

Public Comment Log

This document (Attachment D) represents public feedback received from multiple sources since November 1, 2022, and staff responses. Some of this feedback resulted in staff-recommended changes to the draft Policy Plan, and those staff recommended changes are shown in Attachment B.

ID	Feedback Source	Page #	Change Proposed/Comment/Question	Staff Response
D - 1	Pedestrian/Bicycle Joint Advisory Council	N/A	Have we considered allowing communities to create their own station specific ETOD plans?	This suggestion needs further evaluation. Staff needs to consider the equity impacts of allowing individual neighborhoods to complete their own planning processes without direct staff involvement. While it would increase the capacity to deliver station area plans more quickly to more parts of the community, robust guardrails to ensure inclusive representation would need to be crafted in order to assure that all voices are heard and that citywide ETOD goals are being met.
D - 2	Pedestrian/Bicycle Joint Advisory Council	N/A	How does the policy toolkit address people with disabilities?	No change needed. There isn't one particular tool to address disabilities but the transit system itself seeks to be compliant and even beyond ADA. We have been advised by people with disabilities throughout the planning process and will continue to incorporate this guidance to ensure all community members have access to station areas and programs.
D - 3	Pedestrian/Bicycle Joint Advisory Council	N/A	How does the plan and zoning tools address single family on transit corridors?	No change needed. This will be determined in future public processes. While the ETOD Policy Plan includes recommendations around regulations, including zoning, Council would need to initiate and later adopt any code amendments in order for them to take effect. Staff anticipates that some station areas may benefit from changes to existing regulations that would help them meet ETOD goals, but each area would need to be evaluated and engaged in this more detailed work.
D - 4	Planning Commission - Public Comment	N/A	We need language translation for the Policy Plan	Staff supports this change but was not able to fully incorporate it on the necessary timeline. Staff continues to explore options for translating ETOD materials into additional languages, beyond the current existing Google translate function of the SpeakUp! Austin webpages. In order to meet the goal of presenting Council with a draft Policy Plan by the end of 2022, staff was not able to secure additional targeted translation services in time. After Council action in December 2022, staff will work to translate the materials as approved in their final form.
D - 5	Planning Commission - Public Comment	N/A	Why was there no public hearing?	No change needed. We are bringing the ETOD Policy Plan to Council for its approval by resolution, which does not require a public hearing, because the Policy Plan itself does not amend existing plans or code. Staff decided to use the opportunity of briefings at various boards, commissions, and councils as an additional opportunity for the public to comment at this stage. Future actions resulting from recommendations in the ETOD Policy Plan, such as plan amendments or code changes, will require public hearings and follow the standard notice and hearing process.
D - 6	Early Childhood Council	N/A	We would love to touch base with CapMetro about how they are providing childcare to their employees. There is work already underway to analyze and recommend an approach childcare during non-traditional work hours.	No change needed. Staff at CapMetro who work with the agency's childcare service provider have been connected to the project team already working on this topic in order to further coordinate and participate in this work.

D - 7	Early Childhood Council	Various	The Early Childhood Council voted at its 11/9/22 meeting to form a working group to make recommendations on the ETOD Policy Plan. These detailed recommendations are included in Attachment C.	<p>Staff supports some elements of these proposed changes. See Attachment B - Staff Recommended Amendments, B-2. Specifically:</p> <ul style="list-style-type: none"> - For the suggestion regarding the Small Business Assistance Fund tool, staff is not opposed to this suggestion but priorities for the fund would need to be holistically considered alongside other small business needs and the Implementation Lead (EDD) and Partner (Austin Transit Partnership) would need to determine those priorities upon more evaluation. - For the suggestion regarding the Affordable Ground Floor Space for Local Business & Non-Profits tool, staff suggests the following update to a bullet under Implementation Challenges and Considerations: "Consider setting criteria that incentives culturally appropriate, "missing" services for a healthy, resourced community. This includes affordable, high-quality childcare but it may also be useful to think about banking, healthcare, cooperative grocery stores, gathering spaces, etc." - For the suggestion recommending a threshold of affordable housing units be set that would trigger required inclusion of on-site affordable, high-quality childcare facilities, affordable housing units fill a spectrum of needs for many different households, and range in purpose from family-friendly units to permanent supportive housing units. Not every development that includes affordable housing units may be the most appropriate for a childcare center, and therefore staff would need to further evaluate whether setting a threshold requirement like a number of affordable units would be appropriate when we need to serve the full diversity of residential and community service needs. - For the recommendation to streamline the permitting and zoning process for childcare operations, staff would need to further evaluate and understand what if any barriers exist today for developing these uses before recommending changes to permitting and/or zoning for childcare operations. - For the recommendation regarding the tools of the Homeownership and Tenant Support sub-category, staff recommends adding language to the Implementation Challenges & Considerations sections of the Expanded Home Repair Programs and Emergency Direct Rental Assistance tools (but not the other tools in this sub-category) to read "Consideration and potential prioritization for residents who operate small, home-based businesses that support ETOD Goals (such as childcare centers) could be considered when implementing this tool." - For the recommendation regarding the Universal Basic Mobility Pilot tool, staff recommends a version of this change per coordination with Austin Public Health. See B -3 recommended changes for language. - For the recommendation regarding the Allow More Flexibility in Permitted Ground Floor Building Uses tool, staff suggests the language on page A99 to say: "The community will need to be engaged...to identify desired ground floor uses, such as adding childcare or other uses that support ETOD Goals as eligible uses." - For the recommendation regarding the Establish High Affordable Housing Goals for Publicly Owned land in ETOD Areas tool, staff recommends a version of this change per coordination with Austin Public Health. See B- 3 recommended changes for language. - For the recommendation regarding the Incentivize Public Amenities that Improve Community Health and Well-Being tool, staff suggests adding a bullet with the language on page A109 read: "The community will need to be engaged during the early stages of development of this tool to identify desired amenities, including consideration of amenities that are designed for the needs of families with young children."
D - 8	Housing and Planning Committee of Council	A52-A53	Policy Tool "Shared Equity Models"- include LECs in description, local examples and success metrics	<p>Staff supports this change. Staff will propose edits to the tool Community Land Trusts & Other Shared Equity Homeownership Models" to add more information about existing Limited Equity Cooperatives in Austin and success metrics related to them. Staff hopes to have new versions of these pages available in early December. See Attachment B - Staff Recommended Amendments, B-5.</p>
D - 9	Housing and Planning Committee of Council - Public Comment	N/A	More construction equals more construction equipment and noxious gases being emitted into the air. When you see something is being built, remember the externalities and the consequences. We need to work on air quality.	<p>Staff is neutral on this suggested change.</p>

