CapMetro

FINAL REPORT

September 2023

Equitable Transit-Oriented Development Study



CapMetro · CITY OF AUSTIN · AUSTIN TRANSIT PARTNERSHIP · project connect

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CapMetro ETOD Study

The image captures the heart and soul of what CapMetro and the City of Austin have committed in the intersection of housing and transit. It embodies many of the goals for equitable transit-oriented development that have been identified by City Council, CapMetro and Community. The image shows a rail station with a train at the station and an electric bus right around the corner. In the immediate vicinity, people of all ages, abilities, and backgrounds are walking, biking, and rolling and can get to the station safely. The street around the station is a lively place, with sidewalks, bus lanes, and bike lanes, and with places to sit or grab a bite. Adjacent buildings are shown in a range of heights and styles and include new and old development. The picture also shows a for rent sign for an apartment that is big enough for a small family to live in, commercial spaces being used by small, local businesses, and other community serving uses including a library and a community center. The picture doesn't spell it out, but it is implied that the apartments are affordable to a range of incomes, and that the place feels welcoming to existing and new residents. There are also trees, because no one wants to walk down a Texas street without trees during the long, hot summers. Those enjoying an outdoor concert and children buying paletas from the local vendor are all uniquely Austin, even down to the minute details of tacos and the inclusiveness of the people who work, live, and visit these neighborhoods every day.

This ONE image encapsulates the ETOD vision of encouraging thriving neighborhoods with safe transit, housing for all income levels, with a strong public realm and a complete community that meets every day needs.





Phase 1 Austin Light Rail Investment Map

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ETOD Study Project Team

Introduction



***St. Edwards Station Area** - Looking South*

Introduction

With the approval from voters in November 2020 to fund Project Connect, Austinites have a once-in-a-generation opportunity to capitalize on a major public infrastructure investment and set a bold, community-led vision for the future. As future owner and operator of the full system, CapMetro is committed to delivering high-quality transit service throughout the build-out of Project Connect and beyond. Project Connect investments aim to increase and enhance the transportation options available in Austin with a zero-emissions fleet, a new light rail system, additional rail service (Green Line), added on-demand Pickup Zones, Park & Rides, and plans for an expanded bus system, including the implementation of new MetroRapid lines.

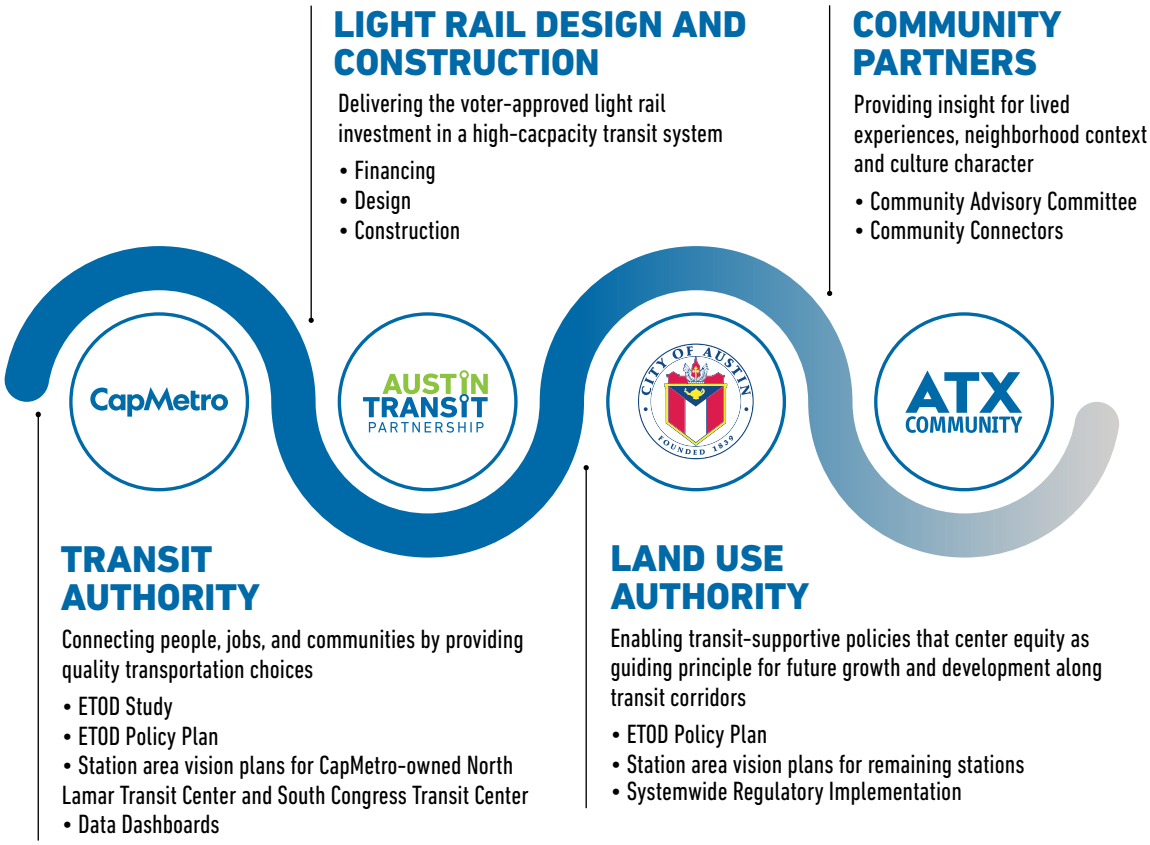
As Austin's economy and population have boomed in recent years, it underscores the importance of Project Connect to develop infrastructure to support Austin's tremendous growth. The station areas along Project Connect lines have the potential to become vibrant, livable, and inclusive communities that are compact, walkable, and centered around high-quality transportation options. Transit-Oriented Development (TOD) is a common approach to coordinated land use and transportation planning that focuses on developing areas surrounding transit stations and stops. This makes public transportation easier to reach and simultaneously provides more housing, jobs, services, and retail. However, the benefits of traditional TOD projects are often not distributed equitably and have often resulted in rising rents and tax liabilities, a changed neighborhood context, and the displacement of existing residents and small businesses due to diminished affordability.

