

28 **WHEREAS**, encouraging development around Austin's transit
29 network promotes safer, more environmentally sustainable transportation
30 options that reduce household costs associated with car ownership and as the
31 Austin Strategic Housing Blueprint states, "when developing in transit
32 corridors and nodes, every attempt should be made to ensure that
33 development does not reduce transit ridership;" and

34 **WHEREAS**, the Austin Strategic Housing Blueprint states further
35 that a common pattern is that as transit is added, housing becomes more
36 expensive. Wealthier residents move into the neighborhood, often pricing
37 out existing core transit riders, while vehicle ownership becomes more
38 common and transit ridership is actually reduced despite increases in
39 density. Policies should encourage the preservation of affordable housing
40 near transit corridors; and

41 **WHEREAS**, in 2020, Austin voters approved the initial investment in
42 Project Connect, a citywide high-capacity transit plan that includes two new
43 light rail lines (Orange and Blue Lines), a new commuter rail line (Green
44 Line), expanded regional rail (Red Line), four new MetroRapid routes (Gold
45 Line, Expo Center, Pleasant Valley, Burnet/Oak Hill/Menchaca), three new
46 MetroExpress regional routes (Four Points, Oak Hill, South MoPac) depicted
47 on Exhibit A attached to Resolution No. 20200807-003 (*Project Connect*
48 *Contract with the Voters*), the full electrification of Capital Metro's fleet, and
49 a historic \$300,000,000 investment in financing tools and other anti-
50 displacement strategies related to the implementation of Project Connect; and
51 the acquisition of real property related to the Project Connect anti-
52 displacement strategies; and

53 **WHEREAS**, through Project Connect, certain corridors will have
54 bus service frequencies and ridership comparable to rail lines in many
55 cities; and

56 **WHEREAS**, Capital Metro-was awarded a \$600,000 grant from the
57 Federal Transit Administration (FTA) to complete a TOD study along the
58 Green Line between Austin and Manor in 2018, and the city has provided
59 coordination and support to that effort which resulted in a Green Line TOD
60 Study in 2020; and

61 **WHEREAS**, Capital Metro was awarded a \$900,000 grant from the FTA
62 to complete an Equitable Transit Oriented Development (ETOD) study along
63 the entire Blue Line and the northern segment of the Orange Line ("ETOD
64 Study") in order to support transit-oriented development and anti-displacement
65 efforts for Project Connect; and

66 **WHEREAS**, Capital Metro was awarded a \$750,000 grant from the FTA
67 to expand the ETOD Study to eight additional stations along the southern Orange
68 Line in order to support transit-oriented development and anti-displacement
69 efforts for Project Connect; and

70 **WHEREAS**, Capital Metro intends to apply for additional grant
71 opportunities from the FTA to complete ETOD studies for other sections of
72 Project Connect rail, commuter, and MetroRapid corridors; and

73 **WHEREAS**, the current and potential future ETOD studies will yield
74 data- and community-informed, context-sensitive policy and land-use
75 recommendations, and will be used by Capital Metro to update the agency's
76 TOD Tool Kit used for both rail and bus services; and

77 **WHEREAS**, the City is a key participating agency and partner,
78 supporting the Green Line TOD Study and the ETOD Study; and

79 **WHEREAS**, the City policies, processes, and code sections related to
80 TOD may be further improved to promote affordability in communities for
81 both residents and small businesses; and

82 **WHEREAS**, equitable transportation practices integrate transit into
83 walkable, accessible, livable, and affordable land use practices to enhance
84 healthy living within low-income communities and communities of color; and

85 **WHEREAS**, Capital Metro's Project Connect presents the opportunity
86 to create thoughtful, equitable transit-oriented development; and

87 **WHEREAS**, ETOD is development that enables all people regardless of
88 income, race, ethnicity, age, gender, immigration status or ability to experience
89 the benefits of dense, mixed-use, pedestrian-oriented development near transit
90 hubs; and

91 **WHEREAS**, ETOD elevates and prioritizes investments and policies
92 that close socioeconomic gaps; and

93 **WHEREAS**, when centered on racial inclusion and community
94 wealth building, ETOD can be a driver of positive transformation for more
95 vibrant, prosperous, and resilient neighborhoods connected to
96 opportunities throughout the city; and

97 **WHEREAS**, Resolution No. 20210610-093 directed the City Manager to
98 undertake ETOD planning in Austin by 1) partnering with CapMetro on ETOD
99 by actively participating in its study, 2) creating a citywide ETOD Policy Plan to
100 update the City's existing ordinances and processes and present it to Council for
101 consideration and adoption, 3) proposing tiers for ETOD designation and an
102 implementation timeline, and 4) providing recommendations via the Policy Plan
103 to achieve 30 goals related to ETOD; and

104 **WHEREAS**, the City, CapMetro, and Austin Transit Partnership staff and
105 consultants have engaged community members, especially people of color, low-
106 income earners, people with disabilities, non-English speakers, transit users,
107 small business owners, and older adults, to understand current challenges and

108 their reactions to various tools to address those challenges and reach more
109 equitable outcomes; **NOW, THEREFORE,**

110 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF**
111 **AUSTIN:**

112 The City Council accepts the ETOD Policy Plan described in **Attachments**
113 **A and B** and initiates amendments to , the Imagine Austin Comprehensive Plan
114 to reflect the ETOD Typologies included in the ETOD Policy Plan.

115 **BE IT FURTHER RESOLVED:**

116 The City Manager is directed, in coordination with Capital Metro, to
117 begin detailed station area planning processes in the North Lamar Transit Center
118 and South Congress Transit Center station areas.

119 **BE IT FURTHER RESOLVED:**

120 The City Manager is directed in coordination with Capital Metro, to
121 incorporate the ETOD Policy Plan policy tools for the Green Line and
122 MetroRapid stations within the boundaries of the ongoing Northeast Austin
123 District planning process.

124 **BE IT FURTHER RESOLVED:**

125 The City Council initiates as necessary amendments to City Code Chapter
126 25-2 (*Zoning*) to implement the ETOD Policy Plan; and an optional overlay
127 ETOD overlay as described in the ETOD Policy Toolkit to achieve the ETOD
128 Goals outlined in the ETOD Policy Plan.

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130 **BE IT FURTHER RESOLVED:**

131 The City Council directs the City Manager to process these amendments to
132 accomplish the purposes set forth in this resolution.

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134 **ADOPTED:** _____, 2022 **ATTEST:** _____

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Myrna Rios
City Clerk

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