D - 10	Project Connect Community Advisory Committee (CAC)	N/A	ETOD Policy Plan Recommendation Letter to Council from CAC (see Attachment C)	No change needed. Staff appreciates the recommendation for approval by the Project Connect Community Advisory Committee.
D - 11	Email from the public	N/A	Incorporate tools addressing mitigating violence and human trafficking around public transit stops/stations	No change needed. City staff connected the organization requesting this with CapMetro Safety and Security staff, who are already working to implement training for identifying and preventing human trafficking at transit stops.
D - 12	Email from the public	N/A	If the Policy Plan is adopted by Council, will it become part of the Comprehensive Plan?	No change needed. Since the ETOD Policy Plan is being adopted by resolution and not ordinance, it will not immediately affect Imagine Austin or city code. Council may provide additional direction to staff to initiate amendments to Imagine Austin or city code to reflect the ETOD Policy Plan; doing so would likely include additional analysis and community engagement, and the process would require standard approaches such as notice and public hearings before Council took any action to adopt amendments to existing plans or code.
D - 13	Email from the public	A52-A53	Add Austin Co-op resources for the Austin examples section of the Shared Equity Models tool. Some examples are Texas Rural Cooperative Center contracted through EDD. Also include cooperatives in the success metrics	Staff supports this change. Staff will propose edits to the tool "Community Land Trusts & Other Shared Equity Homeownership Models" to add more information about existing Limited Equity Cooperatives in Austin and success metrics related to them. Staff hopes to have new versions of these pages available in early December. See Attachment B - Staff Recommended Amendments, B-5.
D - 14	SpeakUp Austin webpage and survey	N/A	Compatibility should be eliminated in all Station Areas as a first step. Missing Middle transects should be applied through the planning process.	Staff supports some elements but further evaluation is needed. The tool "Reimagining of Compatibility Requirements" discusses how compatibility relaxation could help achieve the ETOD Goals. Success of this tool to further ETOD Goals will depend on how effectively any potential waivers for compatibility in a station area are tied to explicit equity and affordability goals. Further evaluation and input is needed to understand the trade-offs and potential scope of changes to compatibility, however.
D - 15	SpeakUp Austin webpage and survey	A62-A63	Soft density' should include fourplexes as they are allowed under standard federal residential housing mortgage guidelines (a fourplex is a house) and are among the most cost efficient housing forms. Allowing more units within the same building envelope encourages smaller, more naturally affordable units	Staff supports this change. Staff will propose edits to the "Soft Density By Right" tool to make it clear that fourplexes are also a home type that falls within this definition of soft density. See B-4 on Attachment B.

D - 16	SpeakUp Austin webpage and survey	A90-A91	Minimum parking requirements should be eliminated in all TOD areas if not city-wide. Parking caps and disincentives should be utilized as well.	No change needed. See "Phased Parking Requirement Reduction in ETOD Zones" tool for explanation of several steps to addressing parking in ETODs.
D - 17	SpeakUp Austin webpage and survey		Station Areas such as Springdale and along Riverside on the Blue Line are under immense development pressure and have significant redevelopment potential due to vacant and underutilized land and should be elevated to High Priority. Station Areas such as Mueller and Seaholm are mostly built out with recent development and have very limited redevelopment potential and should be Low priority for planning services.	No change needed. Staff's high/medium/low planning priority rating scores are quantitatively based on three criteria (lack of transit-supportive zoning, City- and CapMetro-owned land, and underutilized land). Note that the rating alone will not be the only factor staff considers when determining which station areas to recommend for detailed planning, and that focused station area planning is not intended to only influence development or redevelopment, but also programming needs and other station-supportive investments.
D - 18	SpeakUp Austin webpage and survey	N/A	If city council passes in December the compatibility on corridors amendment there is an awkward situation where most of the light rail sites (Justin Lamar) are capped at 60' due to the TOD zoning while other corridor sites would be able to get 90' and higher in some places. this should be addressed and amended in the upcoming council meeting as there is bigger development pressure closer to the light rail and stations.	Staff is neutral on this suggested change. It is Council's prerogative to amend the land development code, whether related to ETOD or not. Existing height allowances will be evaluated further as part of future station area planning processes to determine who best to meet ETOD Goals.
D - 19	SpeakUp Austin webpage and survey	A52-A53	In the Policy Toolkit, there is a section for CLTs and Other Shared Equity Homeownership models. One of those others listed is limited Equity Cooperatives. There is no mention of the dozens of co-ops housing a thousand people in the section titles "Does this exist in Austin?" and success metrics only include CLTs and not Co-ops or the other shared equity homeownership models.	Staff supports this change. Staff will propose edits to the tool "Community Land Trusts & Other Shared Equity Homeownership Models" to add more information about existing Limited Equity Cooperatives in Austin and success metrics related to them. Staff hopes to have new versions of these pages available in early December. See Attachment B - Staff Recommended Amendments, B-5.

D - 20	SpeakUp Austin webpage and survey	A60-A61	Also, in the policy toolkit, there is a section about ADUs. I think for it to be easier to make ADUs for BIPOC and low-income homeowners more accessible, we should allow Manufactured ADUs which cost about half as much as stick built homes and do not take a year to build	Staff is neutral on this suggested change. Council recently initiated ADU-related code amendments that are still being processed by staff.
D - 21	SpeakUp Austin webpage and survey	A112-A113	Some of these are a lot better than others. For example parking maximums is definitely the sleeper winner in this deck. But then you set that next to something like "context-sensitive bicycle infrastructure" – the problem with our bicycle infrastructure is "out of context", it's that it doesn't exist in many places in the city.	Staff is neutral on this suggested change. The "Context-Specific Bicycle/Pedestrian Infrastructure Design Framework" tool is meant to help retrofit the public realm with the most appropriate design where these active transportation facilities either do not exist or do not meet current standards or needs.
D - 22	SpeakUp Austin webpage and survey	N/A	It is a cumbersome document full of interesting ideas, most of which are unaffordable. It hardly sounds like a transit project. It is amusing that one of the methods suggested to help create affordable housing is to exempt projects from property taxes in exchange for conversion of units to deed restricted affordable housing. That just leaves everyone else holding the bag; money for all these goodies has to come from somewhere. Project Connect has already shown that they can't budget, so why trust them with more responsibilities?	Staff is neutral on this suggested change.

