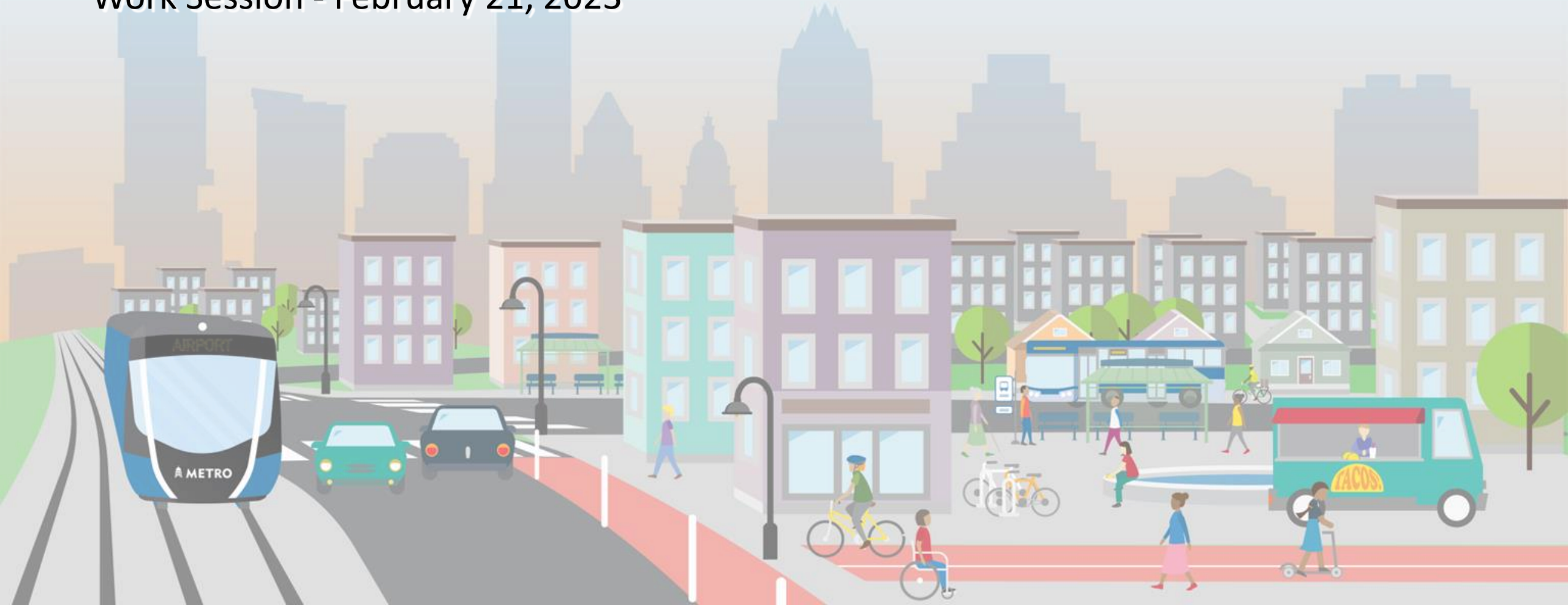
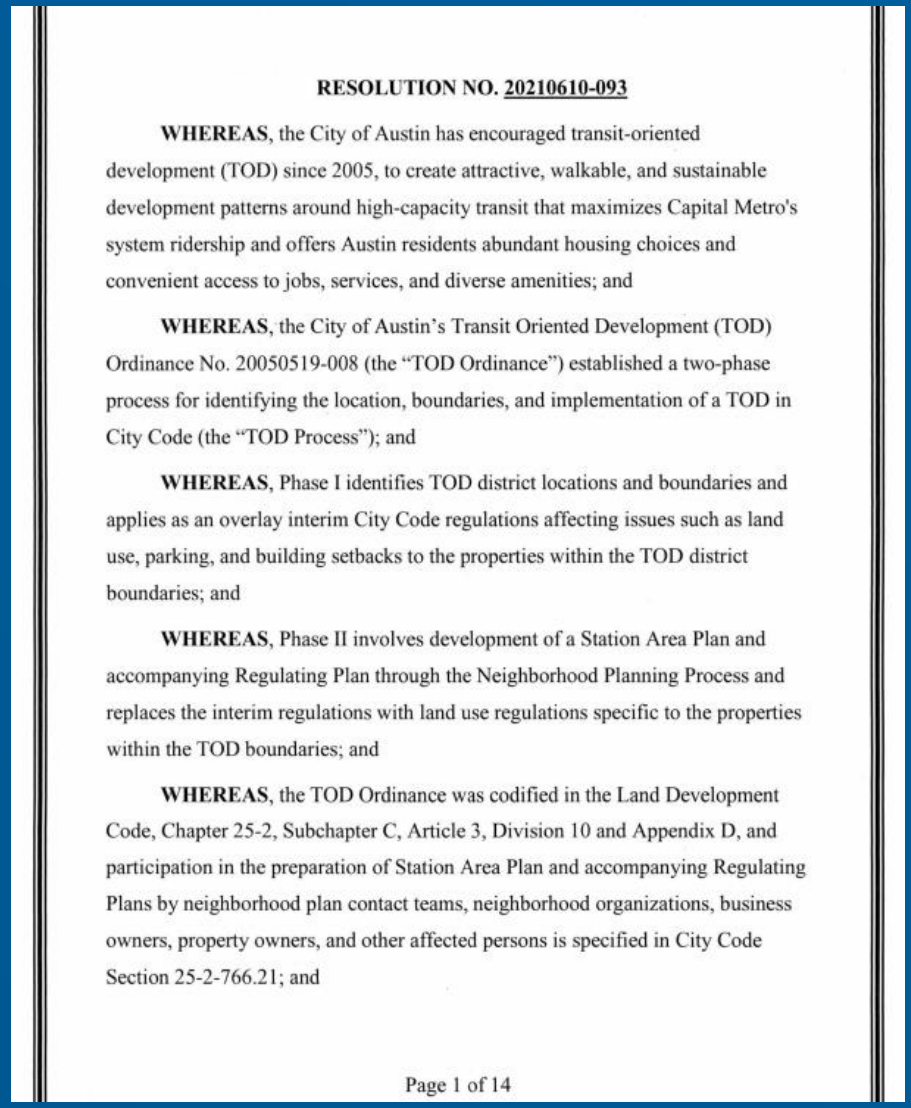
Equitable Transit-Oriented Development

