Equitable Transit-Oriented Development Policy Plan

City of Austin
Public Review Draft - Not Adopted

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Executive Summary

Purpose of the Plan

The Equitable Transit-Oriented Development (ETOD) Policy Plan is a comprehensive framework to help the Austin community ensure that future development around the Project Connect transit system supports residents of all incomes and backgrounds, especially those who have been disproportionately burdened by past transportation and land use decisions. The City of Austin worked with our partners at CapMetro and the Austin Transit Partnership as well as the community to craft the goals of ETOD in Austin, the tools that can help us reach those goals, and the actions we must take to achieve equitable outcomes along the transit system. Ultimately, the ETOD Policy Plan is a citywide guide that helps focus our future planning, programming, and investment decisions in the years to come. We will need a coalition of many different public, private, non-profit organizations, and community members to implement the ETOD Policy Plan and make our community's vision for a more just, affordable, connected, accessible, and prosperous Austin a reality.

What's in the Plan?

This document includes the following sections:

1. **Background:** We describe the need for ETOD and the history of previous traditional transit-oriented development (TOD) in Austin. We also look at how successful the past traditional approach was and who was left behind.

2. **ETOD Goals:** We outline the six goals for ETOD in Austin going forward.

3. **Station Area Typologies and Planning Prioritization:** The typologies in this section help us begin to understand the current context of all stations in the Project Connect system and see similarities and differences between them that will guide our context-sensitive approach to implementing ETOD tools from the Policy Toolkit. Instead of traditional TOD indicators, like urban form and real estate market readiness, Austin's ETOD typologies are people-centered and include indicators for existing population, displacement risk, and relative change in population and jobs over the last decade. Lastly, we lay out the priorities for future detailed station area planning into three tiers.

4. **ETOD Policy Toolkit:** The Policy Toolkit includes a menu of 46 tools, grouped into five categories, that the City and partners should focus on to achieve our ETOD goals. Tools were specifically chosen for their applicability to Austin and their impact in reaching our goals. The tools will need to be used together and be flexibly applied to respond to the different needs of different neighborhoods along the Project Connect system.

5. **Next Steps / Action Plan:** We explain the short-term steps we as a City will begin taking to implement the Policy Tools both citywide and in specific station areas.

6. **Appendix:** We include more information about the process of ETOD planning, including engagement with the community and technical analysis that went into the plan, for those who want to dive deeper.

Introduction

In June 2021, City Council adopted a resolution directing staff to engage in Equitable Transit-Oriented Development (ETOD) planning in Austin alongside infrastructure planning for the Project Connect transit system. ETOD builds upon and evolves the existing Transit-Oriented Developments (TODs) codified in the Land Development Code starting in 2005. Traditional TOD refers to a planning and design strategy that promotes compact, mixed-use, pedestrian / bike-friendly communities built around mass transit systems. By clustering jobs, housing, and goods and services around public transit, TOD communities reduce their dependence on cars while increasing their mobility options resulting in more sustainable neighborhoods. However, traditional TOD projects often do not benefit everyone equally, have negatively affected the quality of life for Black, Indigenous and People of Color and low-income communities, and historically lacked engagement of these vulnerable populations. TOD communities often become a victim of their own success since the very amenities that make them attractive often result in the rise of property values. This value increase ends up disproportionately burdening, and ultimately displacing, low-income households and communities of color. The shortcomings of traditional TOD often make it counterproductive to the people with the most need for access to transit service and increased economic opportunity.

The Equitable TOD concept instead works towards building equitable outcomes by addressing the unintended consequences of traditional TOD through proactive actions aimed at mitigating displacement pressures to ensure that everyone, especially historically marginalized communities of color, can benefit from transit connectivity. ETOD is a tool that goes beyond just mitigating displacement. At the core of ETOD is the tenet that new transit infrastructure should not harm existing residents around it. On top of this is the principle that transit infrastructure and policy interventions should **create opportunities for Austinites to thrive and more specifically embrace the socio-economic, mental and physical health of BIPOC and low-income populations**.

Austin is poised to implement ETOD alongside our upcoming generational investment in public transportation. In November 2020, Austinites voted to approve Proposition A, funding the first phase of the Project Connect System. In addition to funding new light rail and improvements and expansions to bus service and commuter rail service, Proposition A also dedicated $300 million dollars to anti-displacement investments for areas near Project Connect. To implement Project Connect, the City and CapMetro created the Austin Transit Partnership (ATP) and set up the Joint Powers Agreement to spell out the roles and responsibilities of each entity. The partners also created the Community Advisory Committee to advise all on topics related to equity and Project Connect, including efforts to curb displacement along the Project Connect system. The 2021 ETOD resolution acknowledges that preservation of existing economic opportunities is as important as the creation of new opportunities.

The 2021 ETOD resolution also calls for an ETOD Policy Plan that leads with equity as a guiding principle to TOD planning and implementation and incorporates context-sensitive strategies centered around affordability, increasing transit ridership, and displacement prevention. Since 2005, nine TOD districts have been adopted into code, but only 3 districts have gone through both planning (Phase 1) and implementation (Phase 2) stages with accompanying Station Area and Regulating Plans. With roughly a hundred future stations anticipated between the Project Connect commuter rail, light rail, and MetroRapid lines, the City of Austin needs to proactively implement ETOD across Austin in order to achieve our community's vision for complete, connected, inclusive communities served by transit. Council also called for the identification of existing policies and code sections needing amendments to support the creation of ETODs citywide. Council envisions the ETOD Policy Plan as a comprehensive high-level framework to incorporate and support ETOD.

Planning History and Impact of Existing TODs in Austin

Expansive growth in the local economy has called attention to systemic inequities that disproportionately affect Black, Indigenous and People of Color (BIPOC) as well as low-income earners. Planners understand that there are foundational components to a good quality of life, such as access to: employment opportunities, affordable housing, affordable healthcare, quality education and childcare services, fresh food choices, and reliable and convenient transportation. These services should be available to all people regardless of socioeconomic status, ability, race or ethnicity, or geographic location. In Austin, we know that there are systemic and longstanding inequities baked into our city through planning, investment, and policy decisions that have produced barriers to economic mobility for BIPOC and low-income communities . Geographic racialized segregation was directly and indirectly incorporated into mortgage lending, real estate practices, and urban planning.

An example of a discriminatory system is the 1928 Plan that designated East Austin as the "Negro district" and ensured that most industrial uses were placed in this area of the city that was seen as less desirable. Before this racialized plan, thriving freedman communities and Latino settlements were dispersed throughout the city. As a result of the 1928 Plan, Black and Brown Austinites not already living in the designated "Negro district" at the time were forced to choose between staying in their established communities without access to basic City services, such as electricity, water, and paved roads, or relocating

to the east side to access segregated services for people of color. The 1928 Plan laid the foundation for later redlining and geographically racialized segregation. More examples of Austin's history of inequitable growth have been documented by the community in the *Nothing About Us Without Us* Report and Racial Equity Anti-Displacement Tool.

This legacy of racialized planning is still embedded in our systems today, and TOD planning in Austin is no exception. Of the nine TOD districts adopted by the Austin City Council since 2005, only three of those districts have gone through the two-phase TOD process: 1) Station Area Plan- Vision Planning, and 2) Regulating Plan- Implementation of Station Area Plan. These districts are Plaza Saltillo, MLK Station, and Crestview Station. An analysis of TOD projects receiving development incentives was conducted for these three existing TOD districts in Austin. This analysis examines **patterns of demographic, commuting and car ownership, parking, and development** trends from 2010 to 2020.
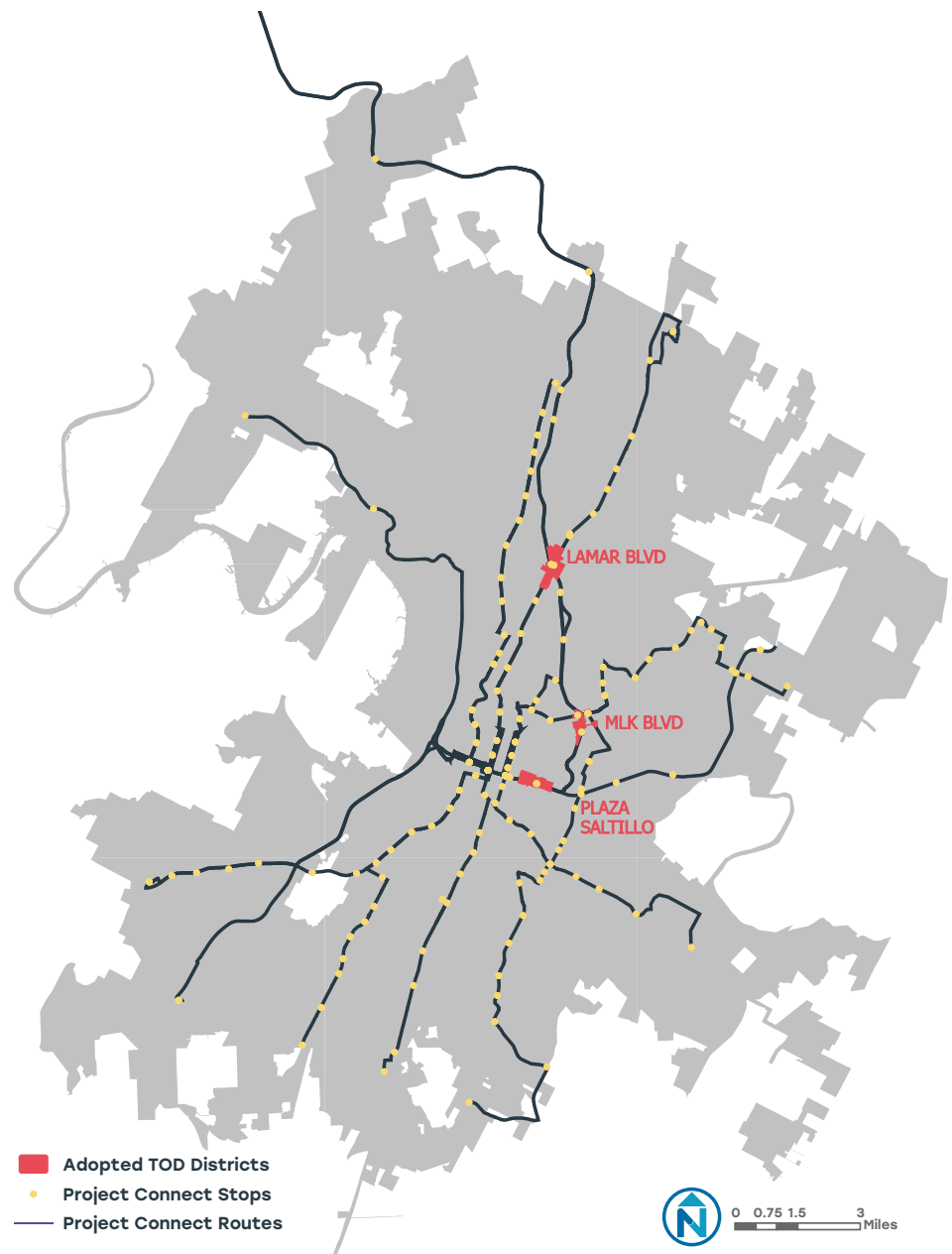
Demographic shifts: Plaza Saltillo and MLK Station are TODs located in census tracts that have historically represented a majority population of Black, Indigenous and People of Color. Where new development has occurred in these TODs, there has been a significant increase in white, high-income populations and an active decrease of BIPOC presence over the last 10 years. Most of the population growth in all census tracts encompassed in these TODs can be attributed to growth of the white population. This demographic shift illustrates the displacement of BIPOC residents, an ultimate indicator of continued racial disparity. The Median Family Income (MFI) has almost doubled and in some cases tripled and households without children now outweigh households with children throughout these census tracts. Demographic shifts in majority BIPOC census tracts are not unique to TODs, but instead correlates to the displacement pattern along the Eastern Crescent, the easternmost boundary of the historic "Negro District."