D - 23	SpeakUp Austin webpage and survey	N/A	[In response to comment made starting with "It is a cumbersome document..."] Comments like these are a vicious cycle. If you have bold ideas, those are unaffordable. But if you raise taxes, then you have to explain what the taxes will buy. No matter which one you do, you should have done the other one. In reality we do have funding in the form of "property values went up". The question is what to spend that money on. These seem alright.	Staff is neutral on this suggested change.
D - 24	SpeakUp Austin webpage and survey	N/A	The Draft ETOD plan uses the word "fund" or "funding" over 200 times. In many cases, the document says implementation will depend on identifying funding sources (with no hint as to where). In other cases, it points to examples that were programs created during the Covid pandemic that are likely not financially feasible to continue.	Staff is neutral on this suggested change. We recognize that additional resources, including financial resources, will need to be created, redirected, or expanded by partners and/or agencies.
D - 25	SpeakUp Austin webpage and survey	N/A	It is interesting to note that the words "fund" or "funding" do not appear in some of the ideas that involve changes in regulations, such as Reimagining of Compatibility, Soft Density by Right, Phased Parking Requirements (reductions) and Strategic Real Estate Portfolio Analysis. You should spend a lot more time on identifying areas where the "friction" caused by too many regulations and hurdles has kept the private sector from supplying more housing. Policy changes are free if you have the political will to make them.	Staff is neutral on this suggested change.

D - 26	SpeakUp Austin webpage and survey	N/A	Looks good. Really need to address density and zoning in transit areas, not just on that street but 2 or 4 streets over around it. Also don't forget about SE Austin, it's one of the last affordable places in town and needs to stay that way.	Staff is neutral on this suggested change. Future station area planning will consider the area roughly within a 1/2 mile of each transit station, not only the transit corridors themselves.
D - 27	SpeakUp Austin webpage and survey	N/A	The typologies are too complicated. We just need to built a lot more housing, including affordable housing, near transit using whatever tools we can. We also need to preserve affordable housing that is already there whenever possible.	No change is needed. This is ETOD Goal #3 and already included in the Policy Plan, with many tools in the Policy Toolkit devoted to increasing and preserving both housing and affordable housing in particular near transit.
D - 28	SpeakUp Austin webpage and survey	N/A	I think that any kind of TOD is a massive win for Austin as it creates this area that I want to spend time in, and is actually accessible. Plaza Saltillo is a perfect example of this. I would love to see more protected cycle tracks though	Staff is neutral on this suggested change.
D - 29	SpeakUp Austin webpage and survey	N/A	Way too complicated in presentation. The details are important so people who want to can see how you got to the priorities and actions identified. but it needs to be more clear what the priorities and desired outcomes are and how we can get there. The document is way to dense with words, although the few info graphics helped. But you need a lot more of them.	Staff supports elements of this suggested change. Future materials will continue trying to simplify the complex concepts included in the ETOD Policy Plan and highlight the most relevant information to various audiences.

D - 30	SpeakUp Austin webpage and survey		This is nothing but CodeNext revisited. Planning to redevelop affordable homes within 1/2 mile of stations is an insult to those of us who live here already. City Hall is intent on displacing existing residents to make space for higher-income newcomers. And it is overreach to treat bus (i.e. MetroRapid) stations the same as light rail stations.	Staff is neutral on this suggested change. ETOD Goal #3 includes <i>preserving</i> existing housing and in particular affordable housing and the ETOD Policy Plan does not recommend redeveloping people's existing homes. Additionally, staff does not recommend treating light rail stations the same as MetroRapid stations.
D - 31	SpeakUp Austin webpage and survey		Most housing built south of Oltorf was built after the Fair Housing Act was passed. To say that single family housing in these areas is inequitable because there are not small houses is wrong. Most of the original single family homes between Oltorf and Ben White are 1000 sq feet or less and were affordable before Austin was promoted as a tech/entertainment city. Without home ownership, people can't build wealth. The theology of equity does not apply to the areas that were built after the Fair Housing Act passed.	No change needed. The Policy Plan supports ownership as an opportunity for wealth building, as well as transit-supportive housing types and affirmatively furthering fair housing.
D - 32	SpeakUp Austin webpage and survey		The survey has a very narrow and restricted idea of what kinds of "work" people do. What industry do stay at home parent work in? What industry do retired people work in? What industry do students (as versus teachers) work in?	Staff supports this suggested change. Future surveys will continue trying to better capture the diversity of Austinites' experiences.
D - 33	SpeakUp Austin webpage and survey		The study area is a hodgepodge of stations which are included in the Initial Investment and some stations which are "potential future expansions" and may never get built. Why is Slaughter included but not Rundberg or Braker?	Staff is neutral on this suggested change. The ETOD Policy Plan covers all Project Connect station areas, including those in both the Initial Investment light rail corridor and the future expansion portions of the corridors.