ETOD Policy Plan

Work Session - February 21, 2023



ETOD Background



RESOLUTION NO. 20210610-093

WHEREAS, the City of Austin has encouraged transit-oriented development (TOD) since 2005, to create attractive, walkable, and sustainable development patterns around high-capacity transit that maximizes Capital Metro's system ridership and offers Austin residents abundant housing choices and convenient access to jobs, services, and diverse amenities; and

WHEREAS, the City of Austin's Transit Oriented Development (TOD) Ordinance No. 20050519-008 (the "TOD Ordinance") established a two-phase process for identifying the location, boundaries, and implementation of a TOD in City Code (the "TOD Process"); and

WHEREAS, Phase I identifies TOD district locations and boundaries and applies as an overlay interim City Code regulations affecting issues such as land use, parking, and building setbacks to the properties within the TOD district boundaries; and

WHEREAS, Phase II involves development of a Station Area Plan and accompanying Regulating Plan through the Neighborhood Planning Process and replaces the interim regulations with land use regulations specific to the properties within the TOD boundaries; and

WHEREAS, the TOD Ordinance was codified in the Land Development Code, Chapter 25-2, Subchapter C, Article 3, Division 10 and Appendix D, and participation in the preparation of Station Area Plan and accompanying Regulating Plans by neighborhood plan contact teams, neighborhood organizations, business owners, property owners, and other affected persons is specified in City Code Section 25-2-766.21; and

Page 1 of 14

ETOD Resolution 20210610-093

Provides direction to:

- **Contribute actively to Capital Metro studies** so outcomes can serve as a guide for revising the City's existing TOD process and station area plans
- Use results of the studies to inform the creation of a citywide **ETOD Policy Plan** to update the City's existing ordinances and processes
- **Initiate the station area planning processes and TOD designation** for the highest priority areas along the Project Connect light rail, commuter, and MetroRapid corridors

ETOD Resolution 20210610-093 (continued)

States the ETOD Policy Plan should include policies to support:

- Equitable outcomes
- Anti-displacement strategies
- Preservation of existing and creation of affordable housing
- Creation of market-rate housing
- Compact, connected, and transit-supportive areas
- Mix of land uses
- Codification of community benefits
- Categorization of TODs by tiers using context-sensitive criteria

Current Request for Council Action

- **Accept draft ETOD Policy Plan** (Attachment A), including staff-recommended amendments (Attachment B) based on public feedback gathered since November 2022.
- **Initiate ETOD station area planning processes as part of the Northeast Austin District Planning effort** for the Green Line and MetroRapid station areas within the boundary.
- **Initiate amendments to the Imagine Austin comprehensive plan** to incorporate the ETOD Policy Plan and station area typologies.
- **Initiate amendments to the Land Development Code** to implement ETOD Policy Plan.

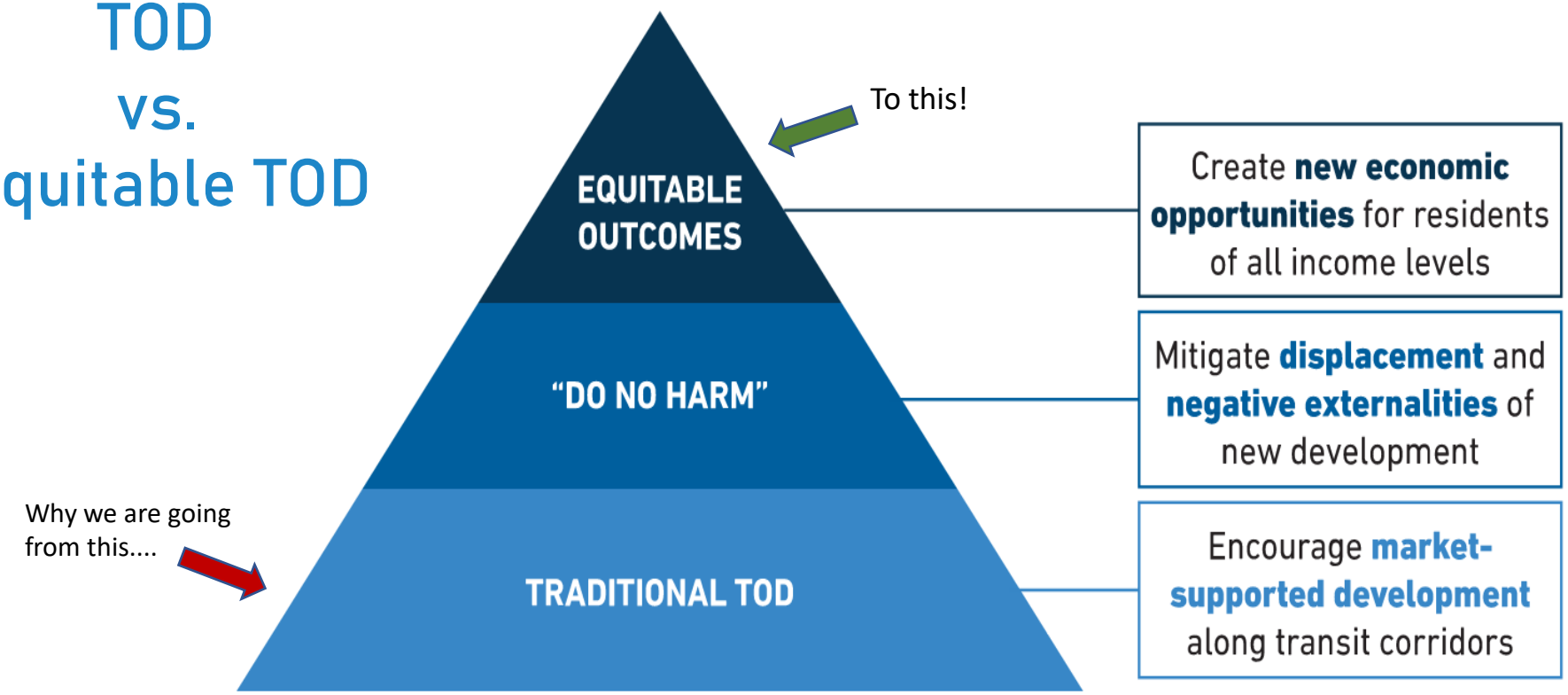
ETOD Planning Process

Purpose of the Policy Plan

Provide a comprehensive framework to help the Austin community ensure that future development around the Project Connect transit system supports residents of all incomes and backgrounds, especially those who have been disproportionately burdened by past transportation and land use decisions.