Commuting and car ownership shifts: TODs are intended to increase transit system ridership and decrease the need to own a personal vehicle. However, transit ridership to work in these census tracts of study has seen significant reduction since 2010, by between 41% and 73%. TODs also aim to include a mix of businesses and services that meet daily needs, so that households can reduce their reliance on a personal vehicle to access opportunities. Correlating with the reduction in overall transit ridership to work is the increased presence of households making over $200,000 and the percentage of people working from home. The average percentage of households without cars has also decreased across all TOD census tracts by 60%.

Parking shifts: TOD development regulations allow for parking reduction in TOD zones, starting at 40% (and with additional participation in mobility program incentives, up to 60%) of maximum possible parking spaces allowed. A survey of site plan review cases in existing TODs reveals that most developers are opting for parking reduction at an average of 28%. Within the context of the stations, Plaza Saltillo TOD has the highest densities and therefore higher levels of parking reduction, with a 42% reduction out of a possible 60%. MLK Station incorporates mid-level densities, and developers have opted for mid-range levels of parking reduction, averaging 27% out of 60%. Lastly, Crestview Station TOD has the lowest density of all TOD zones and in conjunction, the least amount of development projects; consequently, Crestview has the lowest levels of parking reduction at 13% out of 60%. The frequency and rate of parking reduction shows some promise in curbing residents' reliance on personal vehicles, but there is more to be done to make it feasible for more Austinites to make the shift to riding public transit.

Development shifts: In all TOD census tracts in this study, between 24-36% of the total housing units have been built since 2010, an indication that increased allowable density has generated more housing units in these TOD zones. Approximately 1,800 units, or 28% of all housing units that were built in these TODs since 2010, are income-restricted affordable housing. While Austin TOD projects have increased access to housing near restaurants, retail, offices, and entertainment, they have not been as successful so far at incorporating services that provide daily needs like laundry, childcare, healthcare, and family support services. This indicates that despite the increased construction of affordable housing and market-rate housing, structural and systematic barriers remain because TODs have not been developed with the needs of families with children, BIPOC, or low-income populations in mind.

TODs have provided the foundation for increased connectivity with better access to jobs, housing, and commercial uses to make Austin a more livable city that supports multimodal transit and walkability. The City of Austin has committed to leading with equity and inclusion of diverse populations and acknowledges that **traditional TODs are not effectively mitigating potential harms to BIPOC and low-income earners**. By approaching TOD through an equitable lens, Austin's ETOD framework will better address the racial and socioeconomic disparities by which our low-income earners and communities of color have been burdened.
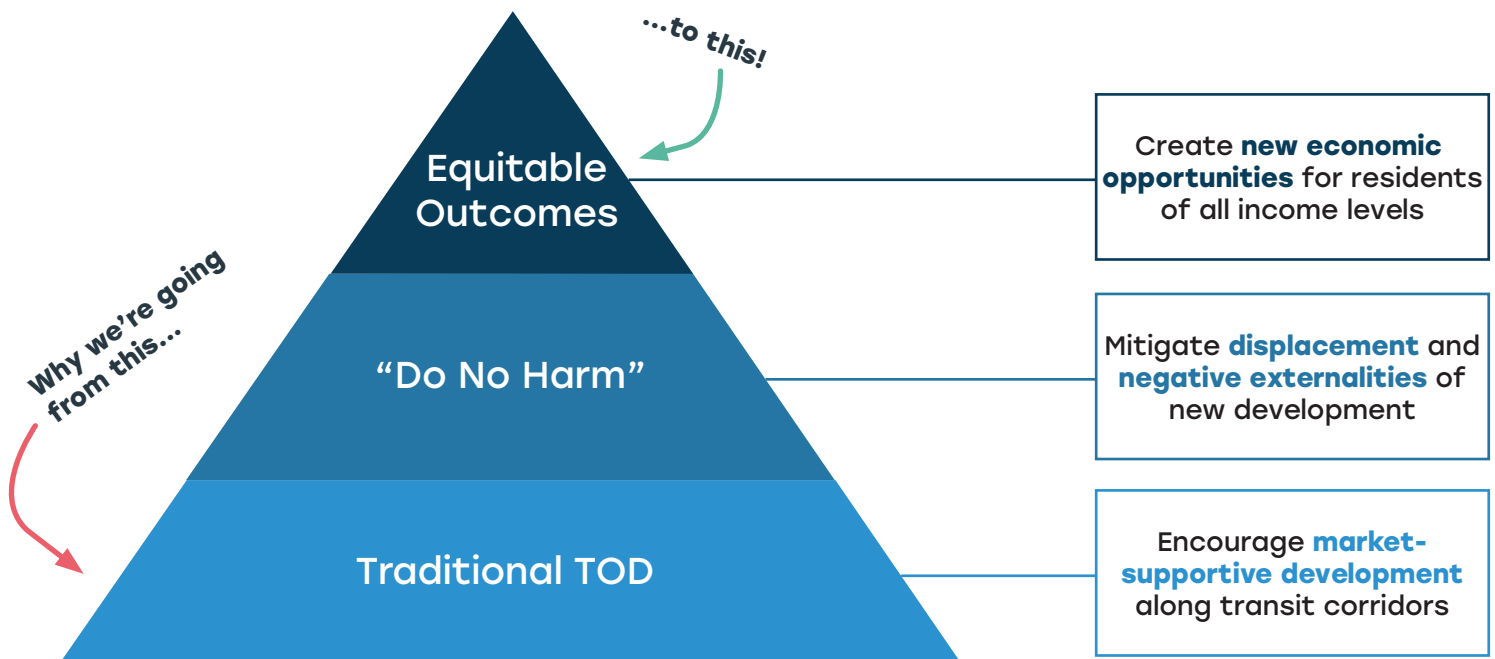

Adopted TOD Districts
Project Connect Stops
Project Connect Routes

Adding the "E" to TOD

The City of Austin, CapMetro, and the community have produced policy frameworks to achieve the equitable outcomes enabled by Project Connect. These frameworks all were foundational in figuring out how to move from traditional TOD to ETOD in Austin.

CapMetro ETOD Goals: CapMetro has articulated ETOD goals around providing reliable and accessible transportation, increasing housing options at diverse price points, supporting small businesses, creating new jobs, and improving public spaces.

City Council ETOD Goals: Council passed the June 2021 ETOD resolution with roughly 30 goals centered on many important aspects of equitable development, including housing affordability, racial equity, cultural preservation, anti-displacement, density, neighborhood connectivity, urban design, and placemaking. The City's Strategic Direction 2023 states, "to advance equitable outcomes, the City of Austin is leading with a lens of racial equity and healing. Race is the primary predictor of outcomes, and it is time to recognize, understand and address racism at its various levels: personal, institutional, structural and systematic."

Racial Equity Anti-Displacement Tool: The City worked with community members to create the *Nothing About Us Without Us* Report and Racial Equity Anti-Displacement Tool ("Racial Equity Tool") to inform the use of $300 million voter-approved anti-displacement fund accompanying Project Connect. The Racial Equity Tool was created to guide policy, planning, and program decisions and inform how the $300 million fund should be spent, in recognition of the history of racially discriminatory practices in Austin, including disinvestment in infrastructure, under-resourced schools, and restrictions on commercial and residential lending. The Racial Equity Tool represents a commitment from the City of Austin, Austin Transit Partnership, and CapMetro to work with communities at risk of displacement, equitably deliver transit projects, implement structures of transparency for Project Connect, and track progress and barriers towards equity goals.

