined in Article 5 (Definitions) of Subchapter E (Design Standards and Mixed Use).(i)urban roadway;(ii)suburban roadway;(iii)highway; or(iv)hill country.	Recommended with changes	Staff supports adding DB90 standards for pedestrian-oriented commercial standards and amending to include a requirement for lots that front on multiple streets.	Staff and planning commission’s version of the ordinance amended to include the following text: Pedestrian-Oriented Commercial and Civic Spaces. At least 75 percent of the building frontage along the principal street and on the ground floor of the building must be designed for one or more commercial or civic uses and must comply with the dimensional requirements found in Section 4.3.3.C in Subchapter E (Design Standards and Mixed Use) of this chapter. A lobby serving a use other than a pedestrian-oriented commercial or civic space is not counted as a pedestrian-oriented commercial or civic space. If a lot exceeds 2.5 acres or fronts more than one street, then 50 percent of the building frontage along the principal street and 50 percent of the second highest priority street must be designed for one or more commercial uses and must comply with dimensional requirements found in Section 4.3.3.C in Subchapter E (Design Standards and Mixed Use) of this chapter. A lobby serving a use other than a pedestrian-oriented commercial or civic space is not counted as a pedestrian-oriented commercial or civic space.
3	For DB-240 sites, on larger sites (i.e., over 2.5 acres), require ground floor activation on more than just the principal streets and craft an addition mix of use requirement for larger sites to require a certain percentage of the site be commercial or a similarly activated public use.	Recommended	Staff supports with changes. Staff’s proposed changes to the pedestrian-oriented commercial standards above for sites that front multiple streets would also help address larger sites.	Staff and planning commission’s version of the ordinance amended to include the following text: If a lot exceeds 2.5 acres or fronts more than one street, then 50 percent of the building frontage along the principal street and 50 percent of the second highest priority street must be designed for one or more commercial uses and must comply with dimensional requirements found in Section 4.3.3.C in Subchapter E (Design Standards and Mixed Use) of this chapter. A lobby serving a use other than a pedestrian-

				oriented commercial or civic space is not counted as a pedestrian-oriented commercial or civic space.
4	Transit Supportive Infrastructure.(a)In this subdivision, TRANSIT SUPPORTIVE INFRASTRUCTURE includes appurtenances, facilities, and amenities related to a transit system project as defined in Ordinance No. 20221115-048.(b)If an applicant provides transit supportive infrastructure, the affordability requirement is reduced by two percent.(c)It is presumed that the value of the transit supportive infrastructure equals at least two percent of the minimum affordability.(i)The director of the Housing Department is authorized to reduce the affordability requirement by more than two percent if the director of the Housing Department and the Project Connect mobility officer agree that the value of the transit supportive infrastructure is greater than or equal to the value of the reduction.(ii)The director of the Housing Department may not reduce the affordability requirement to less than one residential unit or the equivalent of the fee-in-lieu for one ownership unit.(d)An applicant must submit a written request to the Project Connect mobility officer to provide transit supportive infrastructure.(e)If the applicant proposes transit supportive infrastructure that serves a community benefit, the Project Connect mobility officer must approve a request.(f)Before approving a request to provide transit supportive infrastructure, the Project Connect mobility officer must adopt rules under Chapter 1-2 (Administrative Rules) that establish when transit supportive infrastructure serves a community benefit.		Staff does not support as DB240 eligible districts are not along the Project Connect alignment or other major transit lines. Additionally, the community benefit option may not be available to all sites.	No changes were made to the staff version of the ordinance. The PC version of the ordinance includes recommended text.
5	As part of the community benefits to be created for contiguous ASMP level street of 2, 3, or 4, require streetscape enhancements based on the Great Streets, University Neighborhood, or South Central Waterfront overlay standards. Consider additional streetscape requirements to improve the pedestrian experience for internal circulation routes	Not Recommended	Staff does not support utilizing these standards across DB240 projects due to the variance in location across the city, as they may not be appropriate at all sites.	No changes were made to either version of the ordinance because a set of standards was not recommended. If Council would like to incorporate Great Streets, UNO standards, or other existing standards, the text can be added to the ordinance.
6	Consider required internal circulation based on the density distribution areas (DDA) in the South Central Waterfront Combining District & Density Bonus Program, and similar requirements to improve pedestrian permeability and walkability beyond base code. Density Distribution Areas	Not Recommended	Staff does not support utilizing DDA as they were designed for the South Central Waterfront neighborhood and the addition of Subchapter E standards addresses block size and pedestrian connectivity.	No changes were made to either version of the ordinance. If Council would like to incorporate DDAs then the following language from the recommended text could be added: “Density Distribution Areas are to be no larger than 90,000 square feet”

	<p>- To account for the variation of the sizes and shapes of the parcels in this district, and to prevent the creation of monolithic structures, the concept of “Density Distribution Areas” (DDAs) is created to distribute density throughout large sites.</p> <p>- Density Distribution Areas are to be no larger than 90,000 square feet (approximately the size of a downtown city block).</p>			
7	Recalibrate the affordable housing density bonus requirements after the citywide density bonus recalibration to maximize the total number of affordable housing achieved and community benefits produced, with consideration of overall utilization of the program.	Future Planning Guidance	Staff supports Council review the Density Bonus Study and prioritize DB240 as appropriate amongst all density bonus programs	No changes to this ordinance are necessary. This recommendation would guide future planning work.
8	As part of the ongoing density bonus recalibration, prioritize potential expansion of what base zonings can rezone to include DB240 to additional intensive commercial base zones to more evenly distribute these types of projects and allow them outside of a highway or industrial context.	Future Planning Guidance	Staff does not support expanding the use of this tool as it is intended for only industrial and commercial highway zones. Different standards would need to be developed for other contexts and zones.	No changes to this ordinance are necessary. This recommendation would guide future planning work.
9	Ensure that Subchapter E Core Transit Corridor requirements apply to all sites seeking rezoning such that requirements for relationships to buildings, connectivity and internal circulation are met.	Recommended	Staff supports requiring Subchapter E Core Transit Corridor requirements for all sites	Incorporated in staff and PC ordinance
10	Cox Amendment -> Pending legal review, for DB240 cases only that staff provides in backup publicly available information on facilities with the highest levels of emissions of PM 2.5, VOCs, Sulfur Dioxide, according to the Texas Commission of Environmental Quality within proximity of the subject tract. Haynes Amendment -> and add Hazardous Air Pollutants	Not Recommended	Staff does not support this amendment. Should Council want additional information to be provided on rezoning applications, staff recommends requiring applicants provide additional information.	No changes to this ordinance were necessary. This recommendation would guide future planning work.
11	Help close the gap between the number of local jobs available and the amount of skilled workers qualified to fill them by implementing portions of Austin's Hire Local Plan and ensure there is equitable distribution of industrial land uses throughout the city	Future Planning Guidance	Staff supports.	No changes to this ordinance are necessary. This recommendation would guide future planning work.

12	“For developments offering creative spaces, the applicant may establish an “artist-in-residence” program for creative community members to perform or present their creative talents. The units serving as “artists-in-residence” shall be offered at a maximum of 50 percent market rate as determined by the director of the Housing Department and the owner of the unit is eligible for a city tax credit or a financial incentive that is equal to the reduction of the rent as long as the unit serves as an “artist-in-residence” unit.	Not Recommended	Staff does not support this amendment. This would require Council create a new city tax credit program or other financial incentive. Staff recommends applicants utilize the Place-Based Enhancement Policy to provide creative spaces.	No changes were made to either version of the ordinance because it would require Council to approve or create a tax credit or financial program. This recommendation could guide future planning work.
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