Equitable Transit-Oriented Development (ETOD) strives to ensure that those who have the greatest need for the transit enhancements offered by Project Connect are also able to benefit from the program's improvements. This typically includes people of color, low-income households, seniors, people with disabilities, and households with limited or no access to cars. Achieving equitable outcomes through ETOD requires a holistic approach to transit investments that considers and addresses how transit infrastructure intersects with systemic racism, housing affordability, small business interests, economic opportunity, education, and health. This is a marked change from traditional TOD and one that falls in line with Austin's dedication to moving towards an equitable future for all residents.

CapMetro is leading the Equitable Transit-Oriented Development Study in partnership with the City of Austin and the Austin Transit Partnership (ATP) to implement future transportation investments in step with corresponding tools and policies that focus on helping existing residents and communities thrive and enhancing their access to economic opportunity. CapMetro, as future owner and operator of the light rail and MetroRapid, is working closely with the City of Austin, the land use authority, to shape policy recommendations regarding mobility, housing and small businesses. A systematic and mutually agreed approach on goals, metrics, data, and policy recommendations will help both CapMetro and the City of Austin tackle urgent issues that will be exacerbated if left to purely market directions.

ETOD launched when CapMetro received a total of $3.15 million in funding from the FTA's TOD Pilot Grant. The FTA specifically encouraged CapMetro to focus on equity and prioritize underrepresented voices, in the multi-agency alignment of housing policies with new infrastructure development, as well as the one-in-a-lifetime opportunity to implement policies in advancement of major infrastructure construction. CapMetro is the only agency to receive four grant awards in 5 years. Each grant focused on different segments of Project Connect, with a finished study that includes all 98 stations along the light rail, commuter rail and MetroRapid routes.

Figure 1: *Project Connect Partnership Structure*



CapMetro's objectives are two-fold: help the City establish a baseline policy recommendation through the Council-directed ETOD Policy Plan (the Plan), then apply the Plan alongside key technical deliverables towards actual pilot sites owned by CapMetro. The first objective was completed on March 9, 2023, when Austin City Council accepted the Plan, establishing it as the guiding policy document for future regulatory, programmatic, and infrastructure decisions in Project Connect station areas. Next, CapMetro and the City of Austin will work to apply ETOD-supportive regulatory changes, refine ETOD policy tools, and create an ETOD Policy Toolkit implementation plan. We balanced bold initiatives and implementation with a strategic framework in mind. This study will seek to meet CapMetro's, City of Austin's, and community-defined key objectives for ETOD:

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

Why Austin, Why Now?