Pyramid diagram. From bottom to top: **Traditional TOD** — Encourage **market-supportive development** along transit corridors. **"Do No Harm"** — Mitigate **displacement** and **negative externalities** of new development. **Equitable Outcomes** — Create **new economic opportunities** for residents of all income levels. Annotations: "Why we're going from this..." (pointing to bottom) and "...to this!" (pointing to top).

Achieving equitable outcomes through ETOD requires a holistic approach to transit investments that considers and addresses how transit infrastructure intersects with systemic racism, housing affordability, small business interests, economic opportunity, education, and health. This approach builds upon the priorities outlined within the Racial Equity Tool by presenting strategies that directly support the needs of Austin's BIPOC communities.

The need for equity in the planning process has to be considered at each step:

TOD Planning Stage	Traditional TOD	Equitable TOD
Community Engagement	Presents conceptual designs at community meetings **once developed** by the planning team.	Engages impacted communities **prior to design** to **identify priorities** that directly shape ETOD vision.
Demographic Analysis	Identifies the **socioeconomic characteristics** of **residents and businesses** within the station area.	Disaggregates demographic data to identify **communities most likely impacted** by new transit.
Market Analysis	Quantifies the **market demand** for new residential and commercial development in station areas.	Establishes opportunities for **public and private investment** in housing options and small businesses.
Land Use Strategy	**Maximizes density** and encourages mix of uses **to boost walkability and ridership**.	Translates **public goals** for **affordable housing and community facilities** into land use policies.
Joint Development	Partners with developers that **maximize long-term revenues** for the transit agency.	Prioritizes partners that **maximize social benefits** in line with **community goals** with community oversight.
Value Capture Financing	Supports investments in **transit infrastructure** and **private development** around stations.	Requires **community benefits** for new development that receives funding, **driven by community input**.

2

ETOD
Goals

Approach to ETOD Goal Development

An essential component of implementing effective ETOD is a shared vision and set of objectives. CapMetro undertook a three-step process to create six goals that will guide the project's ETOD framework throughout this historic investment.

Building on Existing Frameworks: The Austin City Council ETOD Goals and the *Nothing About Us Without Us* Report and Racial Equity Anti-Displacement Tool were essential frameworks to inform the creation of the goals.

Learning from Other Cities: Leading ETOD strategies emphasize the importance of collaboration and alignment between transit agencies and municipalities. As an example, effective ETOD requires transit-friendly zoning; in Austin, as in other places, the city controls the zoning while the transit agency provides transit service. Cooperation between CapMetro, the City of Austin, and the Austin Transit Partnership in the development of ETOD

goals and priorities has enabled the strengthening of a unified front to guide the development and implementation of the strategies included in the toolkit.

Listening to Public Engagement: We drew from the initial community engagement process to develop a set of ETOD goals we felt were reflective of what the community was telling us. In the following round of engagement, we asked the community if these goals would directly impact their communities in the way they needed support and lead towards equitable outcomes. We heard overwhelming support for the ETOD goals.

This iterative process resulted in the following six goals for ETOD in Austin:

Goal 1: Enable all residents to benefit from safe, sustainable, and accessible transportation

We seek to provide easily accessible, high-quality, reliable transportation that meets the travel needs of existing and new riders. This includes evaluating current transit networks and ridership to determine service gaps and expand the transit service network.

Goal 2: Help close racial health and wealth gaps

This strategy includes (but is not limited to): providing supportive workforce programs, securing affordable housing options easily accessible to employment opportunities, incentivizing commercial uses that provide healthcare and food/grocery options, sustaining the growth and development of small businesses, and empowering homeowners and tenants with legal counsel and funding to strengthen housing stability.

Goal 3: Preserve and increase housing opportunities that are affordable and attainable

Our current and future anti-displacement interventions are aimed at protecting existing affordable housing options at risk of redevelopment due to new transit investments. In addition to preservation, we seek to bolster new affordable housing developments that align with existing and future transit-supportive networks.

Goal 4: Expand access to high-quality jobs and career opportunities

Increasing opportunities for economic prosperity includes providing access to better employment options that, at a minimum, provide a living wage. Successfully achieving this goal would reduce the likelihood that a household will be cost-burdened by housing costs, which are often a household's largest expense.

Goal 5: Support healthy neighborhoods that meet daily needs

Transit-Oriented Developments are most successful when they incorporate commercial, residential, and public uses that support daily household activities such as food shopping, health care visits, outside recreation and gathering, and access to educational opportunities.

Goal 6: Expand Austin's diverse cultural heritage and small, BIPOC-owned, and legacy businesses

This strategy works in concert with Goal 2 to embrace the diversity of businesses that are invited to participate in Transit-Oriented Developments. The invitation includes ensuring that lease spaces are affordable and attainable. We seek to help build operating capacity for businesses that struggle in a high-value real estate market.

3 Station Area Typologies & Planning Priorities

Typologies Background

Policies and investments that help Austin achieve its ETOD goals will look different in different station areas given the range of existing conditions, needs, and trends across the diverse communities along the Project Connect system. Typologies help group each station according to shared characteristics, allowing policymakers to tailor policy tools to address the needs of each station area and ensure that every station contributes to improved outcomes for existing and future residents across the system.

CapMetro's 2016 TOD Priority Tool provided a foundation for planning and investment strategies around transit stations. Based on a wide range of metrics, each station that the tool included was given a TOD Place Typology and a TOD Readiness Score. The two scores provided an overall profile for the current state of a station area relative to its transit-supportive density within the larger urban network.

The new approach to ETOD typologies differs from the existing TOD typologies due to its focus. The 2016 typologies primarily focused on the built environment, with categories such as location, connectivity, land use, urban form, and intensity. While the built environment is also considered in the new iteration, the new ETOD Typologies focus on the closing the racial health and wealth gap by increasing economic opportunities within a station area. The ETOD Typologies embed indicators related to equitable outcomes like displacement risk as well as population and job growth to characterize a station area in relation to achieving equitable outcomes for the neighborhood. Extensive data for all the station areas in Project Connect were collected through the ETOD Study, including a **systemwide existing conditions** analysis that can be accessed online.

Unlike the 2016 TOD Priority Tool, ETOD acknowledges that the communities near each station are dynamic places that may require different policy interventions as they evolve. ETOD also shifts the focus of policy recommendations to focus less on place-specific outcomes and focus more on outcomes for people – especially the people that already live near future transit stations. The typologies use indicators from readily available and constantly updated data from the US Census Bureau, allowing us to reevaluate typologies every five years and adjust policy recommendations to respond to community needs in a timely way..

The ETOD typologies differentiate station areas primarily based on outcomes for the first two community-identified goals for ETOD:

Goal 1: Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation

Goal 2: Help to Close Racial Health and Wealth Gaps

These Typology Indicators tie closely to land use policy recommendations within the station areas. The ETOD Priority Tool also identifies priorities for meeting the community's other four ETOD goals by including eight Complete Community Indicators that identify opportunities to expand affordable housing, high quality job opportunities, community services, infrastructure improvements, and opportunities to maintain cultural preservation within each station area.

People

Population

Displacement Risk

Jobs & Businesses

Places

Urban Fabric

Real Estate Market

Mobility

Elements of the ETOD Station Typologies

We use three typology indicators to differentiate between station areas. Station areas are defined as the area within a ½ mile radius of each station, which is roughly equal to the average distance a person can walk or roll within 10 minutes.

Indicator 1: Existing Population

The first indicator represents ETOD Goal #1, which seeks to maximize the number of Austin residents that benefit from the transformational mobility investment made by Project Connect. Measuring the existing population within each station area helps identify which stations already serve a high number of Austinites and which stations should accommodate more residents in order to see the full transit system succeed.

This Indicator measures existing population density in the station areas and compares that to the Federal Transit Administration's capital improvement grant program rating criteria to determine whether existing population density is meeting certain scoring thresholds

Indicator 2: Displacement Risk

The second indicator represents ETOD Goal #2, which seeks to address historic racial inequities that have led to health and wealth gaps across the community. We use the City of Austin's Displacement Risk Index to identify stations where there are higher concentrations of vulnerable populations that are either experiencing active displacement or are vulnerable to displacement due to both demographic characteristics and market pressure.

Understanding a station area population's displacement risk allows policymakers to build in sensitivity for policy recommendations to make sure that the burden of growth does not fall disproportionately on communities that have already faced the brunt of displacement that has occurred across the city. It also helps prioritize policies aimed to mitigate and reverse displacement and expand access to affordable housing in the station areas where it is most urgently needed.

The City of Austin's Displacement Risk Index classifies Census tracts within the City of Austin into four categories of displacement risk:

- *Active:* Vulnerable populations present, active demographic change, accelerating or appreciating housing market.

- *Vulnerable:* Vulnerable populations present, no significant demographic change, some tracts are near or contain high-value and high-appreciation areas.

- *Chronic:* Vulnerable populations have been displaced, significant demographic change has occurred, the housing market is high-value and appreciated.

- *Historical Exclusion:* These areas have historically excluded vulnerable populations and are not subject to gentrification and displacement in the same ways.

Active and vulnerable displacement areas have the highest risk of displacement for BIPOC and low-income communities, while chronic and historically exclusive areas represent lower risk of displacement and are reflective of discrimination against these marginalized populations. We therefore use the percent of the total population within each station area that live within Active and Vulnerable displacement risk tracts to determine the station area's overall displacement risk indicator

Indicator 3: Recent Population/Job Growth

The final indicator represents a combination of ETOD Goals #1 and #2 and reflects the recent growth trends for both population and jobs within a station area in the previous 10 years. This indicator provides policymakers with a sense of which station areas have seen the market respond to both development pressure and availability of land use entitlements in recent years. This indicator provides CapMetro, ATP, and the City of Austin with a sense of where development is most active currently to help prioritize real estate actions related to building public assets – including public investments in community priorities such as affordable housing.

The ETOD Priority Tool compares individual station-level growth in both population and jobs to the growth rate of all station areas over the same time period to determine which stations grew faster or slower than the study area overall.

