

*MLK Transit Oriented Development
Public Participatory Planning Process*

Agenda

● **City of Austin**

● **TOD Ordinance**

● **Neighborhood
Planning Process**

● **MLK Station**

● Stakeholders
● Obstacles/Barriers

● Process

● Emerging Issues

● Positive Elements

● Outcomes

● **Case Studies**

● **Participatory
Re-Design**

● **Event Design**



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Research Methodology

1. Assessment

- Key stakeholder interviews
- Reports, documents, articles, and blog discussions

2. Comparative Analysis

- Best Practices
- Portland, OR
- Baltimore, MD

3. Process Re-design

4. Event Design

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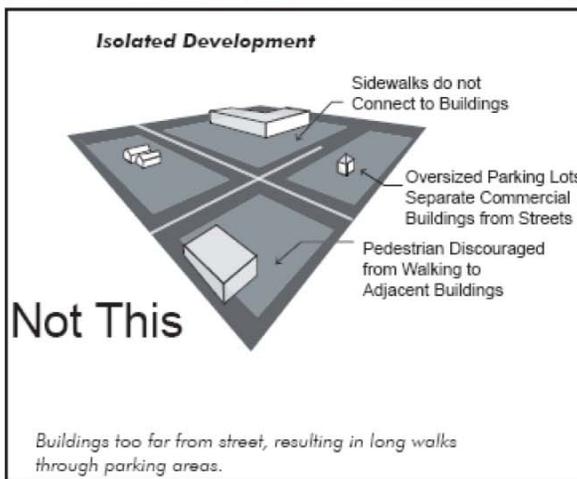


- *Austin Tomorrow Comprehensive Plan (1979)*
 - Neighborhood Planning
- Citizen's Planning Committee (1994)
- Envision Central Texas (1996)
- Traditional Neighborhood Development (1997)

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- What is a TOD?
- City of Austin
 - TOD Principles
 - Mission and Goals
- Best Practices



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- Resolution (2004)
- Community Advisory Group
- Ordinance adoption (2005)
 - Districts 4 types
 - MLK – Neighborhood Center
 - Station Area Planning (SAP)
 - Preliminary Work
 - Neighborhood planning process
 - City Council Approval

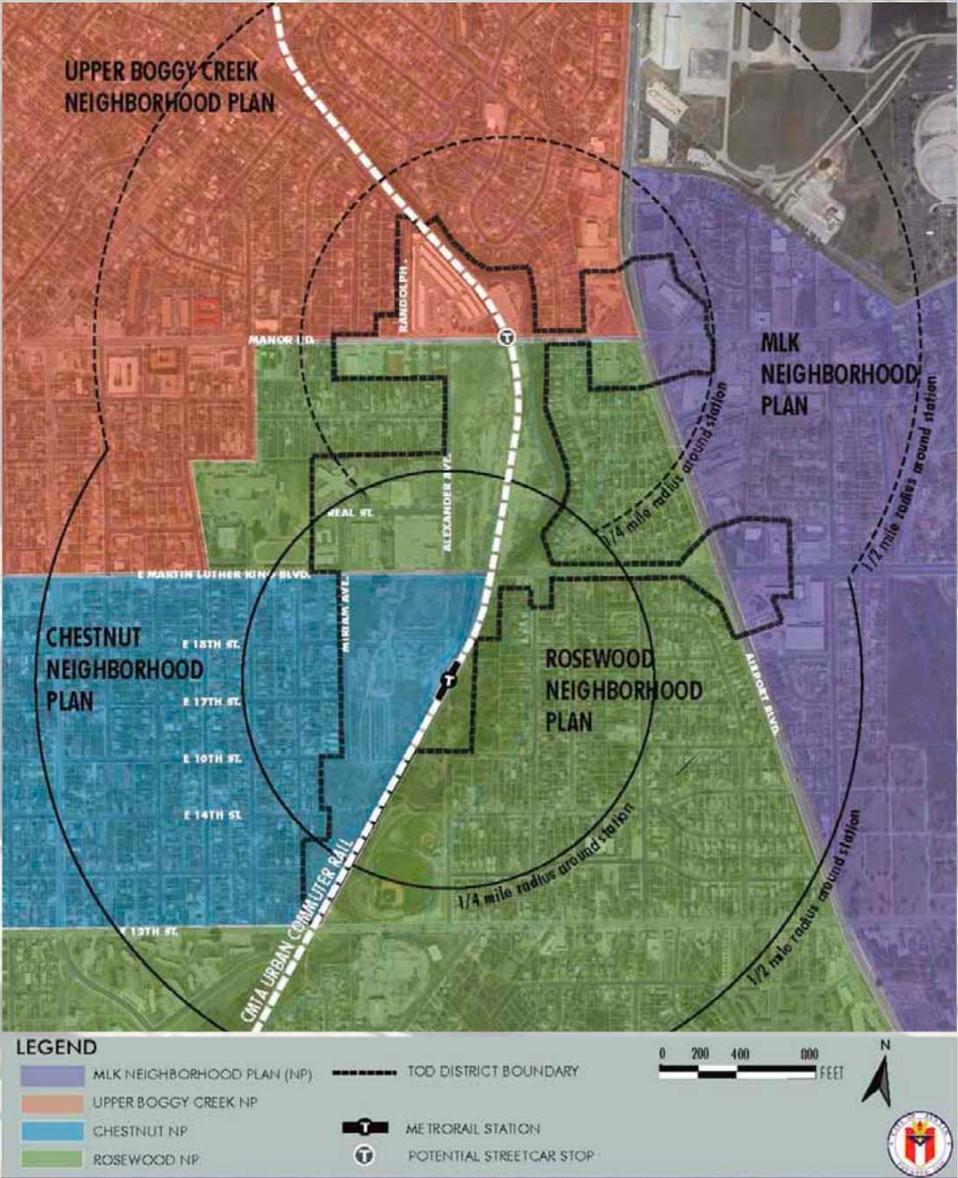
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- Community outreach
- Benefits and foresight
- Values
- Approval Process