Over the last few years, Austinites have seen a rapid acceleration of land and housing prices that have impacted all of us. Recently, property owners across the city opened property tax appraisal notices showing >50% increases in appraised value in the last year. According to the Project Connect's Anti-Displacement Dashboard there are approximately 313,000 people within one mile of Project Connect stations and lines in communities with vulnerable, active, and chronic displacement risk with 65% being communities of color and 67% registered as low-income. We have more renters than homeowners, and around 62% of those 25 or over are without a bachelor's degree. Most transit lines are in neighborhoods with active, chronic, or vulnerable displacement risks. We can't wait until Project Connect is operational, we need to act now. Most cities with established infrastructure will come back and try to mitigate at great costs, however we have the unique opportunity to set guardrails in place prior to the construction of Project Connect. We need to act quickly, as development is outpacing policy.

Projects from TOD Pilot Grant

- **2019 Green Line TOD study:** produced a detailed report on existing conditions and TOD readiness
- **2020 Orange Line North and Blue Line study:** produced a Policy Toolkit and Typologies (both are major components of the ETOD Policy Plan), an existing conditions dashboard and a Priority Tool Dashboard, and two upcoming Station Area Vision Plans.
- **2021 Orange Line South** (expected to commence summer 2023): expand station analysis to all 98 stations within Project Connect, utilize ETOD tools towards Pilot Site #1
- **2022 TOD Pilot Sites** (expected to commence 2024): The newly awarded 2022 grant will utilize the previously developed ETOD tools towards two pilot sites owned by CapMetro--North Lamar Transit Center and the current CapMetro Main Campus and Bus Facility located at 2910 E. 5th Street. The new TOD grant will help CapMetro capitalize the full potential of TODs through development scenarios based on the principles of ETOD and by conducting detailed feasibility studies and preliminary design for the two pilot sites, with the aim to be RFP ready by 2025.

ETOD Study Background

Through the ETOD Study, which is funded by the Federal Transit Administration's (FTA) TOD Pilot Program Grant and CapMetro's internal match, CapMetro and its partners aim to ensure residents of all income levels can enjoy the benefits of transit and TOD. It builds a foundation for community-centered policies and strategies for areas around the future Project Connect stations to ensure that future development near transit corridors supports overall quality of life and equitable outcomes for residents of all incomes and backgrounds.

Over the last 30 years, Austin has expanded beyond its historic role as the Texas state capital and a college town to become a major urban center. The past decade has brought especially significant population and job growth.



Population Growth: In the span of 10 years Austin's population has grown by 20%, from 803,000 people in 2010 to 962,000 people in 2020.[1] The large increase in population has not occurred at the same rates across all racial and ethnic groups, creating

[1] US Census 2020.

concerns about displacement. Austin's Black population (+8%) and Hispanic population (+12%) grew at a slower rate than the white population (+15%) between 2010 and 2020. Conversely, Austin's Asian population has been the fastest growing ethnic group, nearly doubling (+73%) between 2010 and 2020.



Job Growth: Job growth has outpaced population growth in the same time period, growing by 32% from 431,000 jobs to 568,000 jobs. Job growth spans all industries but has been disproportionately concentrated in the technology sector. The Austin metro area has had a niche in tech in recent decades due to the presence of University of Texas (UT-Austin), Dell, Intel, Advanced Micro Devices, and Samsung. This niche has solidified in the past few years as Oracle and Tesla have both moved their headquarters to Austin, and Apple, Google, and Facebook have developed a large presence in the metro area.[2] The jobs that these companies are bringing to Austin are shifting from support and production roles to more tech and managerial roles, demonstrated by nearly 15,000 software developer and computer information systems manager jobs added to the metro area in the last decade.[3]

The demand to live and work in Austin without commensurate increases in housing availability has put strains on city systems, with disparate impacts by income, race, and other factors.