Additional Considerations

In addition to the three indicators that determine Austin's ETOD typologies, CapMetro has also identified two other considerations for tailoring policy recommendations to specific station areas.

- *Transit hubs:* the ETOD Priority Tool acknowledges that some stations will play an outsized role in connecting many elements of the Project Connect system together. The tool identifies stations where more than one Project Connect service meet OR where major local bus connections are made as Transit Hubs. Transit hubs are integral in building connectivity for multimodal transportation networks and policy interventions are needed to help meet the needs of these important destinations.

- *Special stations:* the ETOD Typologies are determined by indicators based almost entirely on demographic information from the US Census. Stations such as the Austin airport station (AUS) are special in that there are no households within a ½ mile buffer of the station area. These stations serve a unique function in the regional transportation system and are therefore not classified into any of the eight typologies developed for the ETOD Priority Tool. Policy tools in these station areas are tailored to the specific needs of the destination served (in the case of AUS, policy tools related to employment opportunities or first/last mile connective services are proposed to ensure connectivity to and from light rail).

Austin's ETOD Typologies

If a station has...	...and is...	...and has experienced...	...its ETOD Typology is:
More Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	**Rapid Change**	**Include** low-income households and communities of color as development occurs
More Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	Slow Change	**Extend** benefits from new development to low-income households and communities of color
Fewer Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	**Rapid Change**	**Encourage** affordability as development occurs
Fewer Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	Slow Change	**Initiate** development to expand affordability
More Residents Today	**Vulnerable to or Experiencing Displacement**	**Rapid Change**	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development
More Residents Today	**Vulnerable to or Experiencing Displacement**	Slow Change	**Support** sensitive development while protecting low-income households and communities of color
Fewer Residents Today	**Vulnerable to or Experiencing Displacement**	**Rapid Change**	**Align** policies to provide affordability as development occurs
Fewer Residents Today	**Vulnerable to or Experiencing Displacement**	Slow Change	**Secure** affordability with sensitive development

Mode

Rail

Bus

Include low-income households and communities of color as development occurs

Extend benefits from new development to low-income households and communities of color

Encourage affordability as development occurs

Initiate development to expand affordability

Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development

Support sensitive development while protecting low-income households and communities of color

Align policies to provide affordability as development occurs

Secure affordability with sensitive development

Include low-income households and communities of color as development occurs

More Residents Today / Historically Exclusionary or Less Vulnerable to Displacement / Rapid Change

These station areas already are home to many people, have high population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should take advantage of the change occurring today to enable even more community members, especially low-income households and communities of color, to access existing services and opportunities while incrementally growing with more housing units for all income levels.

Example Stations: Berkman/Mueller (Expo Line), Bennett (Gold Line), Broadmoor (Red Line), Congress Ave (Blue Line)

Extend benefits from new development to low-income households and communities of color

More Residents Today / Historically Exclusionary or Less Vulnerable to Displacement / Slow Change

These station areas already are home to many people, have low population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should initiate change that enables even more community members, especially low-income households and communities of color, to access existing services and opportunities while incrementally growing with more housing units for all income levels.

Example Stations: Wheless (Expo Line), Cherry Creek (Burnet/Menchaca Line), Texas Memorial Stadium (Gold Line), UT Mall (Orange Line)

Encourage affordability as development occurs

Fewer Residents Today / Historically Exclusionary or Less Vulnerable to Displacement / Rapid Change

These station areas are not home to as many people today, have high population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should take advantage of the change occurring today to maximize community benefits in redevelopment and infill opportunities and increase the number of people who can afford to live here, especially low-income households and communities of color.

Example Stations: Goodnight Ranch (Pleasant Valley Line), Brodie (Oak Hill Line), MLK Jr (Red Line), Rainey (Blue Line)

Initiate development to expand affordability

Fewer Residents Today / Historically Exclusionary or Less Vulnerable to Displacement / Slow Change

These station areas are not home to as many people today, have low population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should initiate redevelopment and infill opportunities that maximize community benefits and increases the number of people who can afford to live here, especially low-income households and communities of color.

Example Stations: Jones/Jentch (Burnet/Menchaca Line), Robert Dedman/UT East (Gold Line), Howard (Red Line), SoCo (Orange Line)

Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development

More Residents Today / Vulnerable to or Experiencing Displacement / Rapid Change

These station areas are already home to many people and have high population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should take advantage of the change occurring today to protect existing residents at risk of displacement, preserve existing affordable housing units, and increase access as needed to services, and opportunities that enable community members to thrive.

Example Stations: Elmont (Pleasant Valley Line), Crossroads (Burnet/Menchaca Line), Lakeshore (Blue Line), North Lamar Transit Center (Orange Line)

Support sensitive development while protecting low-income households and communities of color

More Residents Today / Vulnerable to or Experiencing Displacement / Slow Change

These station areas are already home to many people, have low population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. As growth occurs, ETOD efforts should protect existing residents at risk of displacement, preserve existing affordable housing units, and increase access as needed to services, and opportunities that enable community members to thrive. Any development taking place in these areas should be limited and in-line with supporting stabilization efforts (e.g., housing developments within CLTs and/or long affordability periods).

Example Stations: Northeast (Expo Line), Sheringham (Pleasant Valley Line), Faro (Blue Line), Rundberg (Orange Line)

Align policies to provide affordability as development occurs

Fewer Residents Today / Vulnerable to or Experiencing Displacement / Rapid Change

These station areas are not home to as many people today, have high population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should take advantage of the change occurring today to maximize community benefits in redevelopment and infill opportunities to increase the number of people who can afford to live here, while protecting existing residents at risk of displacement.

Example Stations: Expo Center (Expo Line), North Ops (Burnet/Menchaca Line), Oltorf (Orange Line), Springdale (Green Line)

Secure affordability with sensitive development

Fewer Residents Today / Vulnerable to or Experiencing Displacement / Slow Change

These station areas are not home to as many people today, have low population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should prioritize protecting existing residents at risk of displacement, and on identifying redevelopment and infill opportunities to increase the number of people who can afford to live here.

Example Stations: Uray (Expo Line), ACC Eastview (Pleasant Valley Line), Colony Park (Green Line), Loyola (Green Line)

Station Area Planning Priorities

The ETOD Typologies described above group station areas by shared characteristics to suggest appropriate policy tools, but the typologies do not prescribe which stations the City should prioritize for detailed station area planning services. To meet the goals of ETOD, it will be important to prioritize planning across a number of station areas with different characteristics and needs.

Importantly, detailed station area planning is not the only way the City and its partners will implement ETOD in Austin. Funding and investments, including the $300 million in anti-displacement funds, are not being prioritized through the method described below but rather are following a community engagement process led by Project Connect's Community Advisory Committee (CAC) that allows community members and particularly those more vulnerable to displacement to inform how the Project Connect anti-displacement funds should be allocated for the next three years. Additionally, some of the tools in the Policy Toolkit will need to be implemented citywide and have also been identified in the Action Plan as important next steps to achieving our goals.

When conducting future ETOD station area planning processes, **staff will work with the community to understand how the various tools in the ETOD Policy Toolkit should be implemented in a context-sensitive way**. For instance, in areas with many naturally occurring affordable housing units and populations vulnerable to displacement, the focus of planning would be to stabilize existing residents and connect them with programs to help them remain in place. In other station areas, the focus of planning might be on incentivizing more affordable housing units, more housing units in general, and/or opportunities for affordable commercial space or other community services like childcare. The eight typologies described above will help provide direction for where the work of planning should start from, but every station area will face unique challenges and opportunities in implementing ETOD and future planning therefore cannot be a one-size fits all approach.

First-Year Station Area Planning Approach and Special Considerations

The first set of stations that will receive station area planning beginning in 2023 were identified based on their ability to coordinate with ongoing planning processes already in the works for these areas. By coordinating with existing planning efforts already underway and funded, the City can quickly begin applying the ETOD Policy Toolkit in context-sensitive ways at station areas of different typologies and in different parts of the Project Connect System.

CapMetro, through its ETOD Study that the City is a partner on, will initiate station area planning at two important transit hubs, **North Lamar Transit Center and South Congress Transit Center**, in 2023 – both of those stations were excluded from the planning area priority analysis described below. Additionally, City Council has already funded equity-focused planning for the **Northeast Austin District, which includes multiple Green Line and MetroRapid station areas**; the station areas in the Northeast District will receive ETOD-specific planning as part of the larger district plan.

The **Leander station is outside of the City of Austin's jurisdiction and was also removed** since it will be up to that municipality to initiate any changes in that station area. Lastly, the **AUS Blue Line station at the airport was not considered** part of the subsequent planning priority analysis because the station area is within the airport campus and subject to its own planning context and with its own unique regulatory framework. Future station design

at the airport campus or updates to the airport's long-range plans would be led by the airport's planning team.

Future Station Area Planning Priorities Approach

To determine priority for station area planning after the first few stations, the City of Austin staff conducted additional analysis using the following criteria:

- *Criteria 1: Lack of Transit-supportive Regulations:* Station areas that do not yet have transit-supportive regulations should be high priority for planning services because regulations are one of the City's best tools to encourage multimodal transit and allow more people at different income levels to live near transit. To determine station areas lacking in transit-supportive regulations, staff used the City's zoning layer to calculate the share and degree of mixed use and transit supportive zoning districts in each station area and prioritized areas with the least amount of existing transit-supportive zoning.

- *Criteria 2: Presence of City and Cap Metro Owned Land:* Station areas with land owned by the City of Austin and CapMetro should be high priority for planning services because, should it be decided that some of this land is no longer needed for agency operations, these publicly owned sites could be catalysts for increasing ridership and affordable housing. To determine the station areas containing City and CapMetro owned land, staff used 2021 Travis County Appraisal Data, embedded in the parcel ownership map on the ETOD Interactive Conditions Analysis Dashboard, to calculate the share of City- and CapMetro-owned land in each station area and prioritized station areas with larger shares of publicly owned land.