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Internal Stakeholders:

- Neighborhood Planning & Zoning: Sonya Lopez
- Primary Consultant: PB PlaceMaking
- Austin City Council
- Planning Commission

External Stakeholders:

- Sub-contractor: RJW Solutions
- Cap Metro
- Residents of four Neighborhoods (Chestnut, Upper Boggy Creek, Cherrywood and Rosewood)
- Foundation Communities

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City of Austin



- Time
- Money
- Historical Conflicts with Neighborhoods
- Sensitivity of Topic
- Limited Staff
- Set city-wide TOD ordinance (flexibility & adaptability)
- SAP only an addendum to Neighborhood Plans

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Cap Metro

- Historical conflicts with neighborhoods
- Limited involvement in participatory process
- Pre-established metro-rail plan & MLK stop



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Neighborhoods

- Mistrust
- Desire to keep neighborhood the same
- Density, gentrification, crime, vacant lots, deteriorating older houses, no community focal point
- Diverse population (Hispanic, African-American and Anglos)
- Inter-neighborhood conflicts (unequal playing field)
- Existing Neighborhood Plans
- Lack of respect for renters



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Consultants

- Lack of local knowledge
- Level of investment
- Cookie-cutter solutions



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MLK Charette Process



Three of eight citizen plans

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- Lack of initial TOD education & agreed on TOD principles
- Lack of SAP flexibility and adaptability
- Parking
- Lack of community benefits
- Residents input not incorporated
- Disproportionate representation
- Lack of comprehensive outreach
- Impact of neighbors w/in 1/4 mile
- Consultants seen as outsiders
- Featherlite Tract
- No coordination/ integration between simultaneous city participatory planning processes
- Burnout of longtime residents
- Absentee homeowners
- Professor from UT Austin Involvement

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- Large Turnout (80 to 90 people)
- Sonya Lopez engaging with residents individually
- Cherrywood neighbors content with plan
- Attempt for City of Austin to have a high level of community participatory process
- Streamlined strategic participatory process

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- Creation of MLK TOD Station Area Plan (SAP)
- Disenchanted community members
- Rezoning Featherlite Properties to TOD SAP
- Approved
 - April 2, 2009

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- Portland, OR
 - Interstate Max Light Rail
 - Created 50+ advisory committee
- Baltimore, MD
 - Partnered with local, grassroots nonprofit
 - Addressed needs of residents

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Working
Group

Internal
Stakeholder
Group

Technical
Advisory
Board

Community
Advisory
Board



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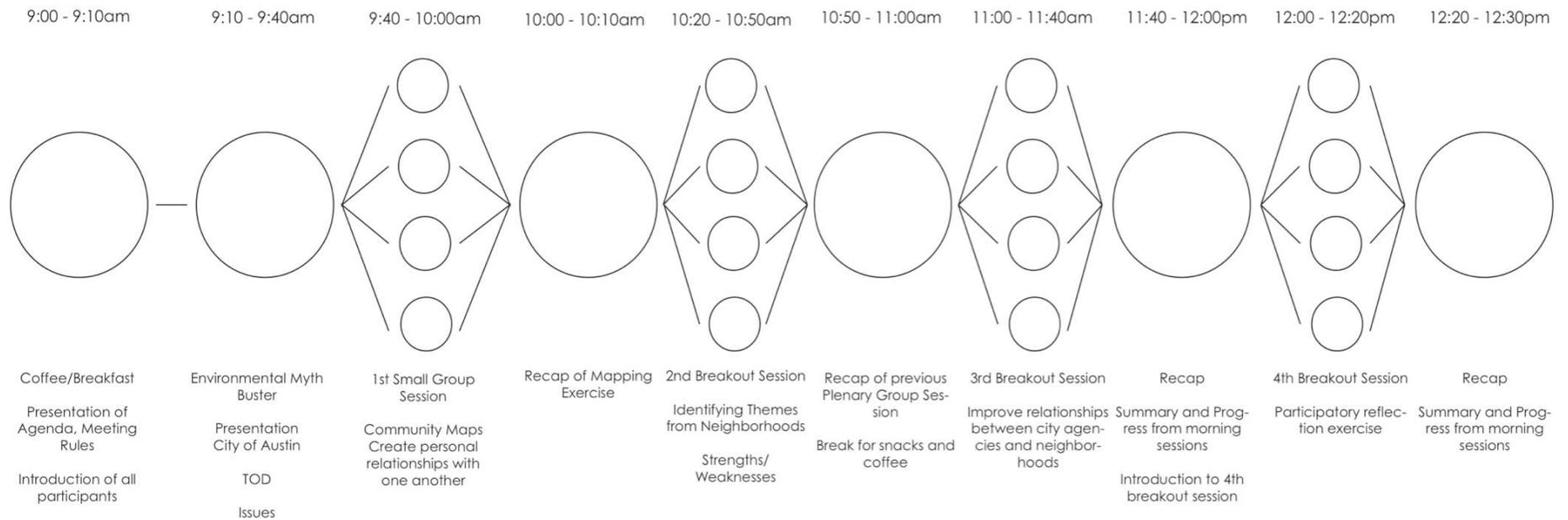


Goals

- Build Trust
- Strengthen Neighborhood Relationships
- Inspire community leaders to engage in process
- Improve understanding of neighborhood issues and characteristics to preserve
- Strategies to improve relationships and participatory process

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MLK TOD Station Area Planning Community Advisory Board Meeting Road Map



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