

Equitable Transit-Oriented Development Policy Plan



City of Austin
Public Review Draft - Not Adopted



6

Appendix





A. ETOD Engagement Process

ETOD Engagement Approach

Our community outreach approach was guided by the following set of principles and values to elevate interest, establish trust, and involve the right mix of community voices in a productive and iterative process:

- 1. Inclusive and Diverse:** Participation should be inclusive and available to a variety of demographics, socioeconomic statuses, abilities, languages, and people with other identifying characteristics.
- 2. Transparent:** Transparency helps build trust between the Outreach Team and community members. Community members should be provided with project information and opportunities to shape the ETOD Study instead of reacting to established decisions. A summary of community feedback will also be available on the project's website to promote knowledge sharing.
- 3. Co-Creation:** Engagement in this study should go beyond simply hearing feedback, rather community input will iteratively shape decisions and direction throughout the study. Community members are the local experts and this

process will be designed to respect their time and willingness to share their lived experiences through compensation and open communication channels.

- 4. Engaging:** To make the process interesting, accessible, and relevant, outreach efforts should include multiple ways to interact and provide input. Participatory engagement is meaningful and collaborative, and community members will be included as part of the decision-making process along the way.

We implemented a range of strategies to hear from the community members that have historically been under-represented and disproportionately impacted by racism, disinvestment, and gentrification in Austin. Critical to our engagement strategy was turning up the volume on voices from Austin's BIPOC community, low-income earners, people with disabilities, non-English speakers, transit users and elderly residents. To do this, it meant (1) coming up with targeted methods for reaching those key communities that may be outside of the traditional methods and (2) turning down the volume on voices that traditionally have dominated public engagement forums.

Through the community engagement process, we wanted to know how the community defined equity and how the new station areas could create opportunities to push forward equitable outcomes beyond traditional TOD. Our channels to hear these voices included small, compensated focus groups with residents, community-based organizations and small business owners, online surveys, a public forum, and tabling at existing community events. The project enlisted the assistance of 12 community liaisons called Community Connectors, a diverse, engaged and compensated group of grassroots community members that helped us reach their networks that might have otherwise been missed, such as engaging Austin's STEM sign-language community and a 200-person Indo-American Senior Citizens Association picnic.

Turning up the volume on key community voices meant pivoting our efforts when that goal was not being met. In our initial phase of engagement, we did not gain enough insights from our key community groups. In particular, the public meetings hosted online had over-representation from the public who are regular attendees or those who are already well versed on Project Connect updates. We were not reaching our rider demographics using this platform, which favored those with regular working hours.

However, the first round of focus groups had a better participation rate than public meetings among the elderly, transit riders and BIPOC participants. These insights informed our next round of engagement efforts to invest more time in hosting focus groups.

Later rounds of focus groups continued to prioritize increasing accessibility to engagement. Some focus groups were exclusively in Spanish, some were designed for people who are deaf with ASL interpreters, others were for people who are blind, and for people who are unhoused. Focus groups let us create a safe space for different groups to share their perspectives and focus on their concerns in a way we couldn't have with other methods. Additionally, we hosted a series of tabling events to meet our key communities where they were at and helped bolster their participation in the surveys.

Engagement Takeaways

November 2021-April 2022: Community insights helped shape the direction of the ETOD study throughout the planning process. In our first round of engagement, we heard from the community what challenges they are currently facing in Austin. The resounding challenges we heard in the public survey, public workshop, and focus groups included the following: rising rents for residents and small businesses, difficulty accessing transit, and lack of government execution on the affordability crisis.

May-September 2022: Community Advisory Committee (CAC) and Community Connectors

- Two CAC and Community Connector workshops were held in May with participation from CapMetro, Austin Transit Partnership, and City of Austin team members informed the narrowing down of a larger set of tools based on community priorities. Participants ranked draft tools by their feasibility and impact and recommended tools for removal if their feasibility and impact were both low. For example, a tool for "Shop Local Campaigns" in the Business & Workforce Development was removed from the toolkit after this workshop based on feedback that these campaigns can require extensive resources and do not have the greatest impact compared to other options.

- Subsequent workshops with the CAC and Community Connectors held through September 2022 also informed the addition of tools, such as around tenant and homeowner protections.