- *Criteria 3: Presence of Underutilized Land:* Station areas with underutilized land should be high priority for planning services because these areas are most likely to redevelop through the private market and planning services can help maximize community benefits in redevelopment and infill opportunities. To determine station areas containing underutilized land, staff used the comparison analysis of land value to improvement value embedded in the Redevelopment Potential map in the ETOD Interactive Conditions Analysis Dashboard. Staff calculated the share of properties that had a high or medium land value cost compared to the cost of the structure built on top of the land and prioritized station areas with larger shares of underutilized land.

Based on the three criteria described above, staff calculated a total score for each station area and assigned a priority level of High, Medium, or Low. The following tables list the station name, line, and typology in order of high, medium, and low priority for both rail and bus rapid transit stations. A complete description of the planning prioritization methodology can be found in Appendix E.

Stations marked as "High" planning priority here should be considered for focused station area planning in the near-term, because City planning interventions could have the highest chances of implementing ETOD in impactful ways. **However, the actual future ETOD Station Area Planning processes will be informed not only by the High/Medium/Low planning priority rating, but also considering available resources and additional factors.** Those factors may include whether we have a chance to collaborate with other partners in an area, as well as balancing planning across a mix of various typologies, between bus and rail stations, and geographically. We may also consider combining multiple station areas along a corridor into a single planning process, as appropriate, in order to implement ETOD.

Rail Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
North Lamar Transit Center	Orange Line	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	**Year 1 Work Plan**
South Congress Transit Center	Orange Line	**Align** policies to provide affordability as development occurs	**Year 1 Work Plan**
Delwau	Green Line	**Secure** affordability with sensitive development	**Year 1 Work Plan**
Loyola	Green Line	**Secure** affordability with sensitive development	**Year 1 Work Plan**
Colony Park	Green Line	**Secure** affordability with sensitive development	**Year 1 Work Plan**
Crestview	Orange Line, Red Line, Burnet	**Encourage** affordability as development occurs	**High**
Koenig	Orange Line	**Encourage** affordability as development occurs	**High**
Tech Ridge	Orange Line Extension	**Encourage** affordability as development occurs	**High**
Fairfield	Orange Line Extension	**Align** policies to provide affordability as development occurs	**High**
Parmer	Orange Line Extension	**Encourage** affordability as development occurs	**High**
Pleasant Valley	Green Line	**Align** policies to provide affordability as development occurs	**High**
McKalla	Red Line	**Encourage** affordability as development occurs	**High**
Highland	Red Line	**Encourage** affordability as development occurs	**High**
Howard	Red Line	**Initiate** development to expand affordability	**High**
Broadmoor	Red Line, Burnet	**Include** low-income households and communities of color as development occurs	**High**
Slaughter	Orange Line	**Encourage** affordability as development occurs	**Medium**
Oltorf	Orange Line	**Align** policies to provide affordability as development occurs	**Medium**
St. Edward's	Orange Line	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	**Medium**

Rail Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
Triangle	Orange Line	**Encourage** affordability as development occurs	Medium
Stassney	Orange Line	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	Medium
Hemphill Park (29th St.)	Orange Line	**Include** low-income households and communities of color as development occurs	Medium
William Cannon	Orange Line	**Include** low-income households and communities of color as development occurs	Medium
Hyde Park (38th St.)	Orange Line	**Initiate** development to expand affordability	Medium
Rundberg	Orange Line Extension	**Support** sensitive development while protecting low-income households and communities of color	Medium
Chinatown	Orange Line Extension	**Align** policies to provide affordability as development occurs	Medium
Masterson	Orange Line Extension	**Support** sensitive development while protecting low-income households and communities of color	Medium
Montopolis	Blue Line	**Support** sensitive development while protecting low-income households and communities of color	Medium
Metro Center	Blue Line	**Align** policies to provide affordability as development occurs	Medium
Faro	Blue Line	**Support** sensitive development while protecting low-income households and communities of color	Medium
Lakeline	Red Line	**Encourage** affordability as development occurs	Medium
MLK Jr.	Red Line	**Encourage** affordability as development occurs	Medium
Plaza Saltillo	Red Line, Green Line	**Align** policies to provide affordability as development occurs	Medium
Springdale	Green Line	**Align** policies to provide affordability as development occurs	Medium

Rail Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
Auditorium Shores	Orange Line	**Encourage** affordability as development occurs	Low
SoCo	Orange Line	**Initiate** development to expand affordability	Low
Government Center	Orange Line	**Encourage** affordability as development occurs	Low
UT Mall	Orange Line	**Extend** benefits from new development to low-income households and communities of color	Low
Rainey	Blue Line	**Encourage** affordability as development occurs	Low
Congress Ave	Blue Line	**Include** low-income households and communities of color as development occurs	Low
Waterfront	Blue Line	**Encourage** affordability as development occurs	Low
Lakeshore	Blue Line	**Include** low-income households and communities of color as development occurs	Low
Travis Heights	Blue Line	**Initiate** development to expand affordability	Low
Riverside	Blue Line, Pleasant Valley	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	Low
Downtown (Convention Center)	Red Line, Green Line, Gold Line, Expo	**Include** low-income households and communities of color as development occurs	Low
Republic Square	Orange Line, Blue Line, Gold Line, Expo and Burnet	**Include** low-income households and communities of color as development occurs	Low
AUS (Airport Campus)	Blue Line	N/A	N/A
Leander	Red Line	N/A	N/A

Bus Rapid Transit Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
Loyola/Johnny Morris	Expo	**Secure** affordability with sensitive development	Year 1 Work Plan
Colony Park Town Center	Expo	**Align** policies to provide affordability as development occurs	Year 1 Work Plan
Purple Sage	Expo	**Secure** affordability with sensitive development	Year 1 Work Plan
Uray	Expo	**Secure** affordability with sensitive development	Year 1 Work Plan
Expo Center	Expo	**Align** policies to provide affordability as development occurs	Year 1 Work Plan
Delco Center	Expo	**Secure** affordability with sensitive development	Year 1 Work Plan
Mission Hill	Pleasant Valley	**Align** policies to provide affordability as development occurs	High
Onion Creek	Pleasant Valley	**Secure** affordability with sensitive development	High
Goodnight Ranch	Pleasant Valley	**Encourage** affordability as development occurs	High
Govalle	Pleasant Valley	**Align** policies to provide affordability as development occurs	High
ACC Eastview	Pleasant Valley	**Secure** affordability with sensitive development	High
Oak Springs	Pleasant Valley	**Secure** affordability with sensitive development	High
Franklin Park	Pleasant Valley	**Align** policies to provide affordability as development occurs	High
North Ops	Burnet	**Align** policies to provide affordability as development occurs	High
Crossroads	Burnet	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	High
Northcross	Burnet	**Encourage** affordability as development occurs	High
Justin	Burnet	**Encourage** affordability as development occurs	High
Southend/Braker	Burnet	**Encourage** affordability as development occurs	High
Ohlen	Burnet	**Support** sensitive development while protecting low-income households and communities of color	High

Bus Rapid Transit Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
Allandale	Burnet	**Encourage** affordability as development occurs	High
Forest Oaks	Burnet Oak Hill Extension	**Encourage** affordability as development occurs	High
Oak Hill Plaza	Burnet Oak Hill Extension	**Initiate** development to expand affordability	High
Old Fredericksburg	Burnet Oak Hill Extension	**Encourage** affordability as development occurs	High
Oltorf East	Pleasant Valley	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	Medium
Easton Park	Pleasant Valley	**Align** policies to provide affordability as development occurs	Medium
Iroquois	Pleasant Valley	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	Medium
Village Square	Pleasant Valley	**Support** sensitive development while protecting low-income households and communities of color	Medium
Oltorf/Burton	Pleasant Valley	**Support** sensitive development while protecting low-income households and communities of color	Medium
Dove Springs	Pleasant Valley	**Support** sensitive development while protecting low-income households and communities of color	Medium
Berkman/Philomena	Pleasant Valley, Expo	**Include** low-income households and communities of color as development occurs	Medium
Airport	Pleasant Valley, Expo	**Include** low-income households and communities of color as development occurs	Medium
Rutland	Burnet	**Encourage** affordability as development occurs	Medium
North Loop	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Oltorf West	Burnet	**Include** low-income households and communities of color as development occurs	Medium

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Bus Rapid Transit Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
Seaholm	Burnet	**Include** low-income households and communities of color as development occurs	Medium
5th/6th & Lamar	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Barton Springs	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Pease Park	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Lamar Square	Burnet	**Include** low-income households and communities of color as development occurs	Medium
45th Street	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Collier	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Menchaca	Burnet	**Include** low-income households and communities of color as development occurs	Medium
24th Street	Burnet	**Include** low-income households and communities of color as development occurs	Medium
Rosedale	Burnet	**Encourage** affordability as development occurs	Medium
Westminster	Expo	**Initiate** development to expand affordability	Medium
Northeast	Expo	**Support** sensitive development while protecting low-income households and communities of color	Medium
Alexander	Expo	**Include** low-income households and communities of color as development occurs	Medium
Cherrywood	Expo	**Include** low-income households and communities of color as development occurs	Medium
Medical School	Gold Line, Expo	**Extend** benefits from new development to low-income households and communities of color	Medium
Robert Dedman / UT East	Gold Line, Expo	**Initiate** development to expand affordability	Medium