D - 34	SpeakUp Austin webpage and survey	N/A	Presenting these ideologies as optional means that the same problems will persist.	No change needed. The tools in the ETOD Policy Toolkit are not optional once implemented (unless as required by law).
D - 35	SpeakUp Austin webpage and survey	N/A	Could add that a goal and result of this plan is to help people to minimize their interactions with cars in their daily lives, and the various negative consequences of living among cars, e.g. asthma, noise pollution, sudden death and injury from collisions, limited safe movement of the young, old, and frail, etc.	No change needed. Goal 1 is "Enable all residents to benefit from safe, sustainable, and accessible transportation" which includes encouraging options to minimize the need to interact with cars and improving safety for all travelers.
D - 36	Comment made in discussion at in-person ETOD summit	General	Seniors are not adequately represented [in the ETOD Policy Plan]	Staff supports elements of this change. While the ETOD Policy Plan does not explicitly call out improved accessibility to daily needs for seniors, the intention of our policy tools and proposed guidelines cumulatively is for urban design, community benefits and the public realm to embrace all families, incomes and age groups.
D - 37	Comment made in discussion at in-person ETOD summit	17	Goal 2 does not explicitly include childcare grants or education as tools for addressing racial health and wealth gaps.	No change needed. The existing language states "This strategy includes (but is not limited to):..."
D - 38	Comment made in discussion at in-person ETOD summit	17	[Goal 2] could focus more specifically on removing <i>burdens</i> to things like housing, childcare, healthcare, education, jobs, etc.	Staff supports this change. Staff proposes adding to the description of Goal 2; see Attachment B (B-7) .
D - 39	Comment made in discussion at in-person ETOD summit	17	For Goal 6, it should be changed to "expand <i>and preserve</i> "	No change needed. Staff understands the intent of Goal 6 is both to expand and preserve, though the language is more brief. Several tools that support Goal 6, such as the Small Business Construction Interruption Fund, are explicitly focused on preserving existing businesses.
D - 40	Comment made in discussion at in-person ETOD summit	17	Goals/policies could be more rural. They all seem to have an urban/density focus.	No change needed. The ETOD Policy Plan is created to accompany the development of Project Connect and its investments, which are primarily within Austin and its immediate suburbs rather than rural communities in the region. While we understand that not all residents will choose to live in ETOD areas, we are aligning our resources to support the completeness of communities in and around Project Connect station areas.
D - 41	Comment made in discussion at in-person ETOD summit	41	Business Assistance During Construction tool should include funding that continues even after construction has been completed, especially considering rent could likely go up. Protections are needed at all phases.	No change needed - The "Small Business Construction Interruption Fund" tool provides financial assistance to businesses affected by transit construction (page A28). It is available before construction begins and will remain active during Project Connect construction. The "Small Business Assistance Fund" tool is intended to supplement the financial support that the "Small Business Interruption Fund" tool offers by providing ongoing financial support, including for periods after construction has been completed (page A32).

D - 42	Comment made in discussion at in-person ETOD summit	41	Cash assistance to businesses would be the best approach for supporting them, or at least rental assistance/rent subsidy.	No change needed. Staff agrees that funding should be easily available and, if possible, able to be used at the businesses' discretion. The "Small Business Construction Interruption Fund" currently suggests that "application and delivery of funds should be as easy as possible for businesses." Suggested assistance models include grants, forgivable loans, and a revolving loan fund (page A33).
D - 43	Comment made in discussion at in-person ETOD summit	41	"Affordable Ground Floor Space for Local Businesses and Non-Profits" - does this apply to <i>existing</i> businesses? It should if it does not already.	No change needed. The tool "Affordable Ground Floor Space for Local Businesses and Non-Profits" applies to local businesses. In this case, legacy and existing businesses are considered "local."
D - 44	Comment made in discussion at in-person ETOD summit	41	Business Assistance During Construction - consider adding a "go local" promotion that offers free transit rides to businesses during construction	No change needed. To be considered in the future during policy tool coordination with appropriate implementation leads.
D - 45	Comment made in discussion at in-person ETOD summit	44	Under the "Phased Parking Requirement Reduction" - parking reductions shouldn't be phased! We need bold action on parking. This also means no parking at train stations. Institute parking maximums or include parking in floor-area-ratio calculation.	No change needed. "Phased" reduction allows the policy to grow as the transit system expands and respond to the context of various stations, as directed by Council in the ETOD Resolution from June 2021.
D - 46	Comment made in discussion at in-person ETOD summit	17	[In regards to Goal 3, organizations like] Foundation Communities have to go to a bunch of different sources and different pots [of money to find adequate funding. This process] requires complex financing and significant expertise. It's hard to know all the pots of money. The city could streamline it for non-profits like they do for permits.	Staff supports this change. Staff agrees that centralizing information on funding opportunities for non-profit affordable housing developers is helpful. Staff supports a change to the language of the policy tool "Developing and Augmenting Housing Funds for Preservation and Creation of Affordable Housing" in the form of adding a bullet under the "Implementation Challenges and Considerations" of this section. The purpose of this addition would be to acknowledge that it can be a significant burden for non-profits to understand their eligibility for and identify existing and new funding sources, and that the City should be working to make that clearer. See Attachment B (B-8).
D - 47	Comment from Mentimeter	General	On the surface, I disagree with the group who wanted NO car parking at train stations. I believe that is actually a detriment to long-term equity. I would like to further that discussion.	No change needed. "Phased" reduction allows the policy to grow as the transit system expands and respond to the context of various stations.

D - 48	Comment from Mentimeter	42-43; 46	Need to have much better incentives for developers to do things we need like build affordable housing, create walkability by building sidewalk[s] etc. We let them off the hook too much. Also need flexible permitting for affordable older homes.	No change needed. City staff agrees that proper incentives need to be in place to encourage the development of affordable housing. The "Voluntary Inclusive ETOD Overlay" tool is intended to provide various incentives to developers to make affordable housing more feasible and maximize community benefits. This includes the possibility of expedited review. It also disincentivizes the redevelopment of older, naturally occurring affordable housing (NOAH) properties.
D - 49	Comment from Mentimeter	44	How can City staff implement [eliminating parking requirements] and on what timeline?	No change needed. There are a couple approaches for eliminating parking requirements. Regardless of the approach, the ETOD Policy Plan suggests that parking reductions should be implemented through a holistic lens and phased approach.
D - 50	Comment from Mentimeter	General	I think clarifying City controls - carrots and sticks - for development would be helpful. And where might we lose an opportunity to incentivize something by providing development entitlements by right (even though we want the development to occur).	No change needed. See previous answer about development incentives (C-47). Balancing by right changes with incentivized changes is indeed a key consideration for how to implement the tools in the Policy Toolkit.
D - 51	Comment from virtual summit	17, General	[Regarding Goal 3 and preservation of affordable housing/keeping low-income homeowners in place] City can support utilities, healthcare, transportation expenses. Some families making 1200 or 1500 a month, saving 50 bucks could go a really long way. Low-income homeowners left with no support, all going to low income renters. Folks who do work to try to prevent displacement don't often get support, and I just always try to remind City folks and keep it top of mind for people. [Other potential forms of support include] prescriptions especially for seniors, unexpected ambulance trips. Although there is some leeway with payment of these types of things, people don't like being in debt, it's very stressful. Figure out who is addressing cost drivers, the City can only do so much. What are the service gaps. For example, senior exemptions for healthcare.	No change needed. Some tools outlined in the ETOP Policy Toolkit can be used to address these concerns: the Expanded Home Repair Programs tool, the Universal Basic Mobility Pilot tool, and the Emergency Direct Rental Assistance tool. Even in concert, these still may not balance the budget of a struggling household, but it could certainly leave more room for larger expenses like healthcare. The City should understand the need for and recognize the impact of direct assistance. The City's ongoing work on the Guaranteed Income Pilot Program is promising for addressing household needs holistically and flexibly.