May-June 2022: Cycle 2 Community Engagement

- *Public Engagement Survey and Community Focus Groups:* The community survey and focus groups demonstrated support for the six ETOD goals and offered specific policy tools/considerations to include in the Policy Toolkit. In the focus groups, community members raised concerns about accessing affordable housing (especially for families), displacement of local businesses, first and last mile service to stations, and lack of frequent transit service.
- *Real Estate & Development Stakeholders:* HR&A met with 19 local leaders, executives, and experts in the following categories to understand challenges that would mainly inform the Housing Affordability and Real Estate Strategy tools: Market Real Estate Developers (5 meetings), Affordable Housing & Community Service Providers (10 meetings), and Legal & Industry Experts (4 meetings).
- *Small Business Owners:* Small business owners also shared challenges they face finding affordable space and competing for contracts, which helped shape the Business & Workforce Development strategies.

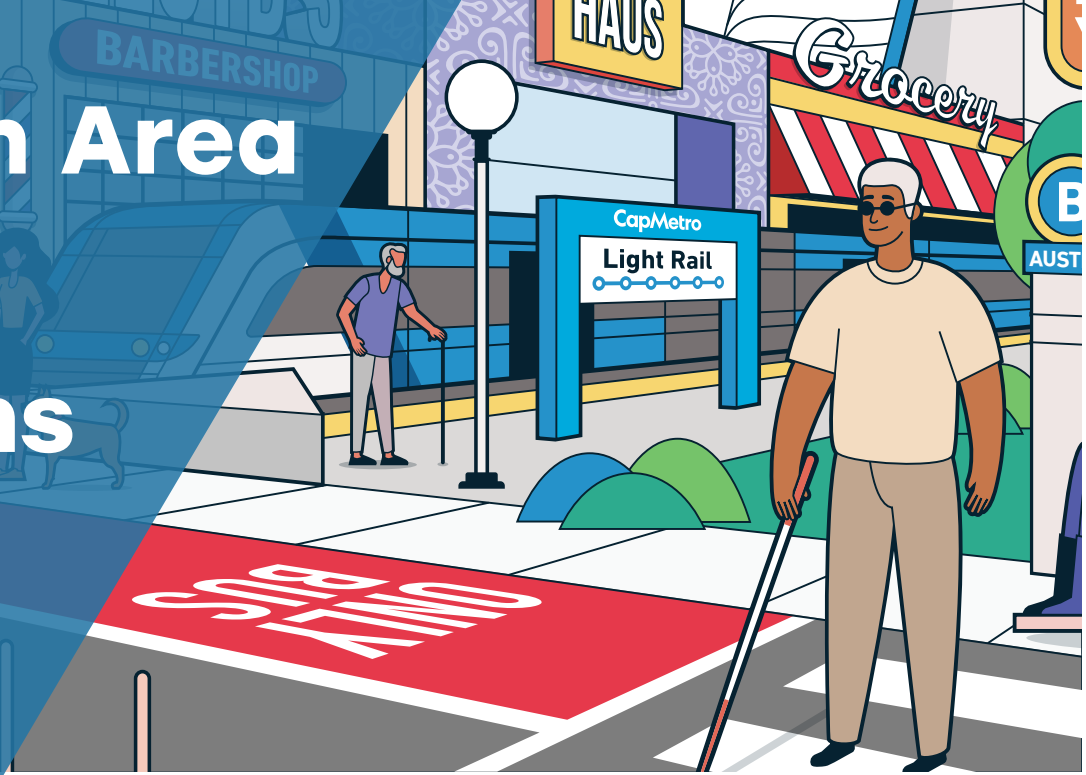
June-July 2022: Proposed Policy Toolkit Implementation Leads

- HR&A conducted conversations with the proposed Implementation Leads identified in the Policy Toolkit to receive feedback on tool descriptions, feasibility, and implementation. These conversations primarily included representatives from CapMetro (Transportation, Facilities Planning, Development and Real Estate), ATP (Equity and Inclusion, Architecture and Urban Design, Development and Real Estate), and City of Austin (Housing and Planning, Economic Development, Transportation, Real Estate and Financial Services). This phase included additional representation from Movability, Travis County Economic Development and Strategic Initiatives (EDSI), and Housing Authority of the City of Austin.

August 2022: Cycle 3 Community Engagement

- Roundtables with developers and real estate stakeholders, small business owners, and other community members have informed the most recent updates to the Policy Toolkit. Participants were shown a list of policy tools and asked to rank them in terms of impact to the community. The roundtable conversation then focused on the top 3-5 ranked tools, gathering input on the design of the tool and the implementation considerations.