Bus Rapid Transit Station Area Planning Priorities

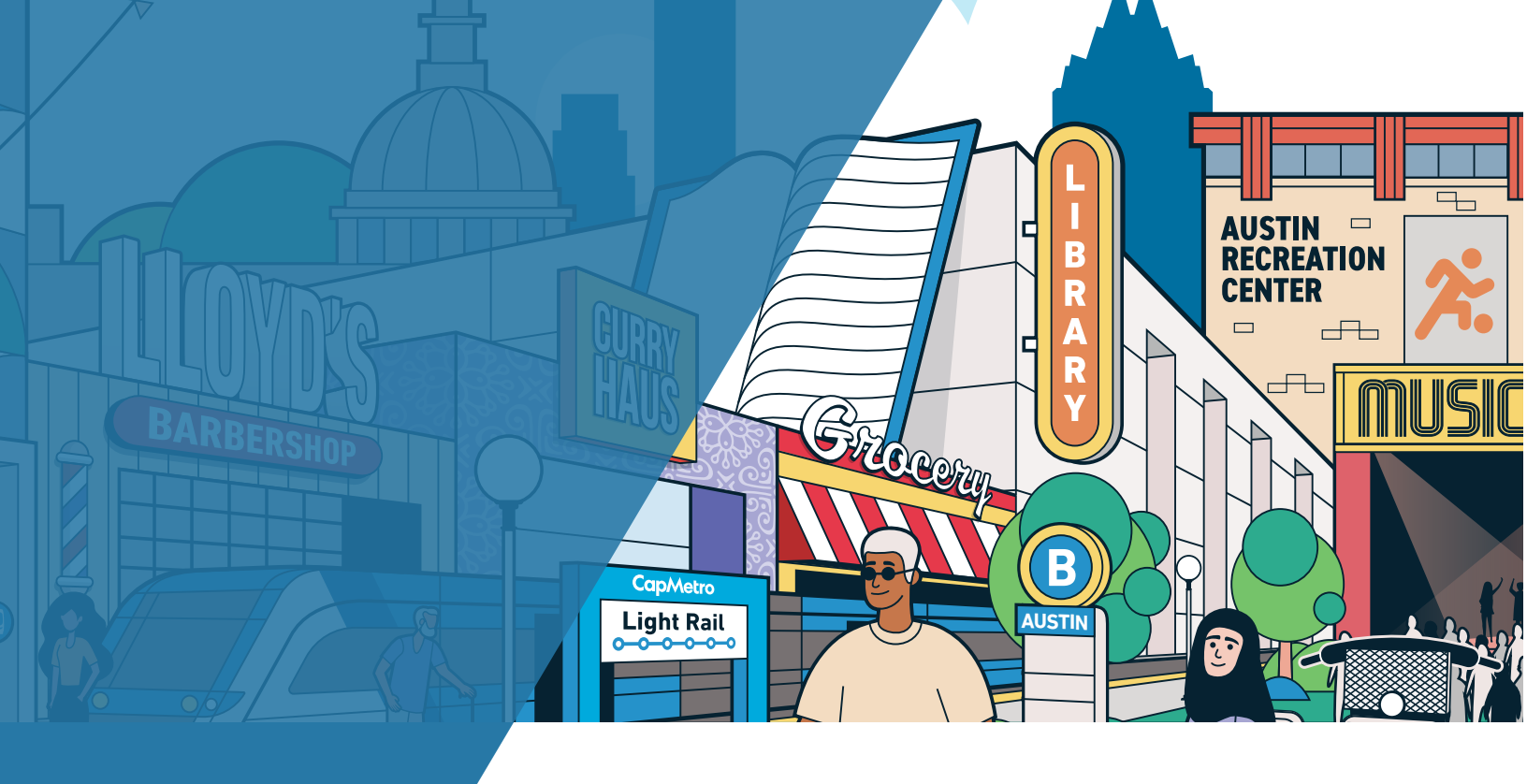| Station Name	Line	Typology	Priority for Planning
Texas Memorial Stadium	Gold Line, Expo	**Extend** benefits from new development to low-income households and communities of color	Medium
Bennett	Gold Line	**Include** low-income households and communities of color as development occurs	Medium
Hancock	Gold Line	**Include** low-income households and communities of color as development occurs	Medium
St. David's	Gold Line	**Include** low-income households and communities of color as development occurs	Medium
Oak Hill	Burnet Oak Hill Extension	**Encourage** affordability as development occurs	Medium
Monterey Oaks	Burnet Oak Hill Extension	**Encourage** affordability as development occurs	Medium
Gaines Mill	Burnet Menchaca Extension	**Initiate** development to expand affordability	Medium
Cherry Creek	Burnet Menchaca Extension	**Extend** benefits from new development to low-income households and communities of color	Medium
Dittmar	Burnet Menchaca Extension	**Extend** benefits from new development to low-income households and communities of color	Medium
Jones/Jentch	Burnet Menchaca Extension	**Initiate** development to expand affordability	Medium
ACC South Austin	Burnet Menchaca Extension	**Encourage** affordability as development occurs	Medium
Westgate Transit Center	Burnet Menchaca Extension	**Encourage** affordability as development occurs	Medium
Berkett	Burnet Menchaca Extension	**Extend** benefits from new development to low-income households and communities of color	Medium
Tanglewood	Burnet Menchaca Extension	**Initiate** development to expand affordability	Medium

Bus Rapid Transit Station Area Planning Priorities

Station Name	Line	Typology	Priority for Planning
Elmont	Pleasant Valley	**Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development	Low
Cesar Chavez	Pleasant Valley	**Align** policies to provide affordability as development occurs	Low
Sheringham	Pleasant Valley	**Support** sensitive development while protecting low-income households and communities of color	Low
Berkman/Mueller	Pleasant Valley, Expo	**Include** low-income households and communities of color as development occurs	Low
Simond	Pleasant Valley, Expo	**Include** low-income households and communities of color as development occurs	Low
Broken Spoke	Burnet	**Include** low-income households and communities of color as development occurs	Low
Castle Hill	Burnet	**Initiate** development to expand affordability	Low
Seton Medical Center	Burnet	**Initiate** development to expand affordability	Low
47th Street	Burnet	**Encourage** affordability as development occurs	Low
Brodie Oaks	Burnet	**Include** low-income households and communities of color as development occurs	Low
Springdale Shopping Center	Expo	**Secure** affordability with sensitive development	Low
Wheless	Expo	**Extend** benefits from new development to low-income households and communities of color	Low
Trinity	Gold Line, Expo	**Include** low-income households and communities of color as development occurs	Low
Capitol East	Gold Line, Expo	**Encourage** affordability as development occurs	Low
53rd Street	Gold Line	**Encourage** affordability as development occurs	Low
Westgate	Burnet Oak Hill Extension	**Encourage** affordability as development occurs	Low
Brodie	Burnet Oak Hill Extension	**Encourage** affordability as development occurs	Low

4

ETOD
Policy
Toolkit

Introduction to the Policy Toolkit

The ETOD Policy Toolkit provides a framework for Project Connect station-area planning and investment so that residents, businesses, and neighborhoods can fully and equitably realize the benefits of transit investment in Austin. The six ETOD goals were integral in shaping the development of the ETOD Policy Toolkit, a set of potential strategies and programs we can use to implement these goals across the station areas.

The Policy Toolkit provides the City of Austin, ATP, and CapMetro team members a set of options to deploy in station areas across the transit network. Different combinations of multiple tools will be necessary in different station areas to achieve our ETOD goals.

The targeted toolkit reflects the Austin context by accounting for the city's distinct public priorities and the feasibility of different tools. The toolkit is split into five sections with specific strategies within each to reflect different essential components of ETOD. The full Policy Toolkit is included in Appendix F. The following descriptions provide a brief overview of each policy tool included in the Toolkit.

Small Business & Workforce Development (9 tools): Business Assistance During Construction; Ongoing Small Business Support; Workforce Development Programs.

Housing Affordability (13 tools): Financing Tools; Land Use Strategies; Homeownership and Tenant Support.

Mobility (10 tools): Transportation Demand Management; Mobility Infrastructure Improvement; Parking Management

Land Use & Urban Design (10 tools): Complete Community Land Use Policies; Development Standards, Incentives, or Regulations; Invest in Public Realm.

Real Estate & Financing Strategies (4 tools): Leveraging Publicly Owned Land; Acquisition Strategies for ETOD; Land Value Capture & Innovative Finance.

Small Business & Workforce Development

Tool	Description
Business Assistance During Construction	
Small Business Construction Interruption Fund	Provide financial assistance to businesses affected by the transit construction through a one-time fund during corridor construction.
Business Relocation Plan	Ensure that businesses along the corridor are made aware of the timeline of construction and corridor impacts and are supported in making a plan for temporary or permanent relocation.
Ongoing Small Business Support	
Small Business Assistance Fund	Expand upon the structure of the City of Austin's small business relief grant and would be available to businesses along the corridor on an ongoing basis to help enhance the longevity of small, independent, and BIPOC-owned businesses.
Affordable Ground Floor Space for Local Businesses & Non-profits	Incentivize developers to provide affordable and favorable ground-floor lease terms for small businesses, non-profits, and community-supporting space as part of the parameters set for future land dispositions led by the City and CapMetro, such as business affordability criteria that is tied to standard ratios of Annual Sales (Revenue) to Annual Rent for target industries. The City can also deploy funds to subsidize local or legacy businesses within ground-floor space.
Business District Merchant Association Support	Form Merchant Associations through Souly Austin to advance community organizing goals, placemaking efforts, and economic growth.
Workforce Development Programs	
Skills-Based and Industry-Specific Job Training & Hiring	Work with large employers to design programs and certifications directly addressing the needs of employers and create a pipeline for students to high-quality local jobs.
Transit Line Construction Apprenticeship Program to Enable Local Worker Participation	Help build and develop the skills needed for transit expansion and create high-quality jobs for the local workforce.
Building Capacity for Small Business Participation in Project Connect Construction And Investments	Expand small business access to Project Connect contracting to help create employment opportunities and ensure the benefits of the transportation construction are felt throughout the local community.
Childcare Grants	Subsidize the costs of childcare for low-income households with parents working a designated number of hours/week.

