



MEMORANDUM

To: Mayor and City Council

Through: Dr. Eric A. Johnson, Assistant City Manager *EAJ*

From: Andrea Bates, Interim Director, Austin Planning *AB*

Date: July 24, 2026

Subject: **Equitable Transit-Oriented Development (ETOD) Implementation Update**

The purpose of this memorandum is to provide an update related to implementing Equitable Transit-Oriented Development (ETOD) in Austin.

Background

On March 9, 2023, the City Council approved [Resolution No. 20230309-016](#) accepting the ETOD Policy Plan and directing the City Manager regarding next steps for implementation. Many significant implementation activities have been completed in the last three years, with additional work underway or planned to reach the Plan's goals.

Highlights of Completed Policy and Regulatory Activities Since 2023

- **Eliminating Parking Minimums Citywide** (adopted December 2023) allows developers to right-size parking to demand in transit-rich areas. In addition to encouraging transit use, reduced parking can also increase the financial feasibility of projects with more housing and/or more affordable housing or commercial space.
- **HOME Phase 1** (adopted December 2023) increased housing capacity by allowing up to three units on most single-family zoned lots by-right.
- **Imagine Austin amendment adding ETOD Station Area Typologies** (adopted May 2024) allows for formal consideration of ETOD policy in current zoning and land use decisions.
- **ETOD Overlay Phase 1 regulations** (adopted May 2024) increased housing capacity by creating a new density bonus (DBETOD) that relaxes site development standards in exchange for income-restricted affordable housing. Phase 1 also restricted new non-transit supportive uses from locating near the light rail corridor, such as auto-oriented uses.
- **HOME Phase 2** (adopted May 2024) increased housing capacity by lowering the minimum lot size required to build one unit on most single-family lots from 5,750 to 1,800 sq. ft.
- **Compatibility Reform** (adopted May 2024) increased housing capacity by relaxing compatibility requirements in proximity to a triggering property and requiring a landscape buffer along a shared property line with a triggering property.

- **Downtown Parking Reform** (adopted May 2024) modified non-zoning parking regulations to meet parking needs more efficiently, achieve the goals of reducing the overall number of new parking spaces built within downtown, and create a more walkable, pedestrian-oriented built environment with fewer large above-ground parking structures.
- **North Lamar Transit Center / South Congress Transit Center Station Area Vision Plans** (adopted May 2025) includes amendments to Future Land Use Maps to support future high-density mixed-use in these station areas.
- **Citywide Density Bonus Program** (adopted May 2026) streamlined citywide density bonus programs and created five new options to grant heights up to 60 additional feet in exchange for income-restricted affordable housing.

Highlights of Completed Programmatic and Investment Activities Since 2023

- **Travis County Childcare Grants** (approved November 2024) funded by the voter-approved Raising Travis County (RTC), a sustainable funding stream to expand access to childcare and out-of-school time programs. In 2025, \$21 million in RTC funds was awarded to Workforce Solutions Capital Area to administer childcare scholarships (subsidies) to families in Travis County.
- **Place Based Enhancement Program** (implemented starting 2025) includes the “Affordable Space” category which incentivizes developers to provide below-market leases with rent escalation caps to local small and legacy businesses, community-serving nonprofits, and creative spaces. The ETOD Overlay is a target geography for this Austin Economic Development-led program.
- **Austin Infrastructure Academy** (launched March 2025), a collaboration between City of Austin, Workforce Solutions Capital Area, Austin Community College, and other training providers. Since its launch, the initiative has made early progress in connecting Austin residents to opportunities for high-demand careers in public infrastructure, including direct engagement with 1,100+ job seekers and 145 clients in occupational training.
- **Grove/Riverside site** (acquired additional land in 2024) includes more than 100 acres of City-owned land that is envisioned to become a lively neighborhood with homes, local shops, safe public spaces, and access to public transit, including the Phase 1 Austin Light Rail.
- **South Congress Avenue site** (acquired 2025) includes 1.5 acres of Austin Housing Finance Corporation property near St. Edwards University on the future light rail extension.

Highlights of ETOD Activities Currently Underway

- **Transfer of Development Rights (TDR) Feasibility Study** (anticipated study completion in summer 2026) is exploring the possibility of utilizing TDRs as a tool for preservation, including within ETOD station areas.
- **New transit-supportive Mixed-Use and Missing Middle base zoning districts** (study published February 2026; anticipated first phase of City Council consideration by December 2026) will allow for a mix of residential, commercial, and/or civic uses in a single development, and also allow for a range of small housing types such as townhomes, cottage courts, and small-scale multi-unit residential uses, also known as “missing middle housing.”
- **Parking Soft Caps Study** (anticipated study completion in December 2026) will explore options and provide recommendations related to establishing off-street parking maximums

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within the ETOD Overlay area and other transit corridors across Austin, with exceptions for projects to exceed parking maximums in specific cases.