B. Station Area Existing Conditions Analysis



The conditions analysis was completed for the Project Connect stations. The conditions analysis explores each of the station areas through six different dimensions grouped into two broad themes: People and Places.

The analysis study area was defined as a ½ mile radius from each station of the full study corridor. The first part of the analysis explored who lives and works in the ETOD study area to better understand the social dynamics that shape the character and trends of the neighborhoods near the stations. This theme was broken into three categories: Population, which described demographic characteristics of corridor residents; Displacement Risk, which detailed demographic and housing concerns that contribute to displacement pressure; and Jobs and Businesses, which explored the different types of employment opportunities available in the corridor. The second part of the analysis explored the physical characteristics of the ETOD study area to establish a framework for understanding the differences in the built environment at different stations. Similarly, this theme was broken into three categories: Urban Fabric, which focused on differences between buildings and land uses within the study area; Real Estate Market,

which explored trends in residential and commercial values and growth throughout the corridor; and Mobility, which detailed the transportation conditions and gaps that exist near each station.

The website provides a summary dashboard that allows viewers to filter the key datasets for each category for the study area as a whole and for individual stations. This includes a summary of:

- Land uses
- Population
- BIPOC Population
- Employment
- Small businesses
- Intersection density
- Block lengths
- Multifamily units
- Average for sale housing prices

The detailed conditions analysis tabs provide descriptions for the results, interactive graphs, maps, and dashboards to allow for a deeper dive into each of the relevant data points analyzed. It provides comparisons to the City of Austin and Travis County, as well as graphs for comparing the stations to one another. The [full conditions analysis website](#) can be viewed online.

C. ETOD Goals Development



The following tables demonstrate the relationship between City Council ETOD Goals as expressed in their June 2021 resolution, Racial Equity Anti-Displacement Drivers from the *Nothing About Us Without Us Report*, and ETOD engagement efforts. All of these sources combined to directly inform the goals in order to reflect the most pressing needs of Austinites from all backgrounds. The ETOD Engagement Process (Appendix A) further details the types of engagement that led to these goals, including focus groups and surveys.

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

City Council ETOD Resolution Goals	Goal O: Support pedestrians, cyclists, and people with disabilities Goal AA: Connectivity with surrounding neighborhoods
Racial Equity Anti-Displacement Tool	Driver 4: Promote transportation mobility and connectivity
ETOD Engagement	Focus Groups & Survey: Many participants cited reasons why public transit is not part of their life including lack of bus shelters, service not frequent enough, long walks to reach service, and inconvenience. Participants in focus groups and surveys recommended supporting more reliable transit with easier walking, biking, and transit options.

Goal 2: Help close racial health and wealth gaps

City Council ETOD Resolution Goals	Goal J: Centering racial equity in economic policy Goal W: Align policies with the Project Connect equity, anti-displacement, and CAC recommendations
Racial Equity Anti-Displacement Tool	Driver 2: Advance economic mobility and opportunity Driver 6: Equitable access to all neighborhoods
ETOD Engagement	Survey: Participants emphasized the priority to focus on outcomes for historically excluded communities.

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

City Council ETOD Resolution Goals	Goals B through G: Preservation and creation of affordable housing
Racial Equity Anti-Displacement Tool	Driver 1: Prevent residential, commercial, and community displacement
ETOD Engagement	Focus Groups & Survey: Participants lamented the rising rents in Austin and lack of actionable solutions to solve the affordability crisis, which have led to housing affordability challenges for both existing and new community members.

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

City Council ETOD Resolution Goals	Goal I: Promote sustainable economic activity
Racial Equity Anti-Displacement Tool	Driver 2: Advance Economic Mobility and Opportunity
ETOD Engagement	Focus Groups & Survey: Participants identified that there is often limited transit access to high-quality jobs and that there should be a focus on increasing access to employment choices. Closely tied with employment opportunities, focus group participants emphasized the limited affordable space for small businesses to thrive.

Goal 5: Support healthy neighborhoods that meet daily needs

City Council ETOD Resolution Goals	Goal Q: Support expansion of pedestrian and bike infrastructure Goals R and S: Encourage active and livable places that serve daily needs
Racial Equity Anti-Displacement Tool	Driver 5: Develop Healthy and Safe Neighborhoods Driver 6: Equitable access to all neighborhoods
ETOD Engagement	Survey: Participants identified that neighborhoods often lack basic services and amenities such as fresh grocery options and expressed a desire to have shorter trips to these daily needs. Access to these amenities was cited as integral to enhancing community health.