D - 52	Comment from virtual summit	General	Through [Station Area Planning] process, ASK communities how to create better linkages and support. There is an opportunity there but I don't know if we will figure it out today. I know there will be engagement. But make sure you're asking not just about physical design but more about how to connect the community and then use different tools in the toolbox based on what you hear.	No change needed. Staff will begin each station area planning process with working to understand existing and desired community services and attributes to preserve and/or expand, which includes both physical urban design considerations and non-design considerations such as programming or other interventions.
D - 53	Comment from virtual summit	17, General	[Would like to see Goal 3] address gaps that the state has in their housing programs. LIHTC does not help many people with disabilities and deeply low-income people. Continue to build on the work where transportation is considered as part of affordability. City should work with state's/TDHCA's existing programs to find opportunities and gaps in it to expand low-income housing especially around areas with robust transit.	No change needed. Staff agrees that the City should continue to find opportunities and gaps in existing affordability programs, especially for people with disabilities and low income folks, but does not recommend this level of detail for the goal language itself.
D - 54	Comment from virtual summit	General	[With regards to reaching Goal 3, as well as Next Steps/ongoing work, City should have a] monthly meeting with a cross section of the population included.	No change needed. Staff agrees and proposes that, based on staff availability, this could be addressed with regular external reporting as we track data for the success metrics mentioned in each tool.
D - 55	Comment from virtual summit	General	[With regards to reaching Goal 3, as well as Next Steps/ongoing work, City should have] meetings among groups that might have similar and complementary goals.	No change needed. Staff already intends to meet with community groups on a regular basis as we work on implementing the ETOD Policy Plan.
D - 56	Email	N/A	Incorporate tools addressing mitigating violence and human trafficking around public transit stops/stations	No change needed. City staff connected Measure with CapMetro Safety and Security staff, who are already working to implement training for identifying and preventing human trafficking at transit stops.

D - 57	Email	N/A	If the Policy Plan is adopted by Council, will it become part of the Comprehensive Plan?	No change needed. Since the ETOD Policy Plan is being adopted by resolution and not ordinance it will not immediately affect Imagine Austin or city code. Council will provide additional direction to staff to initiate amendments to Imagine Austin or city code to reflect the ETOD Policy Plan; doing so would likely include additional analysis and community engagement, and the process would require standard approaches such as notice and public hearings before Council took any action to adopt amendments to existing plans or code.
D - 58	Email	N/A	You mentioned that the Council will likely provide direction to staff to update maps. Does that mean update the neighborhood plan maps and the Comprehensive Growth Map to reflect the station areas and their respective typologies? Are there more details available about the eTOD overlay that would be initiated? The draft plan conceives of voluntary overlay, an option to be accessed. Does updating the maps make the overlay available, or would a zoning change be required?	<p>No change needed. Regarding the Imagine Austin maps, implementation of the ETOD Policy Plan would require multiple actions over time. Initial amendments to Imagine Austin maps will likely include amendments to the Growth Concept map to at a minimum reflect the Project Connect corridors and station areas. This may just be adding the ½ mile buffer around stations to the Growth Concept Map, or could also include the typology designation information for each station, but staff is still contemplating the approach for this possible future action. If changes are proposed to the Growth Concept map or any other element of Imagine Austin, an ordinance adopting plan amendments would be required, which in addition to community engagement touchpoints throughout the development of possible amendments would also follow the standard process of public hearings at Planning Commission and City Council, as well as three readings required to adopt an ordinance by City Council.</p> <p>Regarding Future Land Use Maps (FLUMs) in existing neighborhood plans or station area plans: Development of station area vision plans and tailored regulations for specific station areas will happen over time through geographically-focused planning processes, and we anticipate only moving forward with specific amendments to neighborhood plans/neighborhood plan FLUMs as part of a station area focused planning process that offers lots of room for targeted and equitable engagement of the communities surrounding the station areas. We anticipate any recommended amendments to existing area maps that arise from this focused station area planning would follow the standard process for neighborhood plan amendments.</p> <p>Updating the maps as described above does not in itself make the overlay available; an overlay only exists and becomes available after it is incorporated into the Land Development Code through the code amendment process. Once an overlay exists in the LDC and has been mapped to properties, additional zoning changes are not necessary to access the adopted overlay on applicable parcels. We anticipate undertaking a robust engagement process in the next several years to develop what the voluntary overlay would entail and ensure it is applied in a way that supports the ETOD Goals in the Policy Plan. Once a recommended overlay is developed and mapped, it would be up to Council to adopt it by ordinance per the standard process before it went into effect.</p>