What is ETOD?

TOD
vs.
Equitable TOD

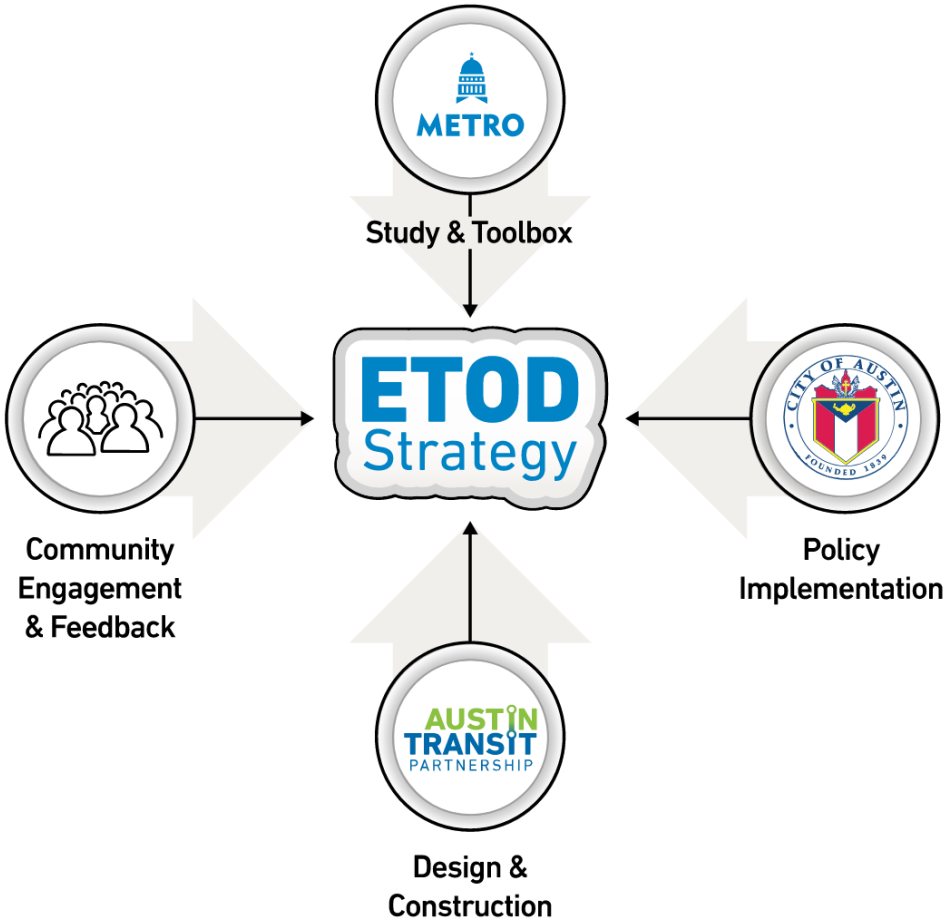


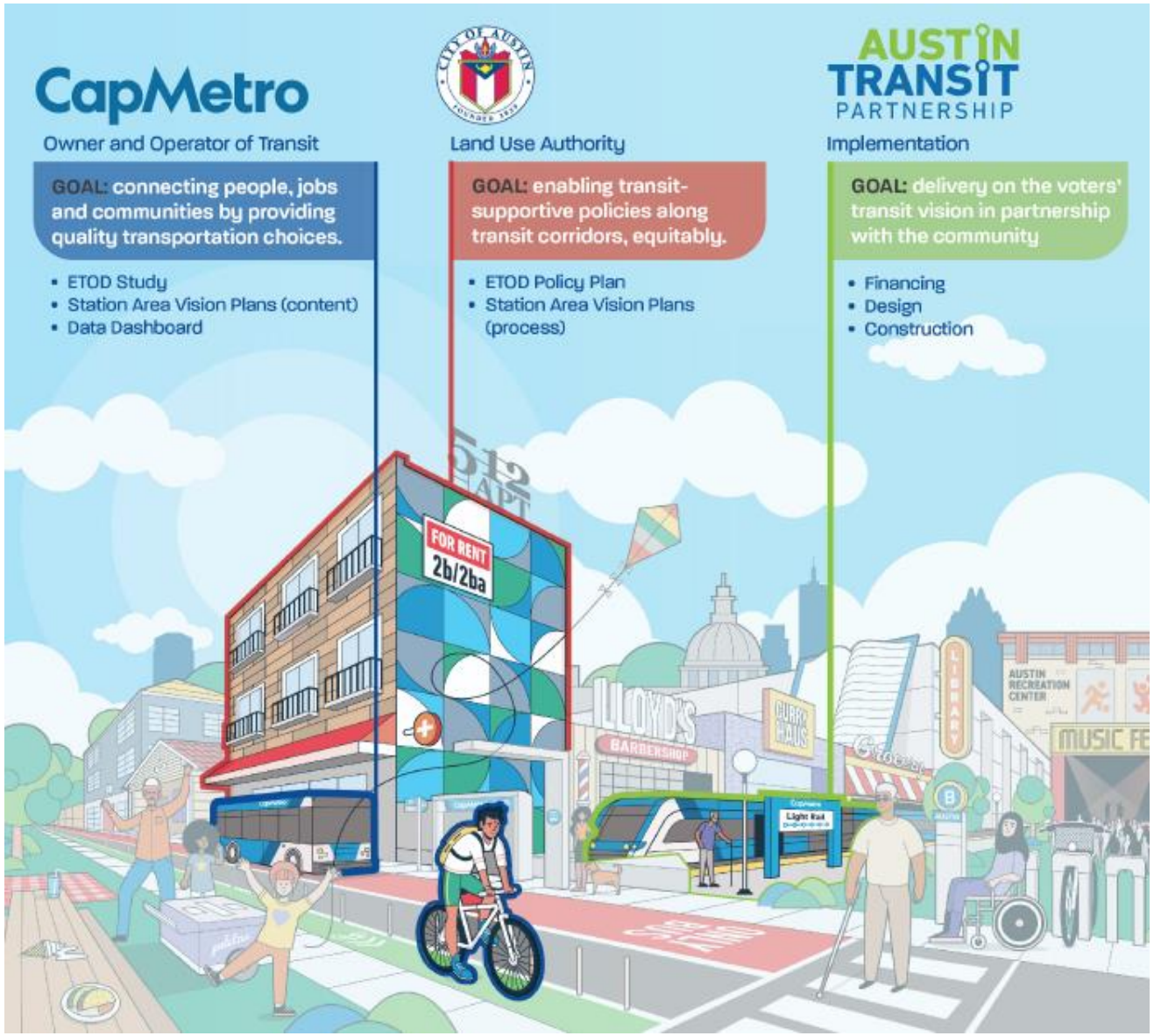
Equitable Transit Oriented Development

CapMetro

AUSTIN TRANSIT PARTNERSHIP

The ETOD Team





Equitable Transit Oriented Development

CapMetro AUSTIN TRANSIT PARTNERSHIP

Engagement Touchpoints



Community Presentation

Large format meetings to present project milestones



CAC Working Group Briefings