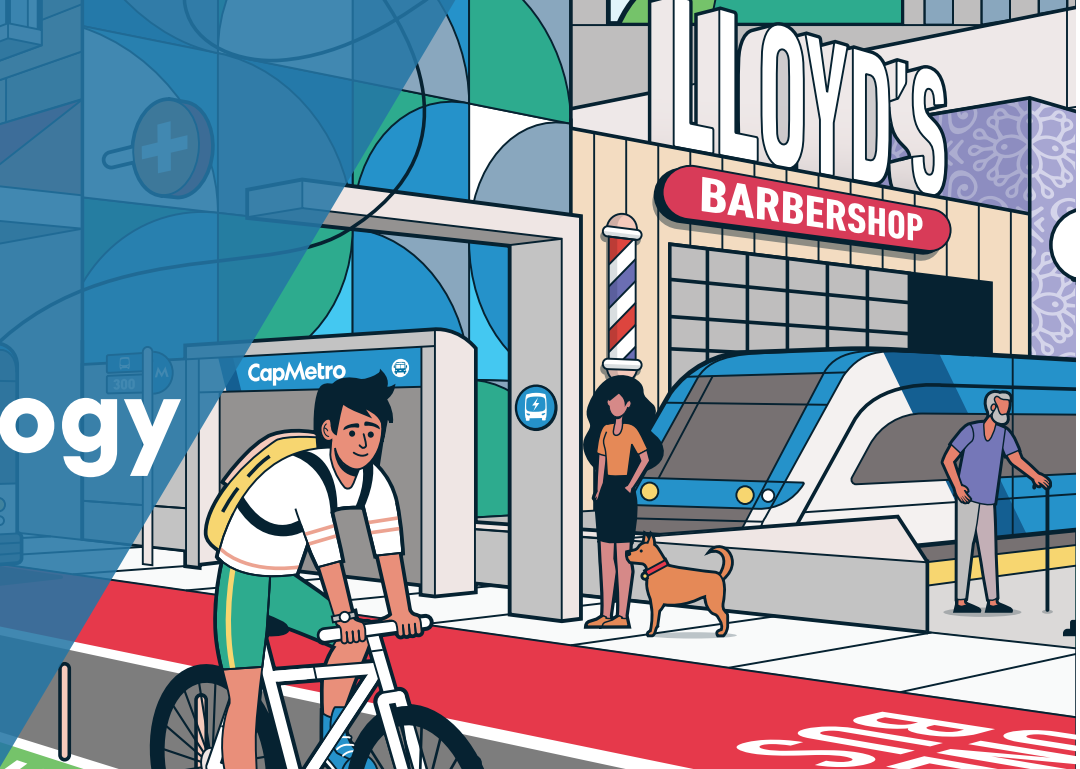
Goal 6: Expand Austin's diverse cultural heritage and small, BIPOC-owned, and legacy businesses

City Council ETOD Resolution Goals	Goal A: Minimize displacement of small businesses and cultural institutions Goal H: Encourage development of affordable commercial space
Racial Equity Anti-Displacement Tool	Driver 3: Build on Local Community Assets
ETOD Engagement	Focus Groups & Survey: Austin prides itself on its rich cultural heritage and participants worried that development uproots existing small businesses and there must be tools preserving small format retail and businesses to help them thrive.

D. ETOD

Typology

Methodology



Elements of the ETOD Typologies

The ETOD Priority Tool uses 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 and visitors.

This indicator not only seeks to support the expansion of mobility access to more people, but to support the operational and financial health of the taxpayer-funded investment of Project Connect. Research shows that population density is one of the chief predictors of ridership on high-capacity transit projects and increasing the use of transit helps the City

of Austin achieve its overall 50% non-Single Occupancy Vehicle (SOV) mode share goal established by the Council-adopted Austin Strategic Mobility Plan.

Additionally, the Federal Transit Administration (FTA) acknowledges this relationship by awarding higher scores for highly competitive Capital Investment Grant (CIG) applications to projects with higher population density – and for applicants who demonstrate that they have made policy changes to increase the number of people that can live near these transit investments. The minimum project justification score FTA will consider for funding a project is Medium, and current land use and transit-supportive policies account for 1/3 of the overall project justification score. Given the importance of federal funding in leveraging Austin voters' local funding commitment to deliver Project Connect, ensuring policy levers are geared towards improving CapMetro and ATP's competitiveness in the federal CIG application process helps taxpayer dollars go as far as possible.