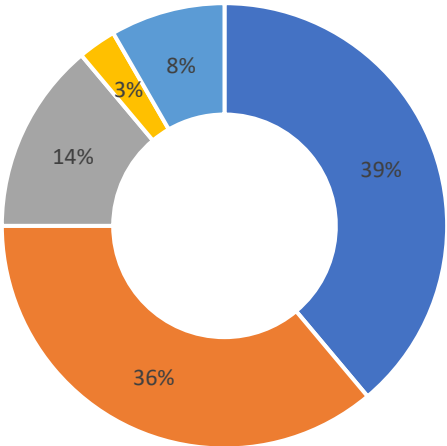
D - 59	Email	N/A	<p>1.You mentioned that the 1/2 mile buffer areas may be mapped on the Growth Concept Map. Is there a map available of all the station areas with their respective 1/2 mile buffers?</p> <p>2. If buffers are mapped on the GCM, does that indicate that application of an eTOD overlay will be appropriate?</p> <p>3. The code amendment anticipated to be initiated on 12/8 is to create an eTOD overlay tool? And that tool will be applicable nowhere until individual planning processes have concluded?</p> <p>4 . What is the timeline anticipated for return of the code amendment initiated on 12/8?</p> <p>5 . What geography is contemplated for individual overlay planning processes?</p> <p>6 . eTOD is contemplated to override existing TOD regulations? If so, would that be after a planning process or immediately upon adoption of the overlay tool?</p>	<p>No change needed.</p> <p>1. A comprehensive mapping dashboard is anticipated to go live today (Thursday) that will include this buffer. Currently the buffer can be seen for some of the stations on an Existing Conditions Dashboard that has been live for several months.</p> <p>2. That is not yet determined, and would be determined through a future public process to develop an ETOD overlay.</p> <p>3.Council is being asked to initiate a code amendment on 12/8 that could include creation and application of a voluntary ETOD overlay. Such a tool could be applied to station areas prior to the completion of detailed station-area focused plans. The ETOD overlay would be developed through a robust public process, and would include public notice prior to adoption per the provisions of the Land Development Code.</p> <p>4. Should council initiate a code amendment on 12/8, we anticipate that we would return to Council with a potential code amendment in 2024, following a robust engagement process. However, City Council could modify the resolution to provide a different deadline to staff.</p> <p>5. This will depend on context for each station area and be a point of community engagement to help refine throughout a planning process. The ½ mile around a station is considered best practice as a starting place, but each station area may be different based on context.</p> <p>6. While staff could recommend future amendments to existing TOD station area plans and regulating plans based on ETOD goals, existing TOD station area plans and regulating plans will stay in place until formally amended by City Council by ordinance. The applicability of a potential ETOD Overlay within existing TOD areas is yet to be determined, and would be determined through a future public process to develop an ETOD overlay.</p>
D - 60	Email	N/A	<p>I know about the community engagement, but want to know whether there has been a public hearing. If there was, when was it? If there hasn't been, why not?</p>	<p>No change needed. Council in December will only be asked to take action to approve by resolution the draft ETOD Policy Plan. This is a different sort of Council action than amending a plan or adopting an ordinance with code amendments, and this action does not explicitly require Planning Commission recommendation or public hearings at PC or Council. We still wanted to brief and offer the Planning Commission & Zoning and Platting Commission a chance to weigh in on the draft Policy Plan, however, which is why it is an item on the PC agenda tonight (and next week's ZAP agenda). Because the anticipated Council action on 12/8 to approve the draft ETOD Policy Plan does not amend any plans or change any regulations, this sort of action of approval by resolution is appropriate.</p> <p>Future actions could result if Council chooses to approve the Policy Plan and begin the process of having staff implement it. Items such as amendments to Imagine Austin/existing adopted small area and neighborhood plans/code/etc., if recommended/initiated and only after extensive future public engagement processes, would still follow the standard public processes already established with required public hearings, sending notice, and multiple readings at Council, etc.</p>

D - 61	Email	N/A	<p>As your team wrote in the Policy, LECs are a valuable mechanism for helping people access and benefit from homeownership that they would not have otherwise. I hope you will work with the rest of the cooperative community and me to strengthen this policy tool so more people will benefit from cooperative housing. First, can you add some Austin Co-op resources to the section about what is in Austin? We have had Housing Co-ops in town as far back as the 40 or 50s, with some co-ops in operation from the 70s. There are dozens of cooperatively owned and managed homes in town that affordably house approximately 1000 people. Also, the Economic Development Department, for the past two years has contracted with the Texas Rural Cooperative Center from the University of Texas Rio Grande to provide free coaching for residents of Austin who are interested in learning about how to start or improve their co-ops. Additionally, can we include co-ops in the success metrics section of the plan? That way, we can hold the city and our co-op community accountable for establishing more of this housing type.</p>	<p>Staff supports this change. See Attachment B (B-5).</p>
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D - 62	Email	N/A	<p>Are you aware that the William Canon and Slaughter stations shown in the data visualization are not part of the Project Connect Initial Segment, so, at the present time, there is neither funding nor even a time frame for them? If your goal was to include all significant stations for the full Project Connect plan, then the Rundberg and Braker stations definitely need to be included, since they are in the middle of low income neighborhoods with a high POC population. If you relied on Nelson-Nygaard for deciding which stations to include, they probably should correct things for free and/or give you a refund.</p>	<p>No change needed- The consultant team for this project (including as part of it Nelson\Nygaard) was retained by CapMetro staff, though the City has been working closely in partnership with CapMetro and its consultants to meet the goals and needs of both entities.</p> <p>The consultant team was originally tasked and scoped by CapMetro to meet the needs of the FTA-funded work, which consists of two separate grants, and the Existing Conditions Dashboard was created based on that:</p> <p>one grant for Orange and Blue Line stations covering Orange Line from North Lamar Transit Center to Hemphill Park, then the Blue Line from South Central Waterfront to Metro Center, and</p> <p>the other grant (awarded after the first) for “Orange Line South” which goes from Auditorium Shores to Slaughter Lane</p> <p>It has always been the intent of the two agencies to complete the rest of the Existing Conditions Dashboard for all the Project Connect stations when we had capacity to do so, and we plan to undertake the rest of the analysis as funding becomes available in early 2023. To be clear, even without being shown yet on the Existing Conditions dashboard, the ETOD effort covers planning for all the station areas, including Braker and Rundberg as you mention. And for portions of the Orange Line that fall outside the Initial Investment (both north and south), staff’s understanding is that those are still planned for improved MetroRapid services in order to connect to future light rail investments so they are under consideration for ETOD.</p>
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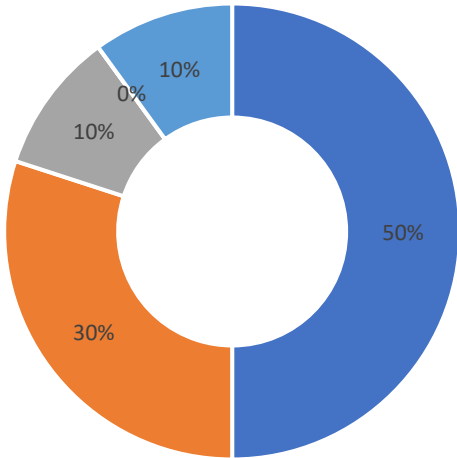
Question 1: The Draft ETOD Policy Plan and its main parts (Policy Toolkit, Action Plan/Next Steps, and Station Area Planning Priorities) are designed to achieve the 6 ETOD goals.