Housing Affordability

Tool	Description
Financing Tools	
Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing	Support local government agencies, non-profits, and developers to use affordable housing funds to preserve existing affordable housing or acquire land parcels for future residential development.
Land Acquisition for Affordable Housing	Consider opportunities to support future affordable housing development by the City of Austin acquiring property along the transit corridors.
Community Land Trusts & Other Shared Equity Homeownership Models	Create a shared equity programs to facilitate homeownership for low-income households by decreasing the costs of home purchases. There are three main shared equity models in the US: Community Land Trusts (CLTs), Limited Equity Cooperatives, and Deed-Restricted Homeownership.
Abatement-Financed Housing Acquisitions & Joint Ventures	Partner with for-profit and non-profit developers through acquisitions and joint ventures to exempt the property from property taxes in exchange for conversion of units into deed-restricted affordable housing.
Capacity Building for Community Benefits	Evaluate measures to facilitate the establishment of neighborhood and work with community groups capable of negotiating community benefit investments with developers and companies relocating into Austin.
Land Use Strategies	
Voluntary Inclusive ETOD Overlay	Create voluntary inclusive ETOD overlay to provide developers with the opportunity to build projects under alternative standards in exchange for including affordable units.
ETOD Requirements for Accessory Dwelling Units	Streamline permitting and rezoning procedures and promote existing mechanisms for providing low-cost financing for Accessory Dwelling Unit development around the transit corridors.
Soft Density by Right	Legalize the development of soft density (townhomes, duplexes, and triplexes) in single-family districts to increase the number of housing units near employment and transit hubs.

Housing Affordability

Tool	Description
Homeownership and Tenant Support	
Expanded Down-Payment Assistance Funds	Create wealth building and homeownership opportunities through either grants or low-cost loans for first-time homebuyers to help cover the deposit when purchasing a home.
Expanded Home Repair Programs	Expand home repair programs, also known as owner-occupied home rehabilitation, provide grants or low-cost loans to help eligible homeowners make critical home repairs.
Emergency Direct Rental Assistance	Provide relief to low and moderate-income households at risk of experiencing homelessness or housing instability by providing rental arrears, temporary rental assistance, and utility arrears assistance.
Supporting Tenants' Right to Counsel	Help low-income renters hold power over their housing and counter predatory and unjust practices. Actions to support tenants facing eviction include providing low-income tenants access to free legal counsel.
Expansion of Existing Preference Policy	Expand the existing policy to cover all deed-restricted affordable housing units, granting qualifying households facing displacement with preferential access to affordable units in their communities.

Mobility

Tool	Description
Transportation Demand Management	
ETOD Mobility Program (for New Site Users)	Provide mobility benefits and reduce household travel (and housing) costs for ETOD site users, and City of Austin Transportation Department, CapMetro and Movability can collaborate on their implementation.
Legacy Mobility Benefits Program (or Existing People & Businesses within Station Areas)	Develop a legacy mobility benefits programs, similar to a broader ETOD Mobility Plan, to reduce household travel (and housing) costs. Include free or subsidized transit passes, access to ETOD on-site mobility-enhancing amenities, and information, personalized coaching, or marketing about how to use the system and potential destinations.
Enhancing First/Last Mile Service to Stations	Implement programs that help transit riders reach their nearest bus stop or train station, such as bike-share, reduced-cost ride-hailing, or on demand shuttle services.

Mobility

Tool	Description
Universal Basic Mobility Pilot	Create a pilot program covering the cost of a variety of transportation services for qualified households.
Community Car Program	Provide and market car share vehicles to ETOD and legacy site users to help provide more resources for households wishing to utilize new transit as primary mode but needing back-up—essentially making it easier and more feasible for households to go car-free.
Mobility Infrastructure Improvement	
Equitable Station Access Strategy	Develop an equitable station access strategy to shape prioritization and implementation of station access improvements.
Mode Split Goal for Each Station	Identify and track mode split goals for each station area and track via regular surveys.
Parking Management	
Phased Parking Requirement Reduction in ETOD Zones	Create a three-tiered parking reduction plan, starting with the removal of parking minimums, to allow developers to right-size parking to demand in transit-rich areas, increasing the likelihood that projects with more housing and/or more affordable housing or commercial space can pencil. • **Tier 1:** Removing parking minimums altogether for all parcels in defined ETOD areas • **Tier 2:** Implementing a maximum parking cap would be the next step after parking minimums. • **Tier 3:** Counting parking provided in new projects toward floor-area-ratio (FAR) for new projects.
Park and Ride Parking Management	Implement a fee structure for CapMetro's park and ride facilities to manage parking demand and create revenue to reinvest in transit infrastructure.
Shared Parking Requirements/Public Participation Program	Create shared parking program among mixed uses to maximize the use of facilities, typically negotiated through private sector development agreements.

Land Use & Urban Design

Tool	Description
Complete Community Land Use Policies	
Establish Minimum Land Use Intensity of Transit-Supportive Uses	Establish a minimum mix of transit-supportive uses in ETOD station areas to serve people from diverse income groups through an equitable transit overlay zoning district.
Allow More Flexibility in Permitted Ground Floor Building Uses	Expand currently allowable ground floor uses in zoning code beyond retail to allow for other neighborhood services, amenities, and types of businesses.
Development Incentives, Standards, or Regulations	
Establish High Affordable Housing Goals for Publicly Owned Land in ETOD Areas	Mandate a minimum percentage of housing units to be affordable to ensure an inclusive station area on publicly owned parcels.
Reimagining Of Compatibility Requirements	Adjust compatibility requirements in ETOD areas to allow greater heights and densities within the corridor using the Equity Scorecard criteria, as opposed to a relatively simplistic height envelope currently employed.
Incentivize Public Amenities that Improve Community Health and Wellbeing	Evaluate potential incentives (financial or administrative) that could be provided for ETOD projects that design public spaces and public amenities to facilitate community gathering, neighborhood commerce, festivals, and sustainability.
Equity Scorecard for ETOD Projects	Create a transparent and accessible scorecard for City agencies to use for benchmarking proposed development projects against the goals and priorities of Project Connect to provide regulatory considerations like compatibility waivers or the ability to participate in density bonuses in ETOD overlay areas.
Invest in Public Realm	
Provision of Civic Space Around Transit Stations	Anchor transit stations with inviting, vibrant civic spaces that provide flexible areas for a range of activities and instill a sense of pride and belonging for diverse communities.
Engage Community Voices in Public Space Design Process	Establish processes to encourage design elements in station areas celebrating local art, culture, and history.
Context-Specific Bicycle / Pedestrian Infrastructure Design Framework	Avoid a "one size fits all" approach to streetscape design along corridor and at station areas. Design with context in mind instead of forcing the same streetscape facilities into each ROW.
Protection and Promotion of Tree Canopy Cover	Promote the protection of existing tree cover and planting of new trees around Project Connect station areas though land use regulations to reduce street temperatures.

Real Estate Strategies

Tool	Description
Leveraging Publicly Owned Land	
Developer Solicitation & Procurement Framework	Create a standard process for ETOD parcel solicitations and joint development projects, including initial Request for Qualifications, standard Request for Proposal templates, and transaction term sheets.
Strategic Real Estate Portfolio Analysis	Prioritize publicly owned sites for disposition and development and identify the appropriate entity to lead the disposition.
Acquisition Strategies for ETOD	
Land Acquisition Plan	A Land Acquisition Plan would inform the use of funds to prioritize purchases of parcels that are compatible with affordable housing, eligible for funding programs, and attractive to future partnerships with local developers.
Land Value Capture and Innovative Finance	
City-Led Innovative and Gap Financing	Develop a suite of innovative finance tools exist that can be used to help fill funding gaps and allow for public and public-private development to support the community benefits required for ETOD.

For an in-depth review of proposed policy tools, please see Appendix F.
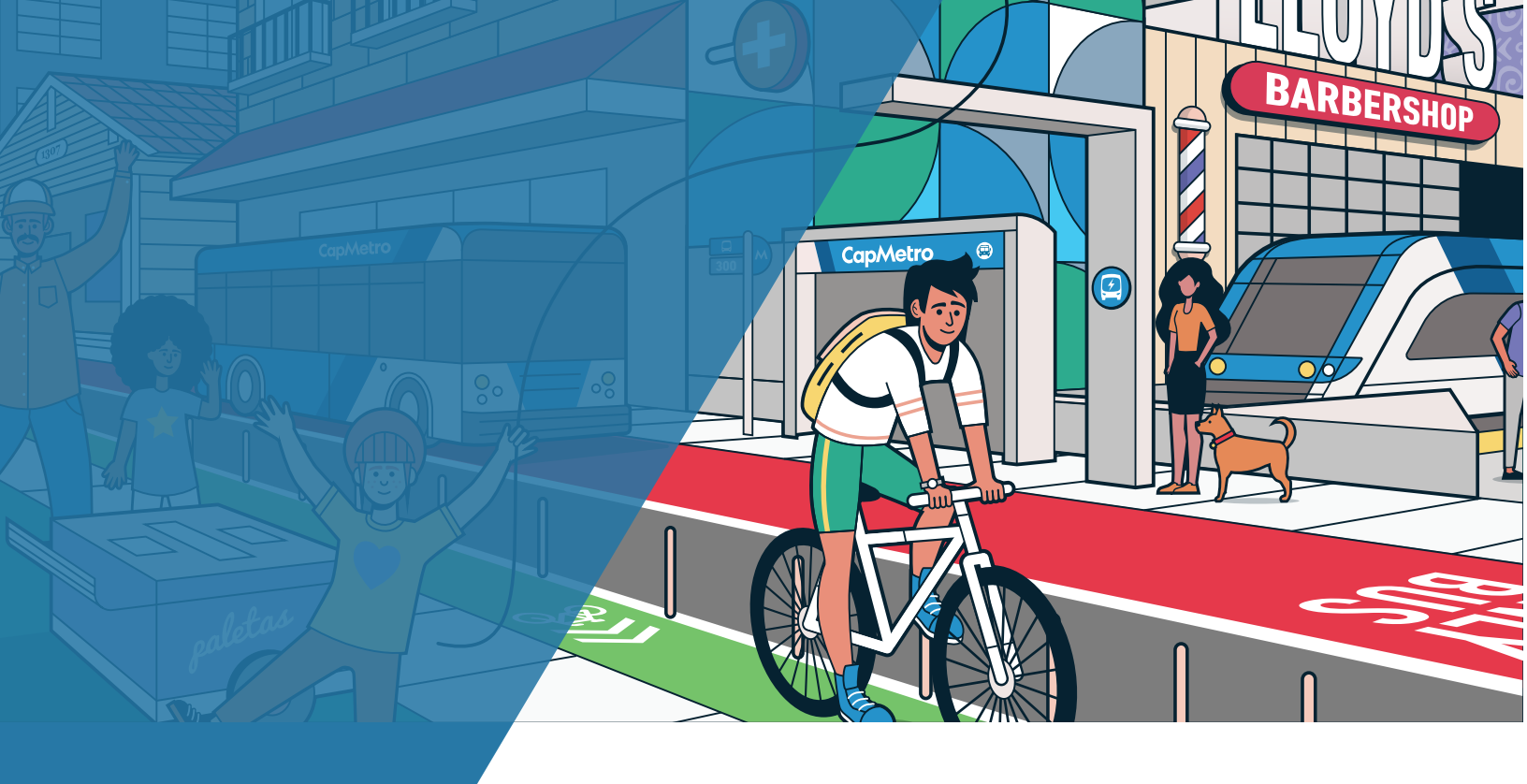
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5 Action Plan and Next Steps

