

**Motion Sheet #1:
Oak Hill Planning**

I move to amend the Draft ETOD Policy Plan (Attachment A) as follows:

- On page 29, under Future Station Area Planning Priorities Approach, amend Criteria 2 to read:

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

- On page 36, rename the “Oak Hill” Bus Rapid Transit Station as “Pinnacle,” change its Priority for Planning level from Medium to High, and move that line of the table to page 34 to be grouped appropriately.
- In Appendix E: Station Area Planning Priority Methodology (pages A14 – A23), make conforming changes as appropriate.

I further move to amend the Draft Resolution Version 2 as follows:

- On lines 107-109: “WHEREAS, in consideration of the timing of the initial investment in rail under the Project Connect Transit System, rail is first in priority for commencement of all implementation activities, except concurrent commencement may occur for a MetroRapid line that has not yet been awarded federal funding and is assessed to rate uncompetitively for federal funding on the FTA’s land use and economic development criteria;”
- Between lines 133 and 134, add: “WHEREAS, the City of Austin partners with HousingWorks Austin to annually analyze our success in meeting our Austin Strategic Housing Blueprint goals, and these Scorecards document that we regularly fall short on Goal 1: Affordable Homes in Each District and, within Goal 5, on New Affordable Housing near High-Opportunity Areas; and WHEREAS, MetroRapid Bus lines will dramatically extend the reach of Project Connect’s high-capacity transit system into far more neighborhoods than rail will serve alone, including high-opportunity areas where affordable housing could be more easily produced following an ETOD planning process and the application of ETOD development regulations; and”