All respondents:



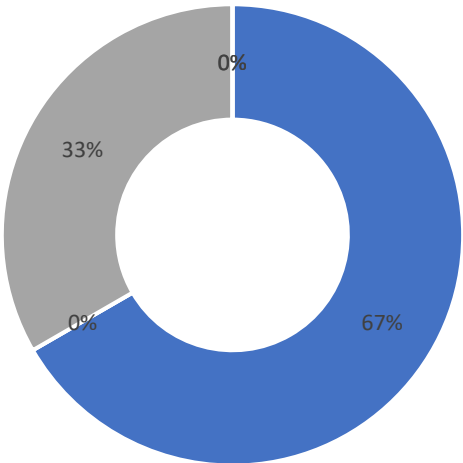
■ strongly agree ■ somewhat agree ■ neutral ■ somewhat disagree ■ strongly disagree

BIPOC respondents:



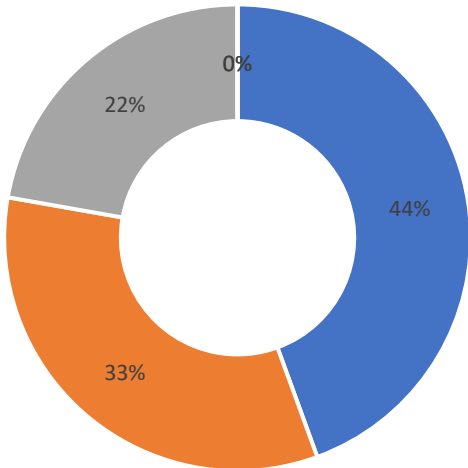
■ strongly agree ■ somewhat agree ■ neutral ■ somewhat disagree ■ strongly disagree

Household income below 60k:



■ strongly agree ■ somewhat agree ■ neutral ■ somewhat disagree ■ strongly disagree

Frequent Transit Users:

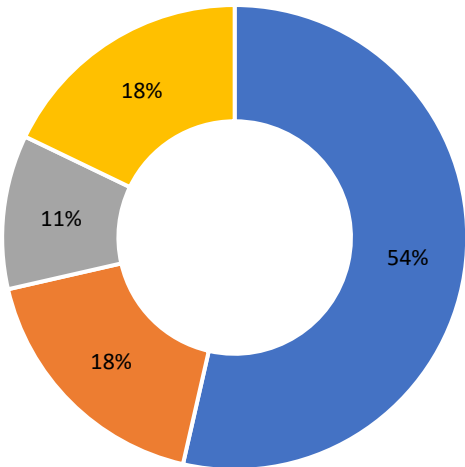


■ strongly agree ■ somewhat agree ■ neutral ■ somewhat disagree ■ strongly disagree

Question 2: The ETOD Typologies table and the ETOD Typologies map show different categories (Include, Extend, etc.) that represent groups of station areas. The station areas were placed in these categories because they share similar characteristics. These categories help us understand what policies might be most important in specific locations. Choose the statement you most agree with.

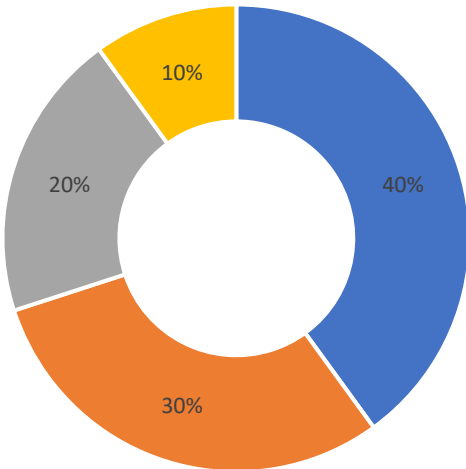
All respondents:

- The categories make sense, and the characteristics used are the most important to consider.
- The categories make sense, but different characteristics should be used.
- The categories do not make sense, but the characteristics used are the most important to consider.
- The categories do not make sense, and different characteristics should be used.



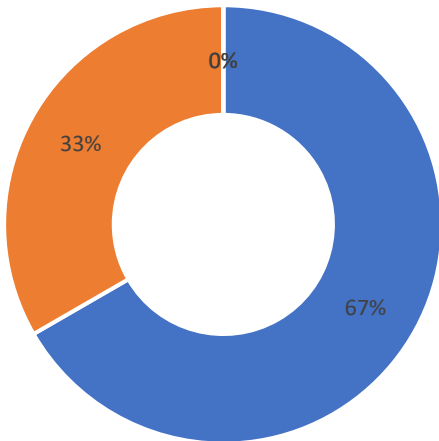
BIPOC respondents:

- The categories make sense, and the characteristics used are the most important to consider.
- The categories make sense, but different characteristics should be used.
- The categories do not make sense, but the characteristics used are the most important to consider.
- The categories do not make sense, and different characteristics should be used.