The population indicator acknowledges the difference in capital investment magnitude and federal grant competitiveness between Project Connect’s rail investments and bus investments by using a different threshold for each investment type:

Capital Investment Grant (CIG) Rating	CIG Population Density (People per Square Mile)*	Corresponding Population within 1/2 mile station area	Recommended Applicability for ETOD Typology
High	15,000 and above	11,780 and above	
Medium-High	9,600 to 14,999	7,540 to 11,779	Rail (Orange, Blue, Green and Red Lines)
Medium	5,760 to 9,599	4,525 to 7,539	Bus (Gold Line Initial Investment, MetroRapid Routes)
Medium-Low	2,560 to 5,759	2,010 to 4,524	
Low	Below 2,560	Below 2,010	

**FTA assigns a rating for this criterion based on the average density within the entire project area. The ETOD Priority Tool therefore acknowledges the aspirational goal for each station area to contribute to the overall project’s success.*

This approach results in the following definition for Indicator 1 (Existing Population):

Transit Mode	Indicator 1 Threshold
Light Rail and Commuter Rail Stations	If population 7,540 or greater , station receives a More Residents Today rating
	If population less than 7,540 , station receives a Fewer Residents Today rating
Bus Stations	If population 4,525 or greater , station receives a More Residents Today rating
	If population less than 4,525 , station receives a Fewer Residents Today rating

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. This indicator uses the City of Austin’s Displacement Risk Index to identify stations where there are concentrations of priority 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 susceptibility to change 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 existing residents, while chronic and historically exclusive areas represent lower risk of displacement for current residents. 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.

Transit Mode	Indicator 2 Threshold
All Stations (Commuter Rail, Light Rail, and Bus)	<p>If 45% or greater of the station area’s population falls within an Active OR Vulnerable tract, station receives a Vulnerable to or Experiencing Displacement rating</p> <p>If less than 45% of the station area’s population falls within an Active OR Vulnerable tract, station receives a Historically Exclusionary or Less Vulnerable to Displacement rating</p>

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 typologies compare 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. The sources and years for each component of this indicator are:

- **Population**
 - Source: US Census Bureau, Decennial Census – analyzed at the Census Tract level
 - Years: 2010 & 2020
- **Employment**
 - Source: US Census Bureau, Longitudinal Employer Household Dynamics (LEHD) database – only available at the block level
 - Years: 2010 & 2019 (most recent available)

Overall, the population within ½ mile of rail and bus stations grew by 17% and 17.7%, respectively, from 2010-2020 according to the Decennial Census. Employment within ½ mile

of rail and bus stations grew by 26% and 12.6%, respectively, from 2010-2019 according to the LEHD data. Additionally, because many stations saw much larger percentage growth due to small 2010 population or employment, a minimum numeric growth of 500 people or jobs was used to further isolate high-growth station areas. These numbers provide the thresholds for determining Rapid Change and Slow Change ratings for Indicator 3.

Transit Mode	Population Growth Threshold	Employment Growth Threshold	Overall Indicator 3 Threshold
Light Rail and Commuter Rail Stations	If a station area's population grew faster than the study area growth (17%) AND grew by at least 500 people , station receives a Rapid Change rating	If a station area's employment grew faster than the study area growth (26%) AND grew by at least 500 jobs , station receives a Rapid Change rating	If either a station area's population OR employment growth rating is Rapid Change , station receives a Rapid Change rating
	If a station area's population grew slower than the study area growth (17%) , station receives a Slow Change rating	If a station area's employment grew slower than the study area growth (26%) , station receives a Slow Change rating	But if a station area's population AND employment growth rating is Slow Change , station receives a Slow Change rating
Bus Stations	If a station area's population grew faster than the study area growth (17.7%) AND grew by at least 500 people , station receives a Rapid Change rating	If a station area's employment grew faster than the study area growth (12.6%) AND grew by at least 500 jobs , station receives a Rapid Change rating	If a station area's population OR employment growth rating is Rapid Change , station receives a Rapid Change rating
	If a station area's population grew slower than the study area growth (17.7%) , station receives a Slow Change rating	If a station area's employment grew slower than the study area growth (12.6%) , station receives a Slow Change rating	But if a station area's population AND employment growth rating is Slow Change , station receives a Slow Change rating