Monthly meetings, Ongoing guidance throughout project and major milestones



Tabling/Intercept Surveys

In-person events to target specific neighborhoods or demographics



Focus Groups & One-on-ones

Guided discussions with compensated groups to identify vision and needs and to build consensus amongst stakeholders



Stakeholder Presentations

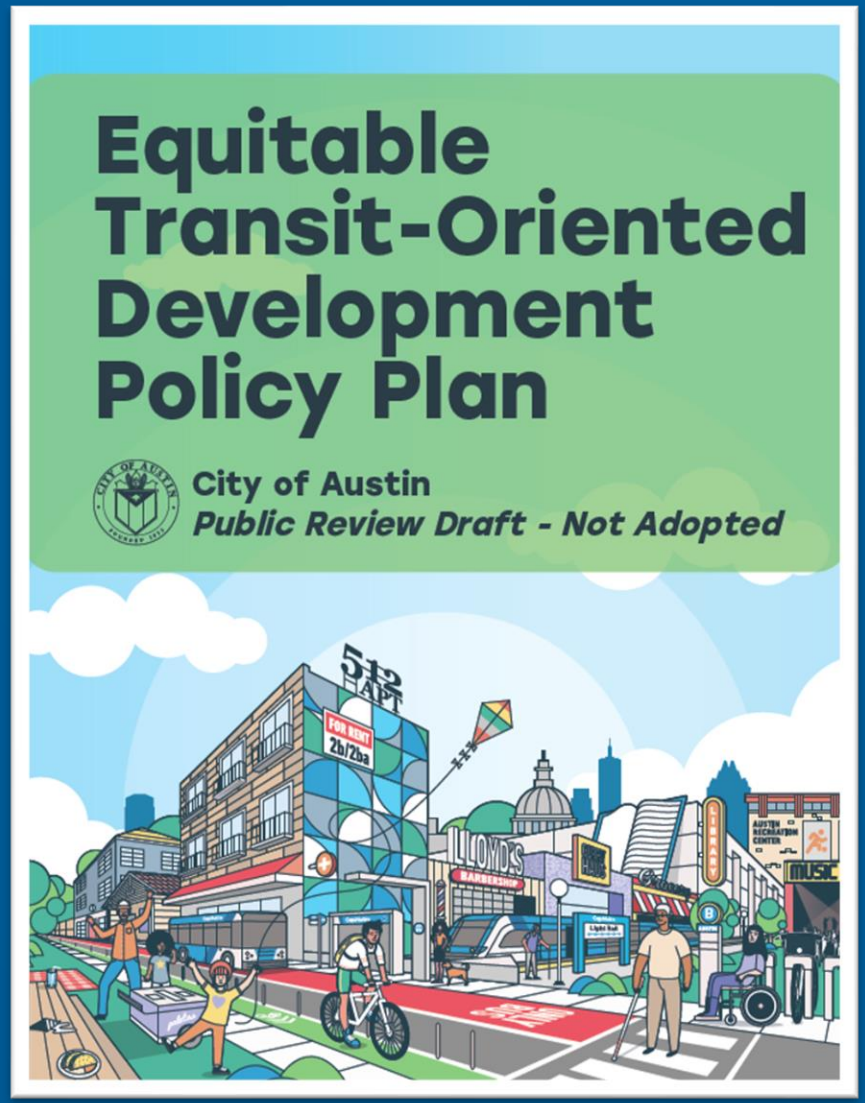
Presentations with stakeholder groups to educate participants on the process and vision of the ETOD Study