ETOD Action Plan

The Action Plan describes the initiation of policy tools and regulations that will support the implementation of ETOD citywide. As the implementation lead in land use planning and the creation and preservation of affordable housing, the Housing and Planning Department has developed an Action Plan that outlines the next steps needed to realize equitable transit-oriented development in Austin. The Action Plan builds a supportive framework for codifying equitable transit-oriented development in Austin's Land Development Code and incorporating the coordination of financial and programmatic support for various ETOD recommendations. Most of the next steps will be initiated by 2024 and with Council's guidance we can expect the prioritization of proposed next steps to change over time to respond to our community's needs. The items are categorized by immediate, mid-term, and ongoing future steps.

Immediate Next Steps

Analysis of existing density bonus programs (2022-2023)

The purpose of density bonus programs is to leverage the use of development incentives to create income-restricted housing units that are affordable at or below 80% MFI. The Housing and Planning Department will conduct an analysis of the impacts of existing density bonus programs on production of affordable housing units in the vicinity of Project Connect corridors and recommend program enhancements to better align density bonus programs with ETOD. Consultants contracted through CapMetro are currently conducting an analysis to determine the success of density bonus programs in the East Riverside Regulating Plan in generating affordable housing and will deliver a memo to staff with policy and planning recommendations to modify existing regulations. We anticipate briefing the Boards and Commissions on our findings from this analysis.

Related Policy Toolkit Recommendations:
- Voluntary Inclusive ETOD Overlay
- Establish High Affordable Housing Goals for Publicly Owned Land within ETOD Areas

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time
- Consultant services

Initiate regulatory changes to set the stage for ETOD planning citywide (2023-2024)

The initiation of systemwide regulatory changes also comes with updating the recommendations for transit-supportive land uses, establishing ETOD district boundaries, redefining minimum land use intensity thresholds and guidelines; and addressing parking regulations in ETOD station areas. This step includes providing recommendations on potential amendments to streamline and simplify code to incentivize ETOD projects.

Related Policy Toolkit Recommendations:
- Phased Parking Reduction in ETOD Zones
- Reimagining of Compatibility Regulations
- Soft Density by Right

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time
- Consultant services

Immediate Next Steps

Create context-sensitive station area vision plans (2023-onward)

Following the adoption of ETOD Policy Plan by City Council, the Housing and Planning Department in partnership with CapMetro will create two station area vision plans—one for North Lamar Transit Center and one for South Congress Transit Center. Additionally, Project Connect stations within the boundaries of the Northeast Austin District planning area will also receive ETOD station area planning as part of that process, already funded by the City and set to begin in this timeframe. Subsequent station area vision planning will be led by the Housing and Planning Department and based on the Station Area Planning Prioritization detailed on pages 28 and 29. Station Area planning will incorporate multiple cycles of equity-focused community engagement to inform context-sensitive strategies for implementation of ETOD.

Lead Department:
- City of Austin Housing and Planning Department, with CapMetro

Cost:
- Staff time
- Consultant services

Adopt zoning tools to support ETOD (2023-2024)

One of the recommended policy tools is to establish a Voluntary Inclusive ETOD Overlay. Designing an overlay to support equitable transit-oriented development standards can help encourage the production of affordable housing units. Such an overlay can also incorporate preservation tools that protect existing naturally occurring affordable housing properties.

Related Policy Toolkit Recommendations:
- Flexibility in Permitted Ground Floor Building Uses
- Voluntary Inclusive ETOD Overlay

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time
- Consultant services

Incorporate ETOD Policy Plan into *Imagine Austin* comprehensive plan (2023-2024)

The Imagine Austin Comprehensive Plan includes a growth concept map that identifies target corridors and centers for growth. Currently the Comprehensive Plan does mention Project Connect but needs to be amended to reflect the ETOD Policy Plan and show ETOD station areas in relation to identified activity corridors and centers.

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time

Immediate Next Steps

Consult with ETOD implementation leads to identify financing and programmatic support for meeting ETOD goals, including funding and resources gaps (2023-2024)

Facilitate the coordination of equity programming and the alignment of financing tools to support ETOD. The alignment of funding and programming will allow the City to institute necessary protections for residents and small businesses. Identifying funding sources is a key component to ensuring the efficiency and effectiveness of financing and equity programming.

Related Policy Toolkit Recommendations:
- *All Policy Toolkit Recommendations that do not identify the Housing and Planning Department as the implementation lead (tools in the **Small Business & Workforce Development, Mobility, and Real Estate & Finance Strategies** categories)*

Lead Department:
- City of Austin Housing and Planning Department to consult with various other departments and agencies

Cost:
- Staff time

Develop an Equity Scorecard to evaluate proposed ETOD development projects (2023-2024)

The Council's ETOD resolution called for an evaluation of equitable outcomes for ETOD planning areas. The equity scorecard will enable community partners to build the capacity for negotiation of community benefits in ETOD participating development projects. The equity scorecard will be used by the community to check private development proposals against ETOD goals.

Related Policy Toolkit Recommendations:
- Capacity Building for Community Benefits
- Incentivize Public Amenities
- Provision of Civic Space around Transit Stations
- Engage Community Voices in Public Space Design Process

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time

Mid-Term Actions

Consult with ETOD implementation leads to identify financing and programmatic support for meeting ETOD goals, including funding and resources gaps (2023-2024)

This will be a second iteration of this task to support implementation leads with policy tool implementation. This task is instrumental to making sure that programming supports the most equitable outcomes for BIPOC and low-income populations. The Housing and Planning Department will facilitate the coordination of equity programming and the alignment of financing tools to support ETOD. The alignment of funding and programming will allow the City to institute necessary protections for residents and small businesses. Identifying funding sources is a key component to ensuring the efficiency and effectiveness of financing and equity programming.

Related Policy Toolkit Recommendations:
- *All Policy Toolkit Recommendations that do not identify the Housing and Planning Department as the implementation lead (tools in the **Small Business & Workforce Development, Mobility, and Real Estate & Finance Strategies** categories)*

Lead Department:
- City of Austin Housing and Planning Department to consult with various other departments and agencies

Cost:
- Staff time

Monitor station areas with completed vision plans using Toolkit success metrics (2025-onward)

This assessment will provide guidance on how well station areas are performing against indicators that measure racial equity and that are in alignment with our six ETOD goals. This assessment will provide an opportunity for the City to celebrate the victories of successful planning implementation, learn from mistakes, and provide an opportunity to realign with ETOD goals.

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time

Ongoing Actions

Continued public engagement surrounding station area planning (Ongoing)

With each station area vision plan, there will be 2-3 rounds of public engagement. Staff anticipates capacity to take on two station area planning processes each year based on current capacity. Staff will identify, where appropriate, station areas that can be grouped together for implementation of ETOD planning services.

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time (more stations could receive station area planning if additional staff or funding resources were dedicated in future budgets)

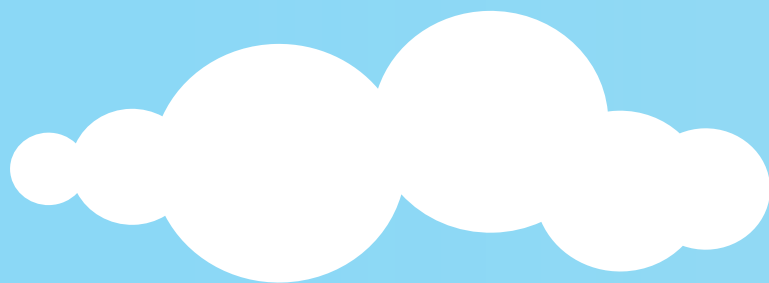## Monitor station areas with completed vision plans using Toolkit success metrics (2025-onward)

The City should evaluate the progress and performance of equitable development planning policies against the success metrics identified with each of the policy planning tools. Success metrics of the policy tools address increasing economic opportunity for BIPOC and low-income populations..

Lead Department:
- City of Austin Housing and Planning Department

Cost:
- Staff time

ETOD Policy Plan - DRAFT