Affordable Housing Crisis: The City of Austin's 2020 Comprehensive Housing Market Analysis identified a gap of approximately 36,000 units in housing supply that are affordable to very low-income households, a shortage that may also impact the growing number of unhoused residents of Austin. Affordable housing growth has been limited even though the overall housing supply in the City grew 24% from 2010 to 2020.[4] Housing prices have increased significantly for both renters and buyers over the same period - the median rent rose 53% from $880 to $1,350[5] and the median home value increased by 79% from $200,000 to $359,000.[6] The pandemic has further exacerbated these trends. According to the Zillow Home Value Index, home values in Austin increased by another 70% between January 2020 and August 2022 to over $560,000.[7]



Active Displacement: The growth in real estate prices has caused the displacement of low-income and Black, Indigenous, and People of Color (BIPOC) residents from communities across Austin. These pressures increase the challenges for Austin's low-income households and BIPOC people to access jobs and services that enable them to thrive.



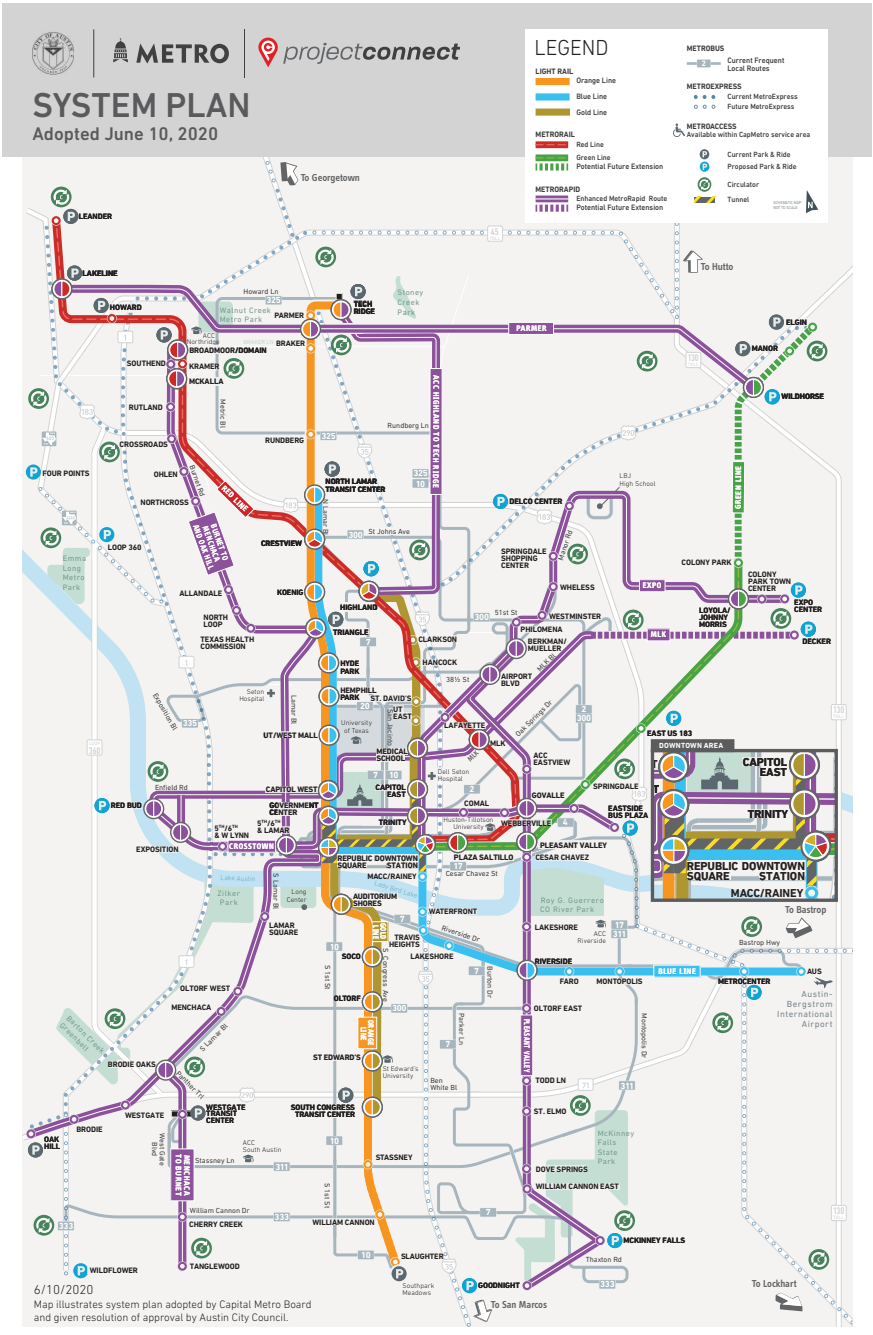
Racial Inequity: Income and wealth disparity by race have increased in recent decades in Austin. According to a 2019 study on the racial wealth divide commissioned by the Austin Community Foundation, incomes for Black and Hispanic households in Austin fell by 9% and 14% respectively between 1980 and 2016.[8] These inequalities are further reflected in the racial breakdown of homeownership rates of Austin householders. In 2020 only 28% of Black and 37% of Hispanic households in Austin owned their homes as opposed to 45% of Asian and 52% of White households.[9]

[2] "Is Austin Emerging as the New American Technology Hub?", CMS Wire, 2021.
[3] Lightcast, 2022.
[4] US Census 2020.
[5] ACS 2020; ACS 2010.
[6] Ibid.
[7] Zillow.
[8] Austin Community Foundation Racial Wealth Divide in Austin, 2019.
[9] ACS.

Traffic Congestion and Disparity: In addition to the rising cost of housing, the increased population has contributed to greater traffic congestion. The 2021 Global Traffic Scorecard ranked Austin as 23rd in America's most congested cities, with the average Austin driver losing 32 hours to traffic each year.[10] The American Transportation Research Institute ranked I-35 in Austin as the 15th most congested corridor for freight transportation in the country.[11] Though workforce commuting patterns changed during the pandemic, essential workers were unable to take advantage of working from home. Essential workers include a disproportionately high rate of BIPOC workers.

[10] INRIX Global Traffic Scorecard, 2021.
[11] American Transportation Research Institute, 2021.

Figure 2: *Project Connect System Plan*



This affordable housing crisis, displacement and racial inequity builds on historical injustices. Racial disparities were formally written into the City's land use code by the 1928 Austin City Plan, which pushed Black Austinites to East Austin through the centralization of schools and public services for Black residents only in the red-lined East Austin neighborhoods, effectively barring them from living elsewhere if they wanted access to City services that their taxes also paid for. Racial inequality was furtherd by the federal process of redlining, defined by the Austin American-Statesman as "the practice of denying or charging more for goods and services in certain neighborhoods, usually determined by race."[12] Today, East Austin or the Eastern Crescent continues to bear the effects of the 1928 Plan and redlining with impacts on housing choice and economic opportunity. Studies have shown that there is almost a 20-year difference in life expectancy between parts of East and West Austin.[13] The City has advanced policies to address this history of inequities, like the Austin Strategic Mobility Plan and Climate Equity Plan, but there is still much more work to be done.

Project Connect

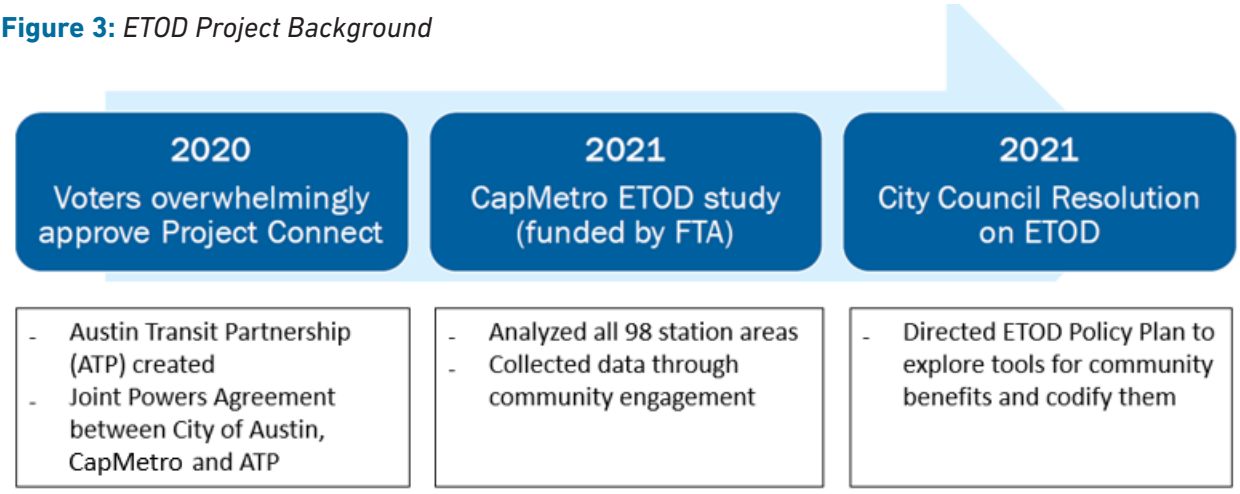
Austinites responded to mobility and economic pressures by voting to approve Proposition A in November 2020, funding the initial investment of the Project Connect high-capacity transit system. Project Connect aims to expand and improve the public transportation network across the Central Texas region, including light rail and a more accessible and zero-emission bus system to better connect people to opportunities.