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 that suggest modifications to policy interventions to 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 AUS airport station do not serve any residents and 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

Complete Community Indicators

While the Typologies for each station area address the first two goals of the ETOD study to “Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation” and “Help to Close Racial Health and Wealth Gaps”, the Complete Community Indicators correspond to the remaining four ETOD goals. Together with the metrics under the Typologies, these indicators help identify the current state of the station areas relative to key ETOD outcomes, as well as monitor progress towards achieving ETOD’s six goals.

Goal 3: Preserve and Increase Housing Opportunities that are Affordable and Attainable

Primary Metric: Income-Restricted Affordable Units and Naturally Occurring Affordable Housing

Secondary Metric: Percent of Housing Units in Single-Family Structures

The metrics for Goal 3 are the total units including income-restricted affordable units and naturally occurring affordable housing (NOAH) and the percent of housing units in single-

family structures. The former metric represents the affordable housing supply available through regulated prices and supply available without any subsidies. The second metric indicates the primary type of housing inventory in the station area. Data for the first metric comes from City of Austin's Affordable Housing Inventory, which was accessible through the City's open data portal. Data for the secondary metric comes from the U.S. Census Bureau American Community Survey (ACS), 5-year estimates (2014-2019).

Goal 4: Expand Access to High-Quality Job & Career Opportunities

Primary Metric: High Quality Jobs

Secondary Metric: Average Commute Time (Minutes)

The metrics for Goal 4 are the number of high-quality jobs and the average commute time in minutes of a station area. These metrics indicate the accessibility of people's place of work and whether it is an easy commute. The number of high-quality jobs in each station area was collected and mapped using ESRI's Data Axle tool, which collects information on about 13 million private and public US companies. The distinction of high-quality jobs is based on industry. Average commuting time was collected from the U.S. Census Bureau American Community Survey (ACS), 5-year estimates (2014-2019).

Goal 5: Support Healthy Neighborhoods that Meet Daily Needs

Primary Metric: Service Availability

Secondary Metric: Connectivity

Service availability was calculated by determining the number of grocery stores, health clinics, education facilities, and cultural activities within reasonable distance of a station area. Reasonable distance was up to five station areas away without transfer, which was our estimate for a trip that would take 15 minutes or less. This benchmark has been recently used around the world as the standard for accessibility. A formula considered the number of services and the distance of each service to produce an overall score for service availability. Spatial data for services was sourced from the City of Austin Open Data Portal.

Connectivity was calculated by determining a station area's intersection density and level of sidewalk completion. The formula to calculate connectivity took the percentage of a station area's intersection density compared to a gold standard of 330 intersections per square mile. Level of sidewalk completion was the percentage of streets within a station area that have sidewalks (on both sides of the street). Intersection density and sidewalk presence was determined using GIS mapping and the City of Austin Open Data Portal.

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

Primary Metric: Small Businesses

Secondary Metric: BIPOC Population Percent

The metrics for Goal 6 are the number of small businesses and the percentage of the station area's population that are BIPOC. These indicators have a strong correlation with displacement and gentrification and demonstrate a station area's diversity and accessibility for small businesses to thrive. The number of small businesses per station area was collected from ESRI Data Axle, while the percentage of BIPOC population was taken from U.S. Census Bureau Decennial Census.

E. Station Area Planning Priority Methodology



Approach to Planning Priority Rating

The Station Area Planning Prioritization builds off the ETOD Typology methodology described above but adds three additional criteria to inform planning priority. The Planning Priority analysis uses the same station area geography, defined as the area within a ½ mile radius of each station.

Based on the three criteria described below, staff calculated a total score for each station area and assigned a priority level of High, Medium, or Low. The following provides more detail on how scores were assigned for each criterion and developed an overall rating.

Criteria 1: Lack of Transit-supportive Regulations

To determine a score for lack of existing transit-supportive regulations, staff used the City of Austin's current **zoning classification layer** and assigned point values detailed below to each zoning category:

- Zoning districts with the most supportive mixed-use standards were assigned a weight of 1 point. This included all the University Neighborhood Overlay and the East Riverside Corridor.
- Zoning districts with some supportive mixed-use standards were assigned a weight of 2 points. This included current Transit-Oriented Development districts, Vertical Mixed Use, Mixed Use, Central Business District as well as transit-supportive Planned Unit Developments.
- All other zoning categories were assigned the weight of 3 points to indicate the highest need for transit-supportive regulations.

After assigning points, staff calculated a weighted average for each station area by multiplying the weight by size to account for the proportion of the zoning district within the ½ mile area around the station. Then staff assigned an overall score of 1 to 6 based on natural breaks. A high score indicated high priority for station area planning in order to develop more transit-supportive regulations.

Criteria 2: Presence of City- and CapMetro-Owned Land

To determine a score for City and CapMetro-owned land, staff used the 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. Staff summarized the total acreage of City of Austin and CapMetro owned land, removing all parcels identified as parks, golf courses, cemeteries, greenbelts, water, preserves, drainage areas, and resource extraction sites. Based on the total acreage in each station area, staff assigned an overall score of 1 to 6 based on natural breaks. A high score indicated a large share of CapMetro- or City-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.

Overall Rating and Additional Notes

To determine an overall score, staff added the individual scores of each criterion for a total point value of up to 18 and then assigned a rating of high (≥ 11), medium (10-8), and low (≤ 7) based on natural breaks.

The North Lamar Transit Center, South Lamar Transit Center, and all station areas within the Northeast District Plan boundary were removed from this analysis because those stations were identified for planning services as outlined in the Action Plan, 2022-2024 Immediate Next Steps. 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 unique regulatory framework. Future station design at the airport campus or updates to the airport's long-range plans would be led by AUS staff, not ETOD staff.

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	
Delwau	Green Line	Secure affordability with sensitive development	
Loyola	Green Line	Secure affordability with sensitive development	
Colony Park	Green Line	Secure affordability with sensitive development	
Crestview	Orange Line, Red Line, Burnet	Encourage affordability as development occurs	High
Koenig	Orange Line	Encourage affordability as development occurs	
Tech Ridge	Orange Line Extension	Encourage affordability as development occurs	
Fairfield	Orange Line Extension	Align policies to provide affordability as development occurs	
Parmer	Orange Line Extension	Encourage affordability as development occurs	
Pleasant Valley	Green Line	Align policies to provide affordability as development occurs	
McKalla	Red Line	Encourage affordability as development occurs	
Highland	Red Line	Encourage affordability as development occurs	
Howard	Red Line	Initiate development to expand affordability	
Broadmoor	Red Line, Burnet	Include low-income households and communities of color as development occurs	
Slaughter	Orange Line	Encourage affordability as development occurs	Medium
Oltorf	Orange Line	Align policies to provide affordability as development occurs	
St. Edward's	Orange Line	Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development	

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

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	
Government Center	Orange Line	Encourage affordability as development occurs	
UT Mall	Orange Line	Extend benefits from new development to low-income households and communities of color	
Rainey	Blue Line	Encourage affordability as development occurs	
Congress Ave	Blue Line	Include low-income households and communities of color as development occurs	
Waterfront	Blue Line	Encourage affordability as development occurs	
Lakeshore	Blue Line	Include low-income households and communities of color as development occurs	
Travis Heights	Blue Line	Initiate development to expand affordability	
Riverside	Blue Line, Pleasant Valley	Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development	
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	
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	
Purple Sage	Expo	Secure affordability with sensitive development	
Uray	Expo	Secure affordability with sensitive development	
Expo Center	Expo	Align policies to provide affordability as development occurs	
Delco Center	Expo	Secure affordability with sensitive development	
Mission Hill	Pleasant Valley	Align policies to provide affordability as development occurs	High
Onion Creek	Pleasant Valley	Secure affordability with sensitive development	
Goodnight Ranch	Pleasant Valley	Encourage affordability as development occurs	
Govalle	Pleasant Valley	Align policies to provide affordability as development occurs	
ACC Eastview	Pleasant Valley	Secure affordability with sensitive development	
Oak Springs	Pleasant Valley	Secure affordability with sensitive development	
Franklin Park	Pleasant Valley	Align policies to provide affordability as development occurs	
North Ops	Burnet	Align policies to provide affordability as development occurs	
Crossroads	Burnet	Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development	
Northcross	Burnet	Encourage affordability as development occurs	
Justin	Burnet	Encourage affordability as development occurs	
Southend/Braker	Burnet	Encourage affordability as development occurs	
Ohlen	Burnet	Support sensitive development while protecting low-income households and communities of color	

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	
Oak Hill Plaza	Burnet Oak Hill Extension	Initiate development to expand affordability	
Old Fredericksburg	Burnet Oak Hill Extension	Encourage affordability as development occurs	
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	
Iroquois	Pleasant Valley	Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development	
Village Square	Pleasant Valley	Support sensitive development while protecting low-income households and communities of color	
Oltorf/Burton	Pleasant Valley	Support sensitive development while protecting low-income households and communities of color	
Dove Springs	Pleasant Valley	Support sensitive development while protecting low-income households and communities of color	
Berkman/Philomena	Pleasant Valley, Expo	Include low-income households and communities of color as development occurs	
Airport	Pleasant Valley, Expo	Include low-income households and communities of color as development occurs	
Rutland	Burnet	Encourage affordability as development occurs	
North Loop	Burnet	Include low-income households and communities of color as development occurs	
Oltorf West	Burnet	Include low-income households and communities of color as development occurs	

Bus Rapid Transit Station Area Planning Priorities

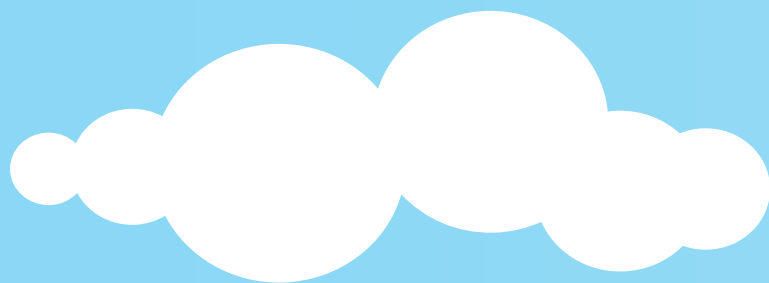
Station Name	Line	Typology	Priority for Planning
Seaholm	Burnet	Include low-income households and communities of color as development occurs	Medium
5th/6th & Lamar	Burnet	Include low-income households and communities of color as development occurs	Medium
Barton Springs	Burnet	Include low-income households 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	
Hancock	Gold Line	Include low-income households and communities of color as development occurs	
St. David's	Gold Line	Include low-income households and communities of color as development occurs	
Oak Hill	Burnet Oak Hill Extension	Encourage affordability as development occurs	
Monterey Oaks	Burnet Oak Hill Extension	Encourage affordability as development occurs	
Gaines Mill	Burnet Menchaca Extension	Initiate development to expand affordability	
Cherry Creek	Burnet Menchaca Extension	Extend benefits from new development to low-income households and communities of color	
Dittmar	Burnet Menchaca Extension	Extend benefits from new development to low-income households and communities of color	
Jones/Jentch	Burnet Menchaca Extension	Initiate development to expand affordability	
ACC South Austin	Burnet Menchaca Extension	Encourage affordability as development occurs	
Westgate Transit Center	Burnet Menchaca Extension	Encourage affordability as development occurs	
Berkett	Burnet Menchaca Extension	Extend benefits from new development to low-income households and communities of color	
Tanglewood	Burnet Menchaca Extension	Initiate development to expand affordability	

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	
Sheringham	Pleasant Valley	Support sensitive development while protecting low-income households and communities of color	
Berkman/Mueller	Pleasant Valley, Expo	Include low-income households and communities of color as development occurs	
Simond	Pleasant Valley, Expo	Include low-income households and communities of color as development occurs	
Broken Spoke	Burnet	Include low-income households and communities of color as development occurs	
Castle Hill	Burnet	Initiate development to expand affordability	
Seton Medical Center	Burnet	Initiate development to expand affordability	
47th Street	Burnet	Encourage affordability as development occurs	
Brodie Oaks	Burnet	Include low-income households and communities of color as development occurs	
Springdale Shopping Center	Expo	Secure affordability with sensitive development	
Wheless	Expo	Extend benefits from new development to low-income households and communities of color	
Trinity	Gold Line, Expo	Include low-income households and communities of color as development occurs	
Capitol East	Gold Line, Expo	Encourage affordability as development occurs	
53rd Street	Gold Line	Encourage affordability as development occurs	
Westgate	Burnet Oak Hill Extension	Encourage affordability as development occurs	
Brodie	Burnet Oak Hill Extension	Encourage affordability as development occurs	



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