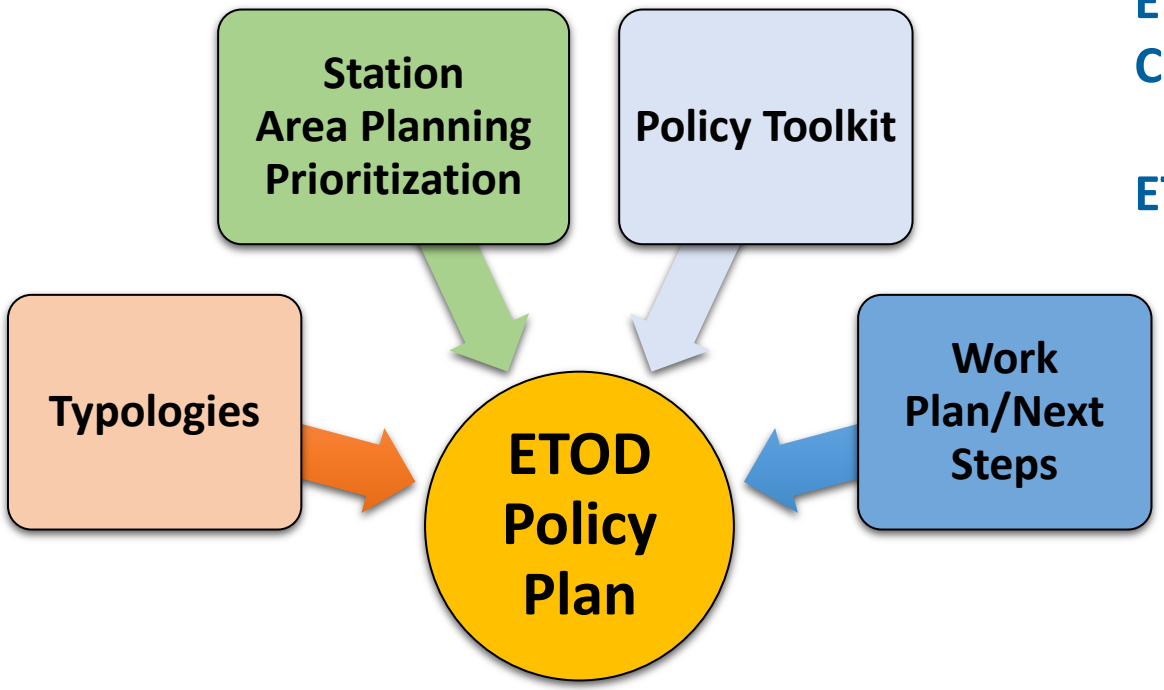
Community Connectors

Paid and trained individuals who do in-depth outreach in their communities

ETOD Policy Plan Contents



ETOD Policy Plan



ETOD Policy Plan builds on the FTA-funded ETOD study led by CapMetro

ETOD Policy Plan includes:

→ ETOD Goals

→ A snapshot of how current TODs are performing (MLK Station, Plaza Saltillo, Crestview Station)

→ Station Area Typologies and Planning Prioritization

→ Equity-Based Policy Toolkit with Success Metrics

→ Work Plan for station area specific planning and regulatory changes in the short-, medium-, and long-term

ETOD Project Goals



Enable All Residents to Benefit from Safe, Sustainable, & Accessible Transportation



Help to Close Racial Health & Wealth Gaps



Preserve and Increase Housing Opportunities That are Affordable & Attainable



Expand Access to High-Quality Jobs & Career Opportunities



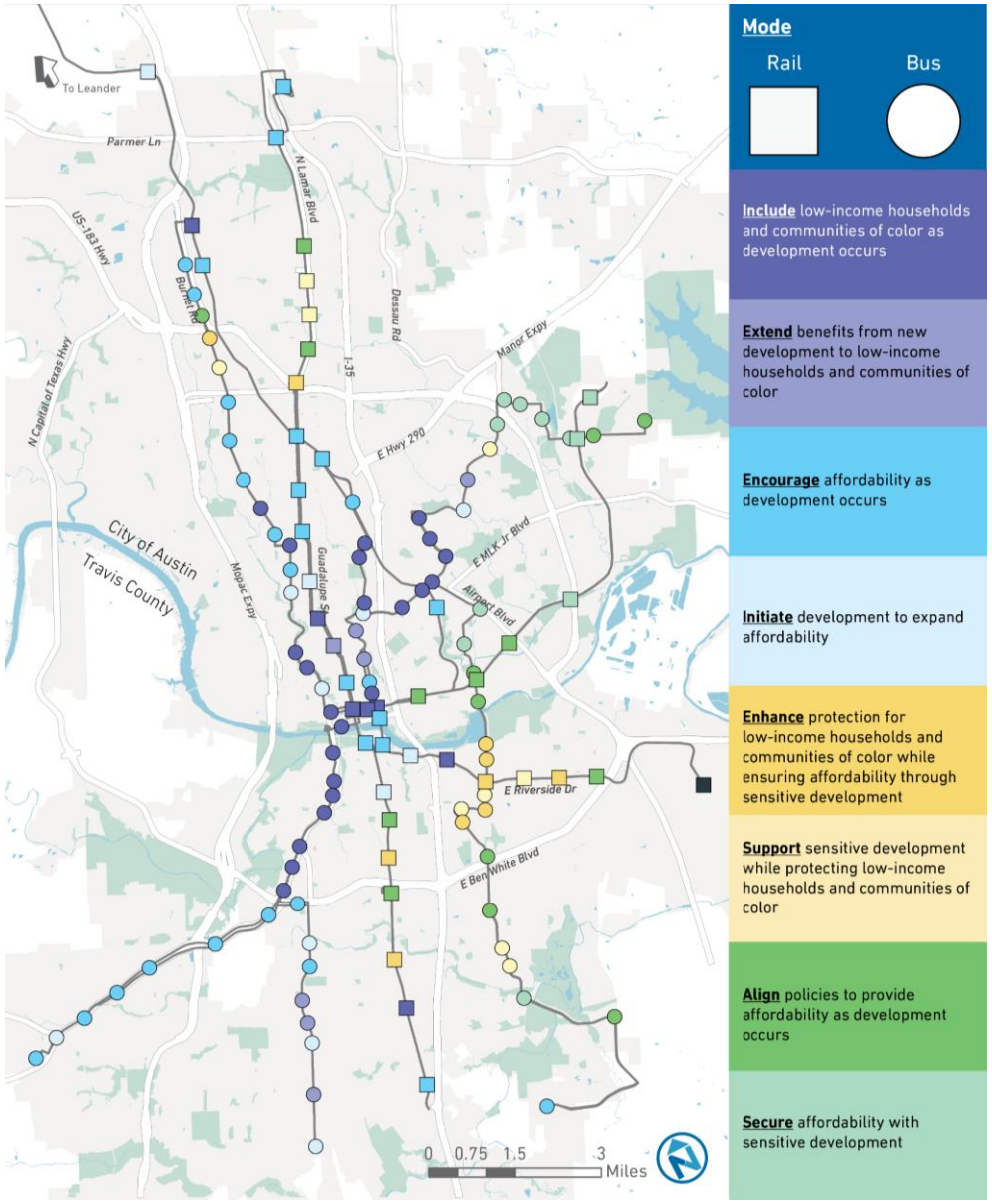
Support Healthy Neighborhoods That Meet Daily Needs



Sustain Austin's Diverse Cultural Heritage & Small Businesses

1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
4. Expand Access to High-Quality Jobs and Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, BIPOC-owned and Legacy Businesses

ETOD Typologies



If a station has…	…and is…	…and has experienced…
More Residents Today	Historically Exclusionary or Low Displacement	**Rapid Change**
More Residents Today	Historically Exclusionary or Low Displacement	Slow Change
Fewer Residents Today	Historically Exclusionary or Low Displacement	**Rapid Change**
Fewer Residents Today	Historically Exclusionary or Low Displacement	Slow Change
More Residents Today	**Vulnerable to or Experiencing Displacement**	**Rapid Change**
More Residents Today	**Vulnerable to or Experiencing Displacement**	Slow Change
Fewer Residents Today	**Vulnerable to or Experiencing Displacement**	**Rapid Change**
Fewer Residents Today	**Vulnerable to or Experiencing Displacement**	Slow Change

ETOD Station Area Planning Prioritization

Priorities are categorized by light rail + commuter rail OR bus rapid station areas



Priority Rating

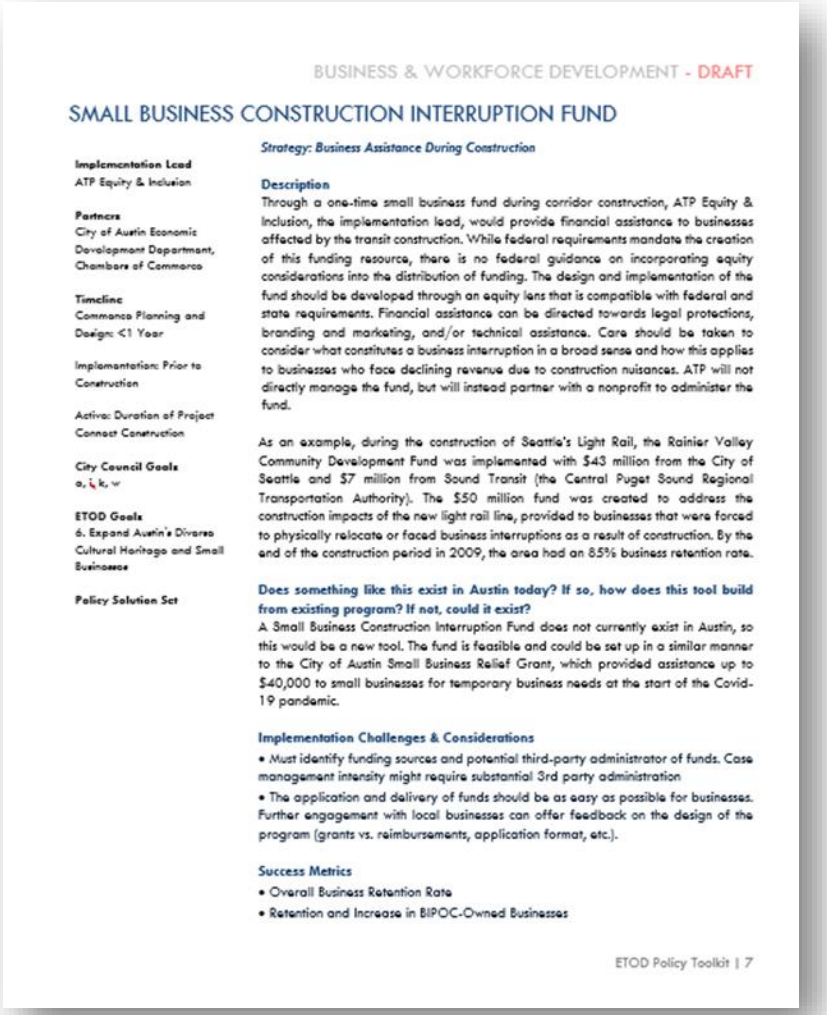
- *YEAR 1
- HIGH
- MEDIUM
- LOW

* Year 1 work program stations are areas that already have ongoing planning processes identified, either by our partners at CapMetro or with other ongoing City of Austin planning processes.

ETOD Policy Toolkit

Tool Categories

1. Small Business and Workforce Development
2. Housing Affordability
3. Mobility
4. Land Use and Urban Design
5. Real Estate and Finance Strategies



BUSINESS & WORKFORCE DEVELOPMENT - DRAFT

SMALL BUSINESS CONSTRUCTION INTERRUPTION FUND

Strategy: Business Assistance During Construction

Implementation Lead
ATP Equity & Inclusion

Partners
City of Austin Economic Development Department, Chambers of Commerce

Timeline
Commence Planning and Design: <1 Year

Implementation: Prior to Construction

Active: Duration of Project Connect Construction

City Council Goals
a, i, k, v

ETOD Goals
6. Expand Austin's Diverse Cultural Heritage and Small Businesses

Policy Solution Set

Description
Through a one-time small business fund during corridor construction, ATP Equity & Inclusion, the implementation lead, would provide financial assistance to businesses affected by the transit construction. While federal requirements mandate the creation of this funding resource, there is no federal guidance on incorporating equity considerations into the distribution of funding. The design and implementation of the fund should be developed through an equity lens that is compatible with federal and state requirements. Financial assistance can be directed towards legal protections, branding and marketing, and/or technical assistance. Care should be taken to consider what constitutes a business interruption in a broad sense and how this applies to businesses who face declining revenue due to construction nuisances. ATP will not directly manage the fund, but will instead partner with a nonprofit to administer the fund.

As an example, during the construction of Seattle's Light Rail, the Rainier Valley Community Development Fund was implemented with $43 million from the City of Seattle and $7 million from Sound Transit (the Central Puget Sound Regional Transportation Authority). The $50 million fund was created to address the construction impacts of the new light rail line, provided to businesses that were forced to physically relocate or faced business interruptions as a result of construction. By the end of the construction period in 2009, the area had an 85% business retention rate.

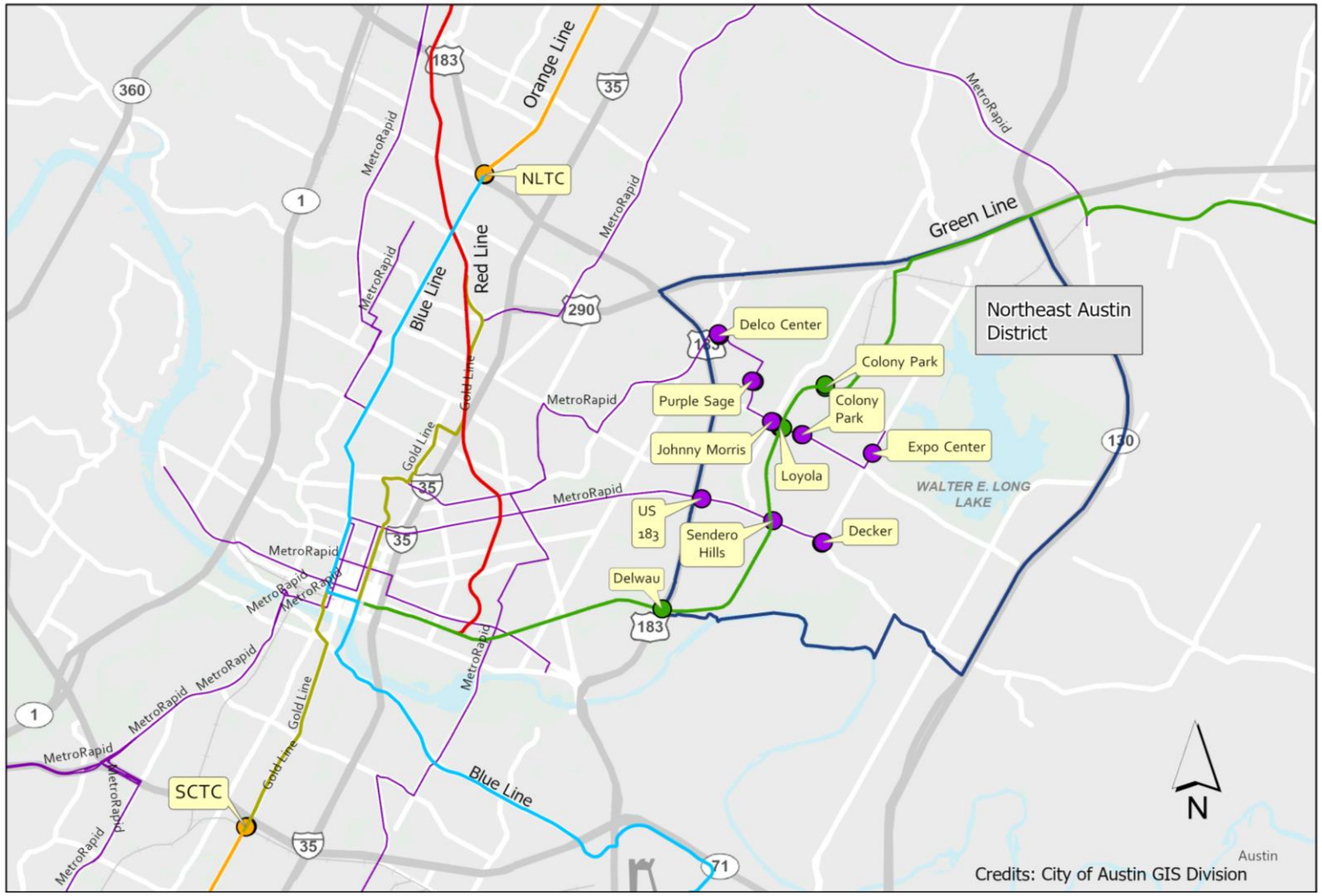
Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?
A Small Business Construction Interruption Fund does not currently exist in Austin, so this would be a new tool. The fund is feasible and could be set up in a similar manner to the City of Austin Small Business Relief Grant, which provided assistance up to $40,000 to small businesses for temporary business needs at the start of the Covid-19 pandemic.

Implementation Challenges & Considerations
- Must identify funding sources and potential third-party administrator of funds. Case management intensity might require substantial 3rd party administration
- The application and delivery of funds should be as easy as possible for businesses. Further engagement with local businesses can offer feedback on the design of the program (grants vs. reimbursements, application format, etc.).

Success Metrics
- Overall Business Retention Rate
- Retention and Increase in BIPOC-Owned Businesses

ETOD Policy Toolkit | 7

Next Steps – ETOD Station Area Vision Planning



Year 1 Stations for Planning

RAIL

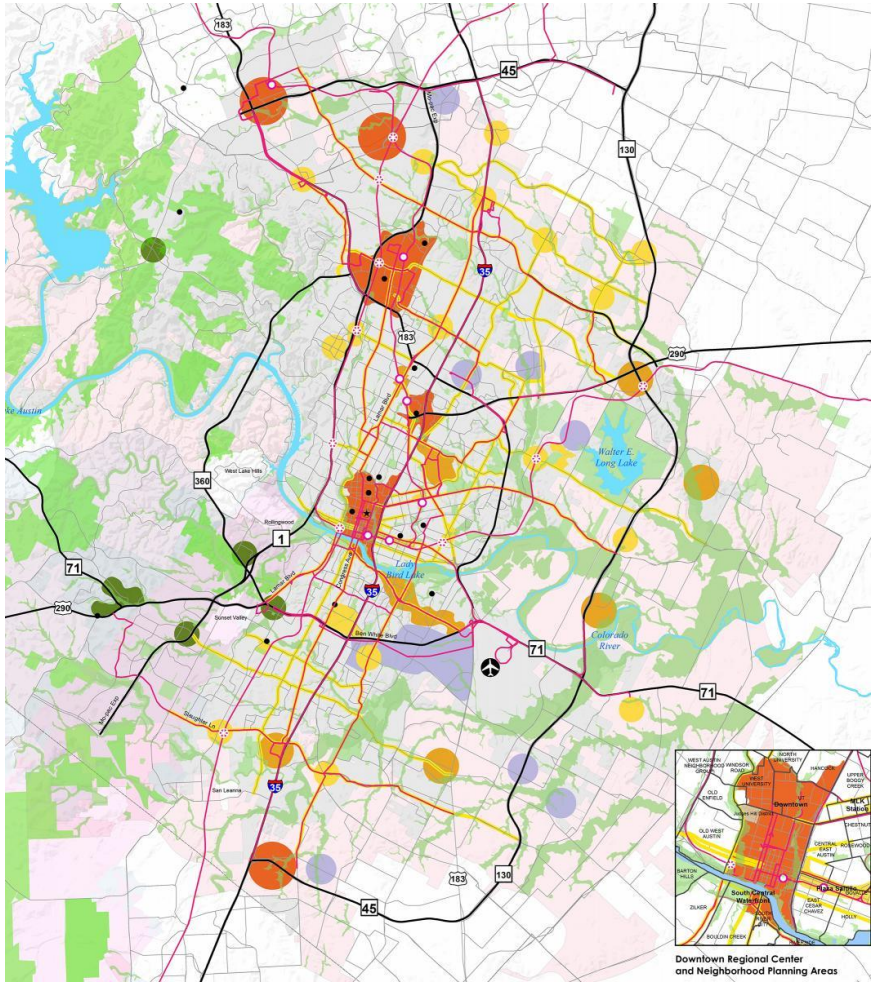
North Lamar Transit Center- Orange Line
South Congress Transit Center- Orange Line
***Delwau-** Green Line*
***Loyola-** Green Line*
***Colony Park-** Green Line*

METRORAPID

Loyola/Johnny Morris
Colony Park Town Center
Purple Sage
Expo Center
Delco Center
Decker
Sendero Hills
US 183

**Some station areas not yet initiated by City Council; staff recommends initiating at 2/23/23 Council meeting*

Next Steps – Amendments to *Imagine Austin*

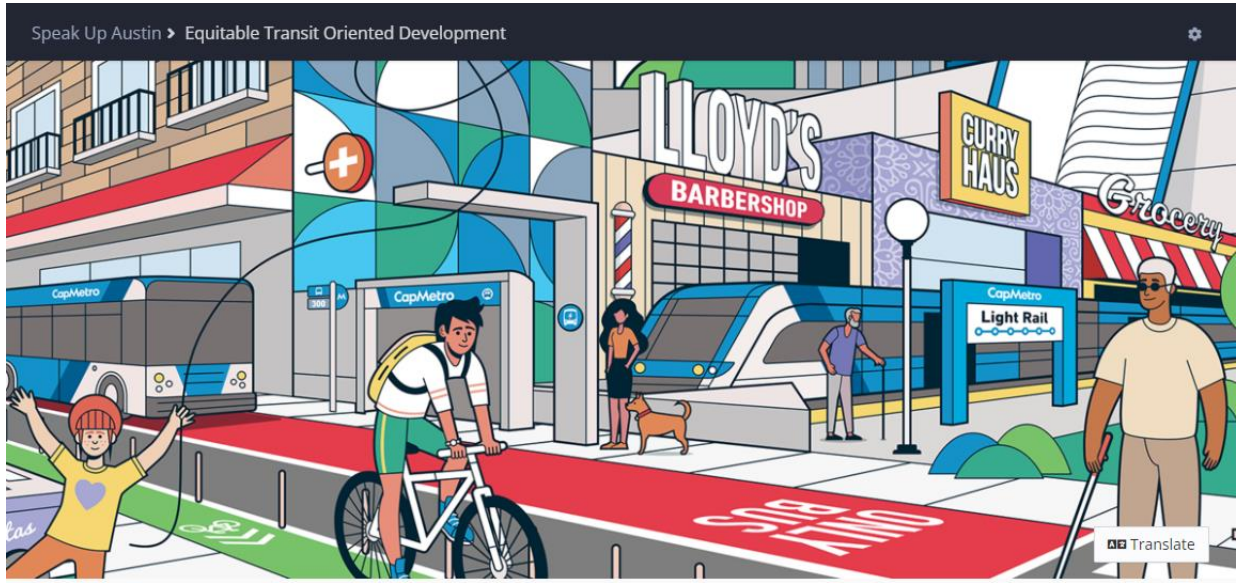


- On Feb. 23, 2023, staff requests City Council **initiate necessary amendments to *Imagine Austin*** comprehensive plan
- Scope of amendments would be to incorporate the ETOD Policy Plan and its station area typologies into *Imagine Austin*

Next Steps – Amendments to Land Development Code

- On Feb. 23, 2023, staff requests City Council **initiate targeted amendments** to Land Development Code Chapter 25-2 to implement the ETOD Policy Plan.
- **Proposed amendments to be initiated:**
  - Update existing TOD code sections to revise the existing list of station areas and define a process for ETOD planning;
  - Establish interim regulations that apply to ETODs, similar to existing "initial regulations" that currently apply to designated TODs; and
  - Create and apply an ETOD overlay as described in the ETOD Policy Plan (pages A58-A59).

For more information:



Review the draft ETOD Policy Plan: www.publicinput.com/ETOD

Send us a message: ETOD@austintexas.gov

Learn more about ETOD in Austin: www.projectconnect.com/projects/etod



Questions?

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