- **Unbundling Parking Fees Study** (anticipated study completion in December 2026) will explore options and provide recommendations regarding encouraging or requiring unbundling parking fees from the cost to rent or purchase a unit in new residential projects.
- **Downtown Density Bonus Program** (Phase 1 adopted May 2026; Phase 2 anticipated for City Council consideration by December 2026) will update the existing Downtown Density Bonus Program to continue promoting high-density and pedestrian friendly redevelopment in the Downtown area, enabling access to quality affordable housing, a variety of venues that foster the creative expression of Austin's people, and innovative businesses that provide employment opportunities for all.
- **Central City District Plan** (anticipated City Council consideration in spring 2027) includes efforts to update the vision for the Downtown, the University Neighborhood, and South Central Waterfront areas.
- **East Riverside Corridor Planning Initiative** (anticipated City Council consideration in spring 2027) will holistically update the vision and regulations along East Riverside Drive.
- **Northeast District Planning** (ongoing) engages the community to develop a plan for a large portion of Northeast Austin and will include station area vision planning for multiple ETOD station areas for commuter rail and rapid bus service.
- **Imagine Austin Comprehensive Plan Update** (ongoing) integrates ETOD station areas and planning concepts as part of the larger effort.

Future Plans

Additional ETOD activities for the future may include:

- Launching new ETOD station area planning processes for additional transit corridors based on the prioritization information in the ETOD Policy Plan.
- Updating existing Transit-Oriented Development (TOD) plans (beginning 2027) and associated rezonings. This includes updating the North Lamar/Justin Lane TOD, commonly referred to as Crestview Station, which Council initiated via [Resolution No. 20240321-034](#).
- Continue working on developing policy tools from the Policy Toolkit (see attached *ETOD Policy Tool Implementation Status*).

Should you have any questions or concerns, please contact Warner Cook, Principal Planner of Austin Planning, at warner.cook@austintexas.gov or (512) 978-1724.

cc: T.C. Broadnax, City Manager
Erika Brady, City Clerk
Jason Hadavi, City Auditor
Mary Jane Grubb, Municipal Court Clerk
Judge Sherry Statman, Municipal Court
CMO Executive Team
Department Directors

Attachment: ETOD Policy Tool Implementation Status

ETOD Policy Tool Implementation Status

Tool Category	Tool Short Name	Tool Short Description	Tool Status	Additional Notes
Small Business & Workforce Development	Small Business Construction Interruption Fund	Provide financial assistance to businesses affected by the transit construction through a one-time fund during corridor construction.	In Progress	During the first half of 2026, Austin Transit Partnership (ATP) is conducting a needs assessment for businesses along the Austin Light Rail Phase 1 alignment. The needs assessment will help inform the types of services and support that ATP will consider for businesses during the construction of the project. ATP is coordinating with Austin Economic Development and other potential partners in this effort.
Small Business & Workforce Development	Small Business Relocation Plan	Ensure that businesses along the corridor are made aware of the timeline of construction and corridor impacts and are supported in making a plan for temporary or permanent relocation.	Planned	As described in Austin Light Rail Phase I Mitigation Monitoring Plan, all persons (residential and commercial) displaced, as a result of an acquisition of real property, will be provided with assistance to relocate pursuant to the requirements of Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA). ATP will also provide financial and advisory services in compliance with the URA for acquisition-related relocations.
Small Business & Workforce Development	Small Business Assistance Fund	Expand upon the structure of the City of Austin's small business relief grant and provide support to businesses along the corridor on an ongoing basis to help enhance the longevity of small, independent, and BIPOC-owned businesses.	Not Yet Started	Austin Economic Development recommends prioritizing this policy tool specific to Austin Light Rail, though no specific funding source has been identified at this time. Austin Light Rail construction could affect small business operations along the alignment, and this type of fund would be a tool used to enable a transit expansion – such as the Austin Light Rail – to enhance the longevity of small, independent, and BIPOC-owned businesses. This tool should be periodically revisited to determine funding adequacy and effectiveness.
Small Business & Workforce Development	Affordable Ground Floor Space for Local Businesses & Non-Profits	Incentivize developers to provide affordable and favorable ground-floor lease terms for small businesses, non-profits, and community-supporting space as part of the parameters set for future land dispositions led by the City and CapMetro, such as business affordability criteria that is tied to standard ratios of Annual Sales (Revenue) to Annual Rent for target industries. The City can also deploy funds to subsidize local or legacy businesses within ground-floor space.	In Progress	The Place Based Enhancement Program (PBEP) has been approved by City Council and implemented in FY25. Annual funding needs will be based on total tax reimbursements committed. This includes the "Affordable Space" category which incentivizes developers of new and mixed-use property to provide below-market leases with rent escalation caps to local small businesses, legacy businesses, community-serving nonprofits, and creative spaces. The ETOD Overlay area is a target geography for this program. Three incentives have been awarded through the PBEP as of January 2026, though these have all been outside the ETOD area. We anticipate developers will be interested in using this program as new development begins that utilizes the DBETOD program. Additional funding and/or partnering through the City's Public Facilities Corporation would help ensure adequate opportunities for supporting affordable commercial space for local small businesses and nonprofits.

