

25 multiple administrative criteria manuals and City Code provisions, often with
26 conflicting or incongruent requirements; and

27 **WHEREAS**, City Code Chapter 25-2, Subchapter E (*Design Standard and*
28 *Mixed Use*) established in 2006 provides for site development standards that rely
29 on a previously adopted transit corridor map rather than on the ASMP and overlap
30 with existing TCM streetscape requirements; and

31 **WHEREAS**, certain regulating plans approved by Council provide site
32 development standards for certain streets, some that overlap with TCM streetscape
33 requirements; and

34 **WHEREAS**, on May 24, 2021, the Design Commission adopted a
35 multiphase framework for a comprehensive update to the Urban Design
36 Guidelines, including the creation of a more user-friendly document to illustrate
37 the design principles; and

38 **WHEREAS**, Resolution No. 20210902-046 directed the City Manager to
39 support the Austin Design Commission's efforts to update the Urban Design
40 Guidelines; and

41 **WHEREAS**, the Design Commission drafted an update to the Urban Design
42 Guidelines to provide consistency and transparency in standardizing better street
43 and building design outcomes to improve walkability, bikeability, and multimodal
44 mobility options in the Central City as well as other areas where urban design is a
45 priority; and

46 **WHEREAS**, the City is moving toward a design standards model; and

47 **WHEREAS**, voluntary programs such as the Downtown Density Bonus
48 Program, Great Streets Streetscape Standards, and the University Neighborhood
49 Overly (UNO) district, increase streetscape design standards above baseline

50 requirements provided in City Code and within the TCM and incentivize
51 incremental utility relocations that enable street trees; and

52 **WHEREAS**, building and site development urban design standards and
53 guidelines within the Land Development Code should be complementary to
54 adjacent administrative right-of-way design requirements and work in tandem to
55 create a high-quality experience of the public realm; **NOW, THEREFORE,**

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

57 The City Manager is directed to explore and propose recommendations to
58 the Land Development Code and corresponding criteria manuals, including
59 Chapter 25-2 (*Zoning*), Chapter 25-6 (*Transportation*), and associated Standard
60 Details and Specifications in the Standards Manual to enhance and streamline
61 street design standards as well as implement improvements to urban design
62 elements and site development standards to enhance multimodal mobility and
63 walkability throughout Austin, particularly in high-frequency transit corridors
64 necessary to achieve the following:

65 Transportation-related recommendations:

- 66 (A) As part of the upcoming update to the TCM to integrate green
67 infrastructure rules as part of sidewalk corridor design requirements
68 and provide a comprehensive update of streetscape design
69 requirements for all street types, with a particular focus on
70 pedestrian realm design requirements; and
- 71 (B) Consolidate and co-locate right-of-way design requirements into the
72 TCM; and
73

- 74 (C) Develop proposed City Code amendments to simplify and
75 consolidate streetscape requirements in the Land Development
76 Code that reference the TCM for specifications and detailed
77 implementation rules and to eliminate conflicting and duplicative
78 administrative criteria, consolidating and coordinating right-of-way
79 design requirements in the TCM; and
- 80 (D) Develop and apply clear street design standards based on ASMP
81 street tiers, reflecting each tier's intended prioritization of
82 pedestrian or automobile orientation, as well as proximity to transit
83 station areas, and along high-frequency transit lines; and
- 84 (E) Update pedestrian realm design standards to work cohesively with
85 the street's modal needs as identified in the ASMP and adopted
86 modal and transit plans to prioritize, coordinate, and allocate space
87 within rights-of-way; and
- 88 (F) Update streetscape requirements to maximize connectivity and
89 walkability to transit stops, activity centers, neighborhood centers,
90 and any other area of growth or vibrancy; and
- 91 (G) Ensure that new pedestrian realm requirements reflect desired
92 outcomes for the upcoming Central City planning area and future
93 Downtown Density Bonus programs, and consider streetscape
94 design typologies as needed to supplement baseline citywide
95 standards; and
- 96 (H) Provide a plan and timeline for Council to consider updates to all
97 approved regulating plans to comply with streetscape standards in
98 the Land Development Code; and

- 99 (I) Integrate the Project Connect Design Guidelines into the updated
100 TCM as baseline streetscape requirements for relevant transit
101 corridors; and
- 102 (J) Identify opportunities to streamline the process for review and
103 approval of site development standards and design requirements
104 based on right-of-way designation, particularly for residential
105 review; and
- 106 (K) Clarify decision-making or escalation pathways when there are
107 conflicts; and
- 108 (L) Explore and recommend strategies to require mid-block
109 bike/pedestrian crossing improvements in conjunction with new
110 development in locations where crossing gaps or uses identified as
111 pedestrian generators exist.

112 Planning-related recommendations:

- 113 (A) Propose and recommend strategies on how to elevate and apply
114 building design standards beyond the downtown context, taking into
115 consideration the following principles:
- 116 1. Protect people on sidewalks from urban heat island effects, solar
117 radiation, and precipitation; and
 - 118 2. Activate and engage the public realm, and make walking, biking
119 and taking transit more convenient, comfortable, and enjoyable;
 - 120 3. Support public safety through environmental design; and
 - 121 4. Promote sustainability and ecosystem health; and
 - 122

123 5. Reflect the cultural, historical, and environmental contexts of a
124 site; and

125 (B) Review and amend urban and suburban design standard boundaries
126 to ensure that areas with significant transit and multifamily
127 development are subject to appropriate building and site
128 development urban design standards that promote walking, biking,
129 and transit use and that there is congruity with public realm
130 standards for rights-of-way; and

131 (C) Review and amend primary and side street setback requirements in
132 commercial, office, and multifamily zones to allow urban frontage
133 conditions to promote walkability; and

134 (D) Require direct pedestrian access from building entrances to the
135 street, especially for multifamily properties and at corners, with
136 higher trip-generating uses having more frequent and efficient
137 pedestrian street and trail access; and

138 (E) Align the ongoing Great Streets Streetscape Standards update and
139 the Downtown Density Bonus update to Council's directives in this
140 resolution; and

141 (F) Recommend any updates to the Building Criteria Manual necessary
142 to achieve the direction provided in this resolution; and

143 (G) Provide a plan and timeline for Council to consider an interim
144 solution between streetscape and zoning standards.

145 **BE IT FURTHER RESOLVED:**

146 The City Manager is directed to consider the draft Urban Design Guidelines
147 for identifying existing challenges with current Land Development Code

148 provisions and criteria manuals when proposing new street design and building
149 design standards.

150 **BE IT FURTHER RESOLVED:**

151 The City Manager is directed to provide for robust stakeholder engagement,
152 including urban design experts, transportation advocates, and the development
153 community, when crafting policy language and recommendations in response to
154 this resolution.

155 **BE IT FURTHER RESOLVED:**

156 Council initiates City Code amendments necessary to accomplish the
157 purposes as described in this resolution and the City Manager is directed to return
158 to Council with a memo outlining a workplan for implementing planning
159 recommendations by December 2026 and return with the first ordinance including
160 transportation recommendations by November 2027.

161
162 **ADOPTED:** _____, 2026

ATTEST: _____

Erika Brady
City Clerk