Project Connect is funded through the dedication of a portion of the City's property tax rate. These funds will help build the light rail in Austin, the MetroRail Green Line from Downtown Austin to Colony Park, two additional stations on the MetroRail Red Line, and MetroRapid Lines and MetroExpress bus lines.

Project Connect investments will increase the transportation options available in Austin. However, they are also likely to increase the demand for housing and services near the new transit stations. Without a proportional increase in housing development and corresponding policies to protect local businesses, many current residents and businesses around transit stations risk being displaced. CapMetro is committed to ensuring that development around transit stations enhances transit ridership, provides community benefits, and encourages equitable outcomes that benefit people who have not historically benefited from infrastructure projects. As future owner and operator of the transit system, CapMetro recognizes that a mix of housing options and employment opportunities near transit stations will make transit more impactful. CapMetro has worked to develop a framework for policies that achieve equitable outcomes to guide how to develop CapMetro-owned land and support the City of Austin's regulatory processes.

[12] Austin American Statesman, Inheriting Inequality
[13] Episcopal Health Foundation, 2019.

Figure 3: *ETOD Project Background*



Existing Transit and Racial Equity Policy Frameworks

CapMetro and the City of Austin have produced policy frameworks to improve the equitable outcomes enabled by Project Connect.

CapMetro and ATP ETOD Goals: CapMetro and ATP have articulated ETOD goals around providing reliable and accessible transportation, increasing housing options at diverse price points, supporting small businesses, creating new jobs, and improving public spaces.

- Connect people to jobs, services and other destinations through multimodal transportation options. (Systemwide Goal Supporting the Austin Strategic Mobility Plan)
- Support and grow ridership along the key high-capacity transit corridors with expanded housing options for all income levels around station areas (Corridor Level Goal Supporting Transit System)
- Increase competitiveness of our high-capacity corridors in the FTA New Starts Capital Investment Grants Program with transit supportive land use plans. (Project Connect Program Objective Premised on Our Contract with Voters)
- Implement pilot TODs on CapMetro properties using ETOD strategies and tools.

City Council ETOD Goals: Council enacted 30 ETOD Resolution Goals centered on many important aspects of equitable development including housing affordability, racial equity, preservation, anti-displacement, density, neighborhood connectivity, urban design, and placemaking. The City's 2023 Strategic Direction states, "to advance equitable outcomes, the City of Austin is leading with a lens of racial equity and healing. Race is the primary predictor of outcomes and it is time to recognize, understand and address racism at its various levels: personal, institutional, structural and systematic."

Figure 4: *Racial Equity Anti-Displacement Tool, "Nothing about Us without Us!"*



Racial Equity Anti-Displacement Tool: The City's Racial Equity Catalysts group created a Racial Equity Anti-Displacement Tool ("Racial Equity Tool"), "Nothing About Us Without Us!", in response to the $300 million voter-approved anti-displacement fund accompanying Project Connect. The Racial Equity Tool was created to guide policy, planning, and program decisions and inform how the $300 million fund should be spent, in recognition of the history of racially discriminatory practices in Austin, including disinvestment in infrastructure, under-resourced schools, and restrictions on commercial and residential lending. The tool represents a commitment from the City of Austin, Austin Transit Partnership, and CapMetro to work with communities at risk of displacement, equitably