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Small Business & Workforce Development	Business District Merchant Association Support	Form Merchant Associations through Souly Austin to advance community organizing goals, placemaking efforts, and economic growth.	Partially Complete	Austin Economic Development has developed and implemented an Economic and Cultural District Framework Policy, approved by City Council in September 2024. This framework recognizes four Economic and Cultural Districts directly overlapping or contiguous with Project Connect alignments and the ETOD Overlay areas: South Congress District, South 1st Street District, Second Street District, and the 5th Street Mexican-American Cultural District. Each of these districts has a leadership cohort made of relevant stakeholders, including the South Congress Merchant Association and the South 1st Street Merchant Association. Each of these districts is supported through strategic planning, placemaking and physical activation, and mini-grants to support economic growth. Additional Economic and Cultural Districts in other parts of current or future Project Connect and ETOD areas may apply for recognition through the process described in the approved Framework. Additional funding and staff support would allow more opportunities to support new merchant associations in the future.
Small Business & Workforce Development	Skills-Based and Industry-Specific Job Training & Hiring	Work with large employers to design programs and certifications directly addressing the needs of employers and create a pipeline for students to high-quality local jobs.	In Progress	Austin Economic Development is developing an Economic Development Roadmap – a tool designed to guide Austin's economic growth over the next 36 months. Workforce Development is among the elements under consideration and references ETOD's goal of aligning workforce programs and credentials with employer needs. Austin Economic Development will share more information about actions taken to actualize that goal as the Roadmap reaches implementation later this year.
Small Business & Workforce Development	Transit Line Construction Apprenticeship Program to Enable Local Worker Participation	Help build and develop the skills needed for transit expansion and create high-quality jobs for the local workforce.	In Progress	The City began a collaboration on the Austin Infrastructure Academy (AIA) with Workforce Solutions Capital Area, Austin Community College (ACC), and other training providers in 2025 to prepare the region's workforce for essential, high-demand careers in public infrastructure. AIA will provide hands-on training for careers in construction, skilled trades, fleet maintenance and repair, frontline mobility and operations, and supervision. Since launching the AIA in March 2025, early progress has been made in connecting Austin residents to workforce opportunities in the Mobility and Infrastructure sector. As of January 31, 2026, 1,137 job seekers have been made aware of AIA through direct engagement, 617 job seekers were provided navigation services and links to employment opportunities, and 145 clients began occupational training.

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Small Business & Workforce Development	Building Capacity for Small Business Participation in Project Connect Construction and Investments	Expand small business access to Project Connect contracting to help create employment opportunities and ensure the benefits of the transportation construction are felt throughout the local community.	In Progress	Since 2023, Austin Transit Partnership (ATP) has diligently worked through a procurement plan to support small business growth and access to ATP contracting opportunities. ATP developed and hosted Connect and Build: Partnerships for Austin Light Rail events that offered small businesses the opportunity to network and discuss business capabilities with ATP personnel and potential prime contractors seeking to bid on ATP projects. Additionally, ATP utilizes its website, vendor portal, news media outlets, social media platforms, and its relationships with local chambers of commerce and small business organizations to keep the local community informed about upcoming bid opportunities and events. These efforts, to date, have resulted in over 170 ATP prime and subcontractor partnerships.
Small Business & Workforce Development	Childcare Grants and Other Family Supports	Subsidize the costs of childcare for low-income households with parents working a designated number of hours/week.	In Progress	In November 2024, Travis County voters approved Raising Travis County (RTC), a sustainable funding stream to expand access to childcare and out-of-school time programs. Strategic investments are underway to strengthen local infrastructure, support providers, and prepare families for expanded access, with full rollout beginning in 2026. Austin Economic Development is working with Raising Travis County on an interlocal agreement to provide childcare services through existing City agreements focused on RTC strategy "Building Quality and Capacity." Workforce Solutions Capital Area (WFS) administers childcare scholarships (subsidies) to families in Travis County. In October 2025, County commissioners awarded \$21 million in Raising Travis County funds to WFS to provide direct scholarships to families and gap funding to childcare providers to address the gap between the cost of quality childcare and the scholarship reimbursement rate. The award will help at least 1,000 children access childcare and reduce the 6,000+ children waitlist for scholarships.
Housing Affordability	Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing	Support local government agencies, non-profits, and developers to use affordable housing funds to preserve existing affordable housing or acquire land parcels for future residential development.	Ongoing	The Austin Housing Finance Corporation continues to seek acquisition opportunities for both vacant land and to create or preserve existing affordability. Over the last three years, AHFC has acquired, both in partnership with Texas Housing Conservancy (f.k.a Austin Housing Conservancy) and private equity investors, as well as on its own, 8 existing multifamily properties to establish long-term affordability of 973 units within 1 mile of the Project Connect system. Major land acquisitions within a ½-mile of the Austin Light Rail include 60 acres of vacant land at Grove Blvd. and E. Riverside Dr. in 2024 and 1.5 acres on S. Congress Ave. across the street from St. Edwards University in 2025. Additionally, Austin Housing Finance Corporation's gap financing programs underwent programmatic updates in 2025 to improve application review and scoring processes, update program guidelines, and streamline the funding award calendar. These improvements have been implemented for the FY26 funding cycle.

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Housing Affordability	Land Acquisition for Affordable Housing	Consider opportunities to support future affordable housing development by the City of Austin acquiring property along the transit corridors.	Ongoing	Examples of this policy tool include two major land acquisitions along the Project Connect planned light rail by Austin Housing Finance Corporation including 60 acres of vacant land at Grove Blvd. and E. Riverside Dr. in 2024 and 1.5 acres on S. Congress Ave. across the street from St. Edwards University in 2025. Both acquisitions utilized Project Connect Anti-Displacement funds and plans for disposition are currently underway for both sites.
Housing Affordability	Community Land Trusts & Other Shared Equity Homeownership Models	Create a shared equity programs to facilitate homeownership for low-income households by decreasing the costs of home purchases. There are three main shared equity models in the US: Community Land Trusts (CLTs), Limited Equity Cooperatives, and Deed-Restricted Homeownership.	In Progress	BCL of Texas, a recipient of Project Connect Community Initiated Solutions funding, continues to cultivate its Community Land Trust (CLT) Accelerator Program and has three cohort members in the predevelopment or construction phase of CLT development. Additionally, BCL has created a draft of their CLT mortgage loan product.
Housing Affordability	Abatement-Financed Housing Acquisitions & Joint Ventures	Partner with for-profit and non-profit developers through acquisitions and joint ventures to exempt the property from property taxes in exchange for conversion of units into deed-restricted affordable housing.	Ongoing	The Austin Housing Finance Corporation currently has 7 developments underway with development partners that will provide 748 additional housing units. This adds to the existing portfolio that includes 28 properties and 2,590 units total.
Housing Affordability	Capacity Building for Community Benefits	Evaluate measures to facilitate the establishment of neighborhood and community groups and work with community groups capable of negotiating community benefit investments with developers and companies relocating into Austin.	Partially Complete	BASTA, a project of the non-profit Texas Rio Grande Legal Aid, worked with the UT School of Law to update the template restrictive covenant for use in Community Benefits Agreements and secured benefits for tenants at five apartment complexes in the Project Connect corridor. Workers Defense Project (WDP) and BASTA also collaborated on a shared database to target their efforts and identify properties for outreach. WDP has had five new developments in the Project Connect Corridor adopt Better Builder standards.

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Housing Affordability	Inclusive ETOD Overlay	Create voluntary inclusive ETOD overlay to provide developers with the opportunity to build projects under alternative standards in exchange for including affordable units.	Complete	The first phase of the ETOD Overlay was adopted by Council on May 16, 2024. The first phase applied new regulations and created a voluntary ETOD density bonus program (DBETOD) with the aim to increase housing density and affordability within a ½ mile of the Project Connect Austin Light Rail and priority extensions. DBETOD offers developers relaxed development standards in exchange for building affordable housing. Council also approved a City-initiated rezoning on May 16, 2024 applying ETOD/DBETOD to certain non-single-family lots (rezoning approximately 850 acres). In November 2024, staff conducted a round of community engagement for the second phase of the ETOD Overlay, which would apply to the broader Project Connect system. In June 2025, City Council passed Resolution No. 20250605-080, which directed staff to coordinate the work on the second phase of the ETOD Overlay with new and updated density bonus programs. This project, known as the Citywide Density Bonus Program was adopted by City Council on May 21, 2026.
Housing Affordability	ETOD Requirements for Accessory Dwelling Units	Streamline permitting and rezoning procedures and promote existing mechanisms for providing low-cost financing for Accessory Dwelling Unit development around the transit corridors.	Complete	In December 2023, Council adopted a new ordinance permitting all SF-1, SF-2, and SF-3 zoned lots to build a two-unit, three-unit, or duplex use by-right (known as HOME Phase 1). The ordinance also revised two-family (now called two-unit) and duplex uses to streamline development of two-unit housing typologies, removing regulatory barriers such as where the second unit must be on the lot and size restrictions for the second unit. Redundant housing types and uses, including Accessory Dwelling Units and Accessory Apartments, were removed as the two-unit, duplex, and three-unit definitions now encompass what was formerly considered an accessory dwelling unit use to a primary single-family use.
Housing Affordability	Soft Density by Right	Legalize the development of soft density (townhomes, duplexes, and triplexes) in single-family districts to increase the number of housing units near employment and transit hubs.	Partially Complete	The HOME amendments align with the Soft Density by Right policy tool by expanding housing opportunities in single-family neighborhoods. HOME Phase 1, adopted in December 2023, allows up to three units by-right, including tiny homes, on most single-family lots. HOME Phase 2, adopted in May 2024, lowered the minimum lot size required to build one unit on most single-family lots from 5,750 sq. ft. to 1,800 sq. ft. The Missing Middle and Mixed-Use Zoning Study released in winter 2026 responds to the Soft Density by Right policy tool by recommending new base zoning districts tailored to missing middle housing types, such as townhomes, cottage courts, and multiplexes. City Council initiated amendments to the Land Development Code in March 2026 to create the new zones being recommended by the Study. Staff will work to develop and test specific regulations and engage stakeholders with a goal of bringing forward a first phase of amendments for adoption consideration by December 2026.

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Housing Affordability	Expanded Down-Payment Assistance Funds	Create wealth building and homeownership opportunities through either grants or low-cost loans for first-time homebuyers to help cover the deposit when purchasing a home.	In Progress	Staff is currently evaluating budget resources to propose an increase in the maximum Down Payment Assistance (DPA) award amount to sufficiently support a 20% down payment whether a buyer is purchasing an income-restricted home or a home on the open market. This program update will expand access to DPA by increasing the number of homebuyers who will be able to utilize these funds and support long-term affordability.
Housing Affordability	Expanded Home Repair Programs	Expand home repair programs, also known as owner-occupied home rehabilitation, and provide grants or low-cost loans to help eligible homeowners make critical home repairs.	In Progress	The home repair program served 365 households this past year. In 2025 the program transitioned to a new manager within Austin Housing to spearhead the home repair and construction program. Austin Housing also mapped where services have been provided over the past three years to focus outreach efforts in neighborhoods experiencing displacement pressures.
Housing Affordability	Emergency Direct Rental Assistance	Provide relief to low and moderate-income households at risk of experiencing homelessness or housing instability by providing rental arrears, temporary rental assistance, and utility arrears assistance.	In Progress	El Buen Samaritano under contract with the City of Austin has supported housing stability for over 2,500 households through \$13.9M in rental assistance and negotiated settlements in FY2024, with 74% of households maintaining stable housing six months post-support, advancing the City's goal to reduce homelessness through strategic investments and partnerships.
Housing Affordability	Supporting Tenants' Right to Counsel	Help low-income renters hold power over their housing and counter predatory and unjust practices. Actions to support tenants facing eviction include providing low-income tenants access to free legal counsel.	In Progress	Texas RioGrande Legal Aid (TRLA) utilized Austin Housing funding to deliver a comprehensive strategy aimed at supporting low-income renters and reducing eviction rates. Through its Eviction Representation Program, TRLA provided free extended legal services to more than 850 renter households with incomes below 200% of the Federal Poverty Level. Services included court representation, settlement agreement drafting, and counseling. Additionally, TRLA's Tenants' Rights Assistance Program supported over 2,500 households by offering counseling, education, technical assistance, and tenant-landlord mediation, proactively preventing eviction filings.
Housing Affordability	Expansion of Existing Preference Policy	Expand the existing policy to cover all deed-restricted affordable housing units, granting qualifying households facing displacement with preferential access to affordable units in their communities.	Ongoing	The preference policy is now included as a requirement for any property owned by Austin Housing Finance Corporation that is put out for public solicitation to identify a development partner. The first rental property to implement the policy is Live Make and recently completed 100% lease up. Staff is finalizing a report documenting the implementation of this policy and its outcomes.
Mobility	ETOD Mobility Program (for New Site Users)	Provide mobility benefits and reduce household travel (and housing) costs for ETOD site users, and City of Austin Transportation Department, CapMetro and Movability can collaborate on their implementation.	Not Yet Started	Exact needs to support this tool are not yet determined, but more staff would be required for data collection and identification of resources for enforcement. Data collection and enforcement are necessary to verify that developers are implementing required Transportation Demand Management measures and to assess their effectiveness. Existing CapMetro programs such as reduced fares, transit passes, and bikeshare memberships could be leveraged as part of the implementation of this tool.

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Mobility	Legacy Mobility Benefits Program (for Existing People & Businesses within Station Areas)	Develop a legacy mobility benefits programs, similar to a broader ETOD Mobility Plan, to reduce household travel (and housing) costs. Include free or subsidized transit passes, access to ETOD on-site mobility-enhancing amenities, and information, personalized coaching, or marketing about how to use the system and potential destinations.	Not Yet Started	The Capital Area Metropolitan Planning Organization's Regional Transportation Demand Management Program is exploring implementation strategies similar to the ones listed and secured \$4,000,000 in Carbon Reduction Program Funding from the Infrastructure Investment and Jobs Act. Typically, historic Smart Trips programs focused on encouragement campaigns for a single neighborhood have cost \$250,000 each. Existing CapMetro programs such as MetroWorks and the Transit Empowerment Fund, which provides discounted transit passes to employers and employees, could be utilized as part of implementation of this tool.
Mobility	Enhancing First/Last Mile Service to Stations	Implement programs that help transit riders reach their nearest bus stop or train station, such as bikeshare, reduced-cost ride-hailing, or on demand shuttle services.	In Progress	Mobility programs are continuing to deliver first- and last-mile infrastructure improvements from the 2016, 2018, and 2020 Mobility Bonds. Funding necessary for this specific future work is uncertain, but the transportation network's total unfunded need is in the billions. The City's ATX Walk Bike Roll planning process included access to transit as a component of project prioritization. Austin Transportation and Public Works and CapMetro are partnering to expand the bike share system from 74 to 232 stations by 2030. 10 stations were expected to be installed in 2025, 20 in 2026, 40 in 2027, and 44 are expected to be installed in both 2028 and 2029.
Mobility	Universal Basic Mobility Pilot	Create a pilot program covering the cost of a variety of transportation services for qualified households.	In Progress	A pilot program for a transportation wallet for 700 low-income individuals is moving forward as part of the Climate Pollution Reduction Grant. The goal is for implementation in late 2026.
Mobility	Community Car Program	Provide and market car share vehicles to ETOD and legacy site users to help provide more resources for households wishing to utilize new transit as primary mode but needing back-up—essentially making it easier and more feasible for households to go car-free.	Not Yet Started	Traditional, location-based car sharing has largely been discontinued in Austin since Car2Go exited the market, and has transitioned to on-demand microtransit such as CapMetro's Pickup or ride hailing services such as Uber/Lyft. There are no efforts underway to reintroduce location-specific car share services at this time.
Mobility	Equitable Station Access Strategy	Develop an equitable station access strategy to shape prioritization and implementation of station access improvements.	Ongoing	In coordination with Austin Transportation and Public Works, Austin Planning is integrating goals and recommendations for connectivity and infrastructure improvements within station area plans to improve safety, mobility, and equitable access to public transportation. The implementation of the station area plans requires amendments to the Austin Strategic Mobility Plan (ASMP) when new street connections are proposed.
Mobility	Mode Split Goal for Each Station	Identify and track mode split goals for each station area and track via regular surveys.	Not Yet Started	At this time, the station area planning process does not identify or track mode split targets for each station.

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Mobility	Phased Parking Requirement Reduction in ETOD Zones	Create a three-tiered parking reduction plan, starting with the removal of parking minimums, to allow developers to right-size parking to demand in transit-rich areas, increasing the likelihood that projects with more housing and/or more affordable housing or commercial space can pencil. • Tier 1: Removing parking minimums altogether for all parcels in defined ETOD areas • Tier 2: Implementing a maximum parking cap would be the next step after parking minimums • Tier 3: Counting parking provided in new projects toward floor-area-ratio (FAR) for new projects	Partially Complete	In November 2023, the City Council adopted an ordinance to remove parking minimums citywide, including in ETOD areas. Additional work was initiated by City Council in March 2026 directing staff to study maximum parking caps and requiring or incentivizing the process of unbundling (leasing parking spaces separately from residential units). Counting parking provided in new projects toward floor-area-ratio (FAR) could be considered as a future code amendment, though its effectiveness would be limited for ETOD areas because, as of September 2025, Texas' Senate Bill 840 already eliminates FAR limits for mixed-use and multifamily projects by-right on commercially zoned properties.
Mobility	Park and Ride Parking Management	Implement a fee structure for CapMetro's park and ride facilities to manage parking demand and create revenue to reinvest in transit infrastructure.	No Active Plans	CapMetro does not currently charge for using its park and rides. There are no active plans at this time to implement this tool in the short-term.
Mobility	Shared Parking Requirements/ Public Participation Program	Create shared parking program among mixed uses to maximize the use of facilities, typically negotiated through private sector development agreements.	Not Yet Started	Minimum parking requirements were removed from the Land Development Code in November 2023. The City would need to provide parking maximums or caps for a Shared Parking tool to be effective. Additional analysis would also be necessary to understand what types of shared parking streamlining and/or incentivizing could be useful.
Land Use and Urban Design	Establish Minimum Land Use Intensity of Transit- Supportive Uses	Establish a minimum mix of transit-supportive uses in ETOD station areas to serve people from diverse income groups through an equitable transit overlay zoning district.	Ongoing	In May 2023, the -ETOD zoning combining district was applied along the Austin Light Rail project as part of the adopted ETOD Overlay to approximately 850 acres of land. This combining district supports a minimum mix of transit-supportive uses by prohibiting new non-transit supportive uses that are typically very low intensity (e.g., gas stations, automotive sales and repair, etc.). Austin Planning is also working towards supporting a minimum mix of transit-supportive uses during station area planning processes by updating Future Land Use Maps (FLUMs) in neighborhood plans to indicate a desire for high-density mixed-use around ETOD station areas. This was completed recently for the North Lamar Transit Center and South Congress Transit Center in May 2025. Council adopted Vision Plans for both Transit Center station areas and also approved amendments to the FLUMs for several overlapping neighborhood plans.
Land Use and Urban Design	Allow More Flexibility in Permitted Ground Floor Building Uses	Expand currently allowable ground floor uses in zoning code beyond retail to allow for other neighborhood services, amenities, and types of businesses.	Complete	Austin Planning expanded the list of allowable ground floor uses beyond retail to include neighborhood services, amenities, and diverse business types within the recently adopted the Citywide Density Bonus Program. The intent expanding greater allowable ground floor uses is to allow greater flexibility and increase mixed-use, pedestrian-friendly, and transit-supportive development across Austin.

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Land Use and Urban Design	Establish High Affordable Housing Goals for Publicly Owned Land in ETOD Areas	Mandate a minimum percentage of housing units to be affordable to ensure an inclusive station area on publicly owned parcels.	Not Yet Started	This tool could be partially implemented through detailed geographically specific station vision planning processes when public land is within the station area, but a more comprehensive set of affordable housing goals for all publicly owned land in ETOD areas would require additional analysis and coordination to develop, and is not planned at this time. Projects on city-owned parcels will be establishing goals during property-specific visioning processes.
Land Use and Urban Design	Reimagining of Compatibility Requirements	Adjust compatibility requirements in ETOD areas to allow greater heights and densities within the corridor using the Equity Scorecard criteria, as opposed to a relatively simplistic height envelope currently employed.	Complete	In May 2024, the City Council adopted new citywide compatibility standards that allow development in closer proximity to triggering properties and require a landscape buffer along a property line shared with a triggering property. The new standards support housing supply and affordability goals by increasing development flexibility while strengthening requirements that reduce the impact of larger-scale development on neighboring homes. The adopted code amendments were based on recommendations from the Compatibility Regulations Analysis, which was conducted by Austin Housing staff and released in September 2023. Also adopted by City Council in May 2024, the ETOD Overlay further relaxes the citywide compatibility standards near the Austin Phase 1 Light Rail and its Priority Extensions for development projects participating in the density bonus program, DBETOD.
Land Use and Urban Design	Incentivize Public Amenities that Improve Community Health and Wellbeing	Evaluate potential incentives (financial or administrative) that could be provided for ETOD projects that design public spaces and public amenities to facilitate community gathering, neighborhood commerce, festivals, and sustainability.	Ongoing	Some existing bonus programs that incentivize affordable housing also include provisions that either require or incentivize amenities as envisioned by this tool. The ETOD Density Bonus program (DBETOD), as an example, requires certain neighborhood serving and creative commercial uses to be provided with assistance during redevelopment and a right to return to the new development. Balancing multiple community benefits, such as income-restricted housing and public space, within bonus programs can be challenging and asking for additional amenities beyond affordable housing can lead to lower overall participation in the voluntary programs if costs to provide the amenities exceed the additional profit a developer may make by utilizing additional entitlements. Staff continues to explore all opportunities related to this policy tool as appropriate.
Land Use and Urban Design	Equity Scorecard for ETOD Projects	Create a transparent and accessible scorecard for City agencies to use for benchmarking proposed development projects against the goals and priorities of Project Connect to provide regulatory considerations like compatibility waivers or the ability to participate in density bonuses in ETOD overlay areas.	In Progress	Staff has begun studying similar scorecards in peer cities in order to understand how this policy tool could support capacity-building efforts like implementing and monitoring community benefits agreements, and identify effective community engagement strategies to guide its development. Staff will also consider as part of this work how a scorecard could work to complement other City and partner agency review processes.

ETOD Policy Tool Implementation Status

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Land Use and Urban Design	Provision of Civic Space Around Transit Stations	Anchor transit stations with inviting, vibrant civic spaces that provide flexible areas for a range of activities and instill a sense of pride and belonging for diverse communities.	In Progress	As an example of providing civic space near transit stations, CapMetro is including wayfinding as part of the ongoing Crestview Station Multimodal Hub Study. CapMetro is leading the project, with the City of Austin, Austin Housing Finance Corporation, Midtown Commons, Austin Transit Partnership, and the University of Texas at Austin identified as stakeholders. The project started fall 2025 with an estimated completion time of winter 2026.
Land Use and Urban Design	Engage Community Voices in Public Space Design Process	Establish processes to encourage design elements in station areas celebrating local art, culture, and history.	In Progress	Austin Transit Partnership's (ATP) Design Goals highlight local culture and history, and the need to incorporate public art, especially at station areas, reinforcing Austin's identity while creating intuitive and recognizable places. As design for the light rail progresses, ATP will continue community engagement activities related to elements of the project including station design and art opportunities.
Land Use and Urban Design	Context-Specific Bicycle / Pedestrian Infrastructure Design Framework	Avoid a "one size fits all" approach to streetscape design along corridor and at station areas. Design with context in mind instead of forcing the same streetscape facilities into each ROW.	In Progress	Austin Transit Partnership (ATP) collaborated with City staff on a prioritization plan for the design of the back-of-curb (BOC), which includes all bicycle and pedestrian facilities. This analysis divided the light rail alignment into different character segments, acknowledging the different needs for each urban context. Design options across segments include separate bike lanes and sidewalks, shared-use paths, and in some cases, bike routes that are relocated to adjacent streets. City staff developed the Project Connect Design Criteria (PCDC), which will regulate the BOC for the light rail project and adjacent development. This document will enable private development to coordinate and contribute to bicycle/pedestrian facilities on a context-specific basis and provide predictability for all entities seeking approval from Austin Transportation and Public Works (TPW) during the permitting process.
Land Use and Urban Design	Protection and Promotion of Tree Canopy Cover	Promote the protection of existing tree cover and planting of new trees around Project Connect station areas through land use regulations to reduce street temperatures.	In Progress	Austin Transit Partnership (ATP), in collaboration with the City Arborist, developed a Comprehensive Tree Manual to prioritize the preservation of existing trees and guide new plantings during Austin Light Rail (ALR) construction. The Project Connect Design Criteria (PCDC), which regulates pedestrian and bicycle facilities along the ALR, incorporates special construction methods from the Tree Manual to include street trees within constrained conditions. At the same time, a citywide initiative is advancing regulatory and process changes to reduce barriers and expand green infrastructure and tree canopy within the right-of-way (ROW).

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Real Estate and Finance Strategies	Developer Solicitation & Procurement Framework	Create a standard process for ETOD parcel solicitations and joint development projects, including initial Request for Qualifications, standard Request for Proposal templates, and transaction term sheets.	Partially Complete	In May 2026, CapMetro published its Transit-Oriented Development Guidebook. The guidebook provides transparency on CapMetro's TOD priorities and values, and it informs the development community, Member City and agency staff, contractors, and the general public about CapMetro's development process. It establishes guidelines for joint development of CapMetro properties and for alignment for non-CapMetro owned land. It outlines the solicitation process, deal structures CapMetro will consider, expectations for community benefits, and ways for evaluating TOD impacts. CapMetro is currently developing a Transit Development Guidelines (TDG) document that is a companion to the Transit-Oriented Development Guidebook. It will explain how to integrate transit-supportive amenities into development projects—particularly for projects where the land is not owned by CapMetro. The TDG will provide information to developers about how to work with CapMetro and answer common questions upfront.
Real Estate and Finance Strategies	Strategic Real Estate Portfolio Analysis	Prioritize publicly owned sites for disposition and development and identify the appropriate entity to lead the disposition.	In Progress	Austin Housing in 2024-2025 engaged consultants to develop a disposition strategy for the vacant land in the Austin Housing Finance Corporation (AHFC) portfolio, which includes properties acquired through 2018 and 2022 General Obligation Bonds and/or Project Connect Anti-Displacement Funds as well as one City-owned parcel identified by City Council to be prioritized for affordable housing. This analysis provides a framework for the AHFC real estate team to continue to evaluate development priorities based on location, depth of affordability, and co-location opportunities in alignment with City of Austin priorities. In January 2026, Austin Housing released a memo presenting findings for eight sites totaling 38 acres, noting that a large portion of the remaining land in AHFC's portfolio is being evaluated as part of a joint development effort with Austin Financial Services (AFS). In addition, AFS is advancing a citywide real estate portfolio analysis by improving foundational asset data and developing an enterprise wide evaluation framework to support strategic decision making for all City owned property.
Real Estate and Finance Strategies	Land Acquisition Plan	A Land Acquisition Plan would inform the use of funds to prioritize purchases of parcels that are compatible with affordable housing, eligible for funding programs, and attractive to future partnerships with local developers.	Ongoing	Austin Housing Finance Corporation (AHFC) utilizes voter approved GO Bonds and Project Connect Anti-Displacement Funds to acquire land for future development of affordable housing and to acquire existing multi-family developments for the purpose of preservation of naturally occurring affordable housing. AHFC prioritizes acquisition and preservation opportunities within 1 mile of the Austin Light Rail Phase 1 route, including priority extensions, which are vulnerable to displacement. Additionally, Austin Housing Public Facility Corporation (AHPFC) prioritizes preservation opportunities that do not require additional equity investment and are located in areas that are high opportunity and identified as stable in the Project Connect displacement risk maps.

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Real Estate and Finance Strategies	City-Led Innovative and Gap Financing	Develop a suite of innovative finance tools that can be used to help fill funding gaps and allow for public and public-private development to support the community benefits required for ETOD.	Ongoing	As ETOD developments move towards implementation in the future and any public investment needs become clearer, staff will consider market conditions and project needs. At that time, all of the available suite of financing tools will be looked at to select which financing tools that abide by City financial policies and state law will be most appropriate for each project. As an example of efforts in this area, the City Manager's Office is currently working with financial intermediaries to explore the creation of a new affordable housing fund. The fund will offer low-cost debt, equity, and grants for the preservation and development of affordable units.