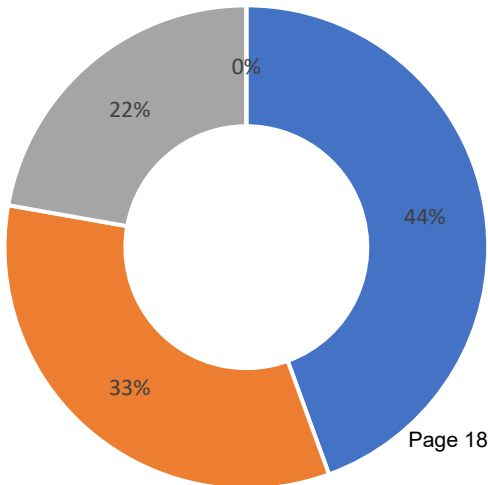
Household income below 60k:

- The categories make sense, and the characteristics used are the most important to consider.
- The categories make sense, but different characteristics should be used.
- The categories do not make sense, but the characteristics used are the most important to consider.
- The categories do not make sense, and different characteristics should be used.



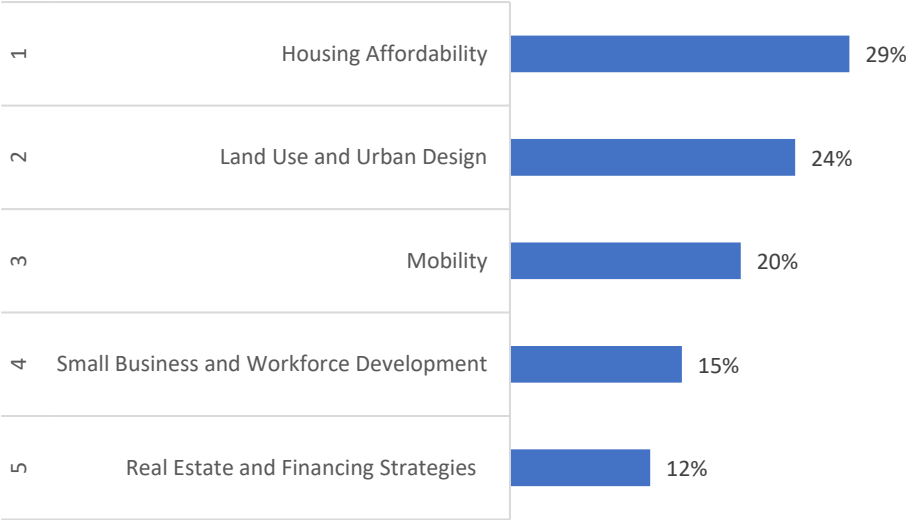
Frequent Transit Users:

- The categories make sense, and the characteristics used are the most important to consider.
- The categories make sense, but different characteristics should be used.
- The categories do not make sense, but the characteristics used are the most important to consider.
- The categories do not make sense, and different characteristics should be used.

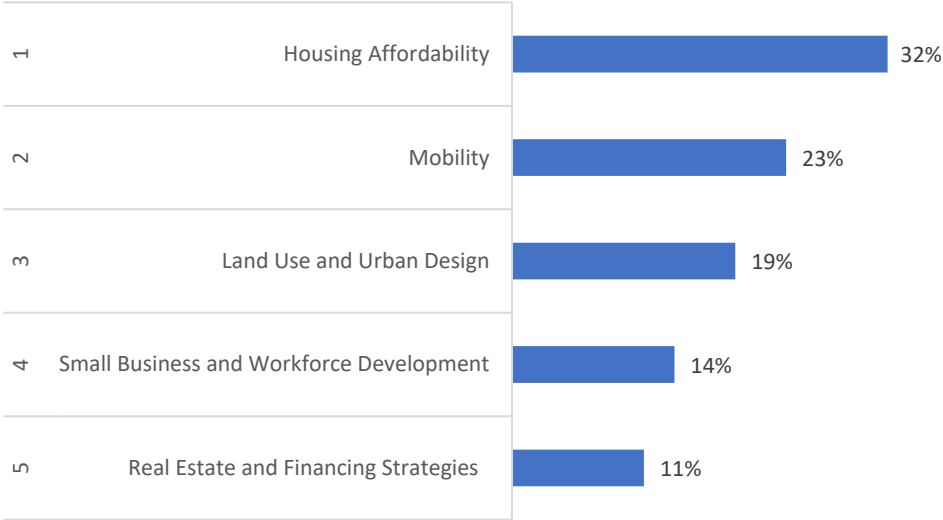


Question 3: The Policy Toolkit offers policymakers different policy tools, or ways to go about implementing ETOD. The policy tools were placed into 5 categories based on what planning topic each tool is designed to address. Below are the 5 policy tool categories. Please rank the policy tool categories based on how important they are to equitable transit-oriented development.

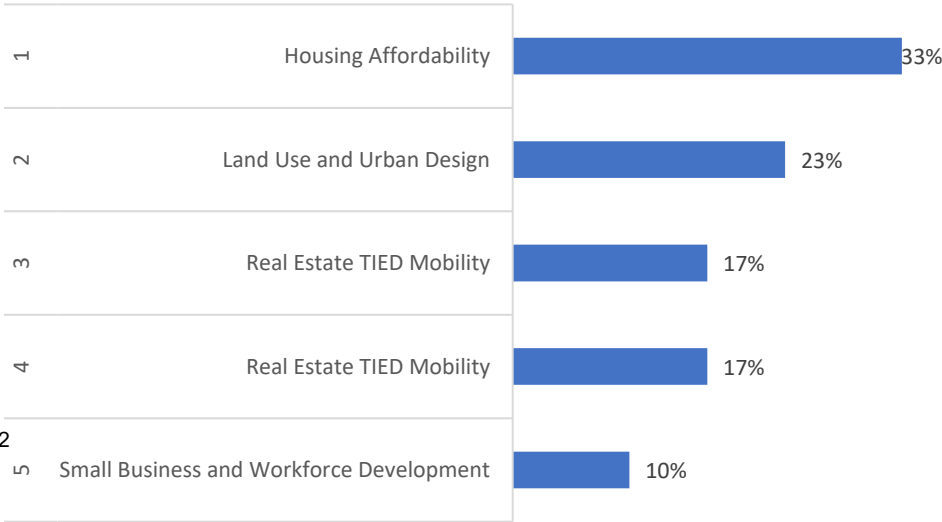
All respondents:



BIPOC respondents:



Household income below 60k:



Frequent Transit Users:

