

South Congress Transit Center Station Area Vision Plan - Planning Commission (PC) Amendments and Staff Responses

No.	Planning Commission Amendment	Staff Recommendation	Staff Response	Text Changes
WG3	Request staff to provide an update within six months to share next steps to bring base zones within ETOD into compliance with vision plans.	Policy/Programmatic/ Future Action	Staff is working to create additional zoning tools, including ETOD Overlay Phase 2 and potential new mixed-use zones, and will work to initiate rezoning of the station areas within the next 12-24 months once new tools are available. In the meantime, property owners would be able to initiate property-specific rezonings consistent with the new FLUM. Staff supports providing a status update within 6 months.	General recommendation. No changes were made to the PC Recommended Draft.
WG4	Prohibit new auto-oriented uses (consistent with uses prohibited in DBETOD) within ETOD areas.	Recommended	Staff recommends adding the following note to the Future Land Use Map: “Consider prohibition of auto-oriented uses during rezoning.”	Incorporated into the PC Recommended Draft.
WG5	On FLUM, expand TOD Mixed-Use east and west along both sides of US 290 to the edge of the SCTC ½ mile boundary, except where doing so would reduce existing allowable density.	Not recommended	Staff does not recommend expanding the geography covered by the TOD Mixed-Use designation. In addition to triggering additional notifications and NPA amendments, the boundaries were deliberately drawn to focus primarily on existing commercial sites for a number of reasons: <ul style="list-style-type: none">• Focusing on these areas will ensure that the plan focuses on the larger sites that are most likely to redevelop.• The feedback received from the community throughout the process included a desire to focus on the core area around the transit center.• Staff is trying to manage displacement pressures with the proposal, and broader upzoning could create displacement pressure for the existing community.	General recommendation. No changes were made to the PC Recommended Draft.
WG6	On FLUM, expand Neighborhood Transition Zone to include remaining sites within the NLTC ½ mile boundary, excluding open space existing land use and those recommended for TOD Mixed-Use in amendment 5.	Not recommended	Staff does not recommend expanding the geography covered by the Neighborhood Transition designation. In addition to triggering additional notifications and NPA amendments, the boundaries were deliberately drawn to focus primarily on existing commercial sites for a number of reasons: <ul style="list-style-type: none">• Focusing on these areas will ensure that the plan focuses on the larger sites that are most likely to redevelop.• Existing single family zoned sites are already covered by several significant land use reforms that will allow an incremental increase in transit supportive densities and development of missing middle housing in these areas over time through the HOME amendments that were adopted in 2023 and 2024, and the citywide modification to eliminate parking minimums, as well as site plan lite amendments.	General recommendation. No changes were made to the PC Recommended Draft.

			<ul style="list-style-type: none">• The feedback received from the community throughout the process included a desire to focus on the core area around the transit center.• Staff is trying to manage displacement pressures with the proposal, and broader upzoning of residential properties could create displacement pressure for the existing community.	
WG7	Identify additional east-west and north-south multimodal connections within the South Congress Station Area and between surrounding areas (i.e., between Alpine Road and Warehouse Row; between Lareina Dr. and S. Congress), and add a note regarding ASMP alignment.	Recommended with changes	Staff coordinated with TPW to identify additional east-west and north-south multimodal connections. For the second recommendation, staff concurs with the Planning Commission to add a note to the Proposed Connectivity Map regarding the need for ASMP alignment.	Incorporated into the PC Recommended Draft.
F. Maxwell	Include the City’s Urban Design Guidelines in projects within Station Area Vision Plans.	Policy/Programmatic/ Future Action	Staff will explore the options for applying design guidelines in ETOD station areas during the update of the Urban Design Guidelines.	General recommendation. No changes were made to the PC Recommended Draft.
A. Azhar	Ensure that future maps associated with the SCTC Station Area identify parcels with existing income-restricted affordable housing, mobile homes, and places of worship.	Recommended	Staff recommends labeling parcels with existing income-restricted affordable housing, mobile homes, and places of worship as we develop future maps of the areas.	General recommendation. No changes were made to the PC Recommended Draft.

Planning Commission Amendment #4

Exhibit A: PC Recommended Draft

Future Land Use Map

The Future Land Use Map (FLUM) is a parcel-level land use map illustrating how each place in the SCTC Station Area should evolve or be preserved to support the vision. It is the plan’s primary land use decision-making tool and balances the community’s needs, objectives, and priorities, while supporting ETOD in the area. Although it guides land use decisions, the FLUM is not a zoning map. When used for land use decisions, it should be used in conjunction with other plan elements to guide decisions about proposed zoning cases and the design and application of new development regulations.

*Previously adopted neighborhood plans include Future Land Use Maps that govern portions of the station area. The SCTC Future Land Use Map shall take precedence over the land use within the station area in the event of a conflict.

TOD Mixed-Use will include the highest level of development activity, ideally with a mix of ground floor commercial or other active uses with residential, commercial, and/or office uses on the upper floors.

Mixed-Use Industrial will include low impact industrial uses with added options for retail, office, and attached multi-family residential development.

Neighborhood Transition will include a variety of building sizes such as multifamily, duplexes, townhomes, or small-scale offices and commercial buildings. It serves as a transition between less intense single-family and more intense mixed-use, or commercial buildings.

Legend

SCTC Site Boundary

Future South Congress Multimodal Transit Complex

Existing Income-Restricted Housing

Mobile Homes

Development Character

TOD Mixed-Use

Mixed-Use Industrial

Neighborhood Transition

The future land use map also indicates areas within ½ mile of the transit center that will continue to be governed by the Future Land Use Map contained within a previously adopted neighborhood plan for the area.

** Consider prohibition of auto-oriented uses during rezoning.*

The base zoning districts that are consistent with each category are further elaborated on the following pages.

Figure 9: Proposed Future Land Use Map

52 Equitable Transit-Oriented Development

South Congress Transit Center Station Area Vision Plan 53

Proposed Connectivity

Transportation connections in the area are limited by US-290 and large commercial and industrial parcels. The SCTC Station Area Vision Plan addresses this lack of connectivity by proposing improvements to the street network. A better-connected roadway and transportation network with enhanced bicycle and pedestrian connections will provide community members and commuters with greater access to future transit improvements.

In particular, pedestrian and bicycle improvements can create safer, more equitable access to and from services and resources already present in the area such as St. Elmo Elementary, healthcare services, affordable housing, and places of worship.

Recommended Actions:

- 1

Improve the safety and comfort of pedestrian, bicycle, and micromobility crossings of US-290 at South Congress Avenue and South First Street to better bridge this physical barrier.
- 2

Coordinate connections to the planned Bergstrom Spur Trail to facilitate redevelopment of adjacent parcels and expand regional access to the station area along this trail.
- 3

Introduce mid-block connections to break down the large industrial blocks into walkable streets.
- 4

Continue improvements along St. Elmo Street to include all-ages bicycle facilities and tree-lined sidewalks.
- 5

Introduce sidewalks and shade along key streets that lack basic pedestrian infrastructure such as Industrial Boulevard to be safe and comfortable for people of all mobility levels.
- 6

Integrate all transportation connections and improvements identified in this vision plan into the Austin Strategic Mobility Plan (ASMP).

Legend

- SCTC Site Boundary
- South Congress Multimodal Transit Complex
- Improved Existing Street Corridors
- Potential Future Street
- Existing Parks
- Existing Creeks
- L1

Street Level 1
- L2

Street Level 2
- L3

Street Level 3

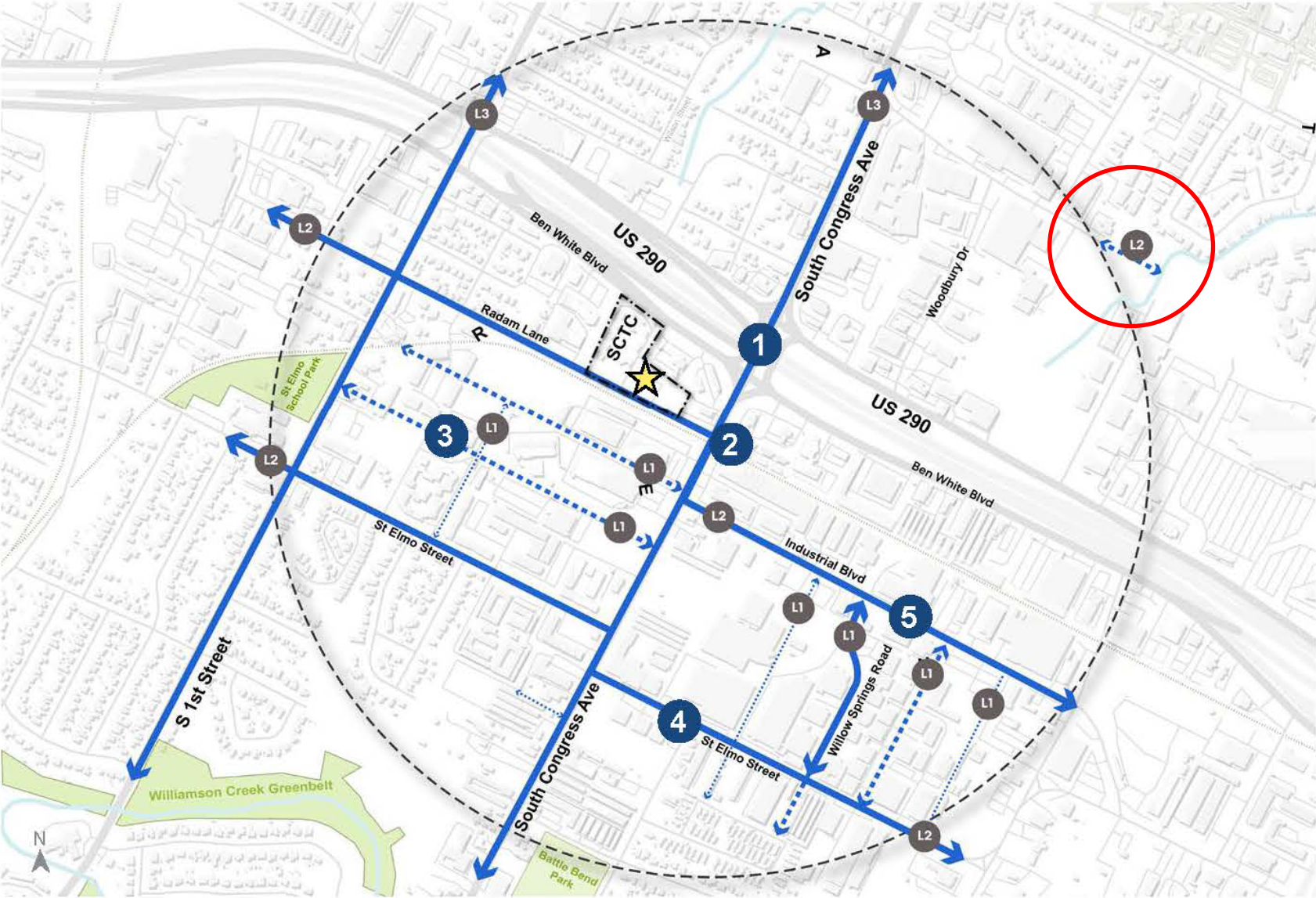


Figure 6: Proposed connectivity

Proposed Open Space Network

A network of open spaces is critical to supporting health, wellness, and equitable outcomes for surrounding neighborhoods as they support physical activity, improve mental health, and encourage social interaction among members of the community. Though some park space exists within the station area, there are opportunities to bolster this network through creative strategies that invest in existing resources, create connections to nearby open spaces, and develop shaded streetscapes to improve the quality of life for community members.

Recommended Actions:

- 1

Support connectivity by establishing linear open spaces for pedestrians with shading, native plantings, and seating as they travel throughout the neighborhood.
- 2

Improve connections to nearby parks including St. Elmo School Park, Battle Bend Park, and the Williamson Creek Greenbelt within or just outside of the half-mile radius.
- 3

Integrate small public open spaces like pocket parks, “pocket forests”, and community gardens where possible to increase access to nature, reduce heat island effect, and improve air quality.
- 4

Introduce open space that community members can use for cultural activities and events, supporting a sense of community and identity.
- 5

Provide opportunities for local art installations, murals, and space for cultural activities and events in the existing parks to celebrate diversity, engage the community, and strengthen its identity.

Legend

- SCTC Site Boundary
- Future South Congress Multimodal Transit Complex
- Improved Existing Street Corridors
- Potential Future Street/ Mobility Connections
- Existing Parks
- Existing Creeks
- Proposed Urban Trails Project

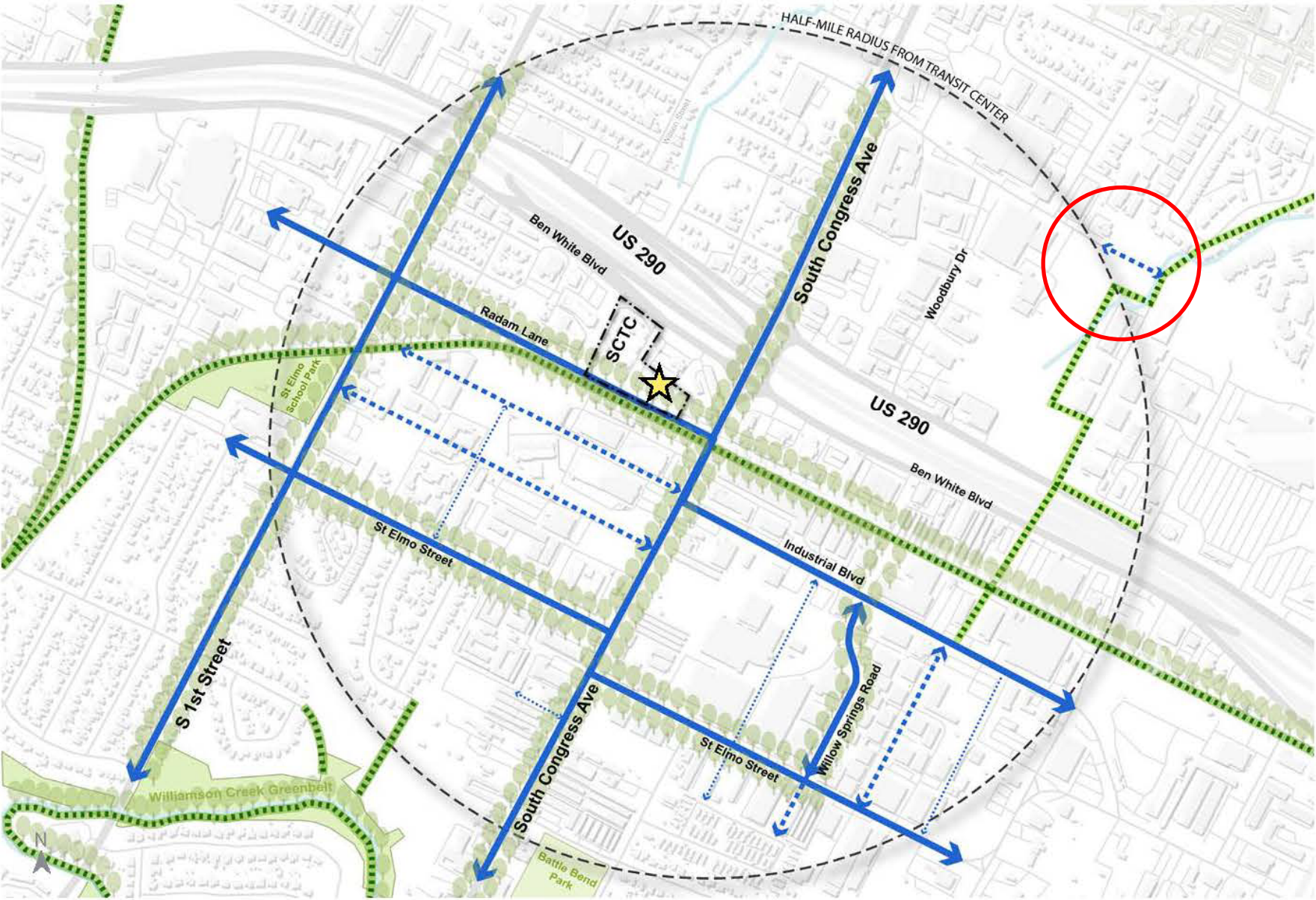


Figure 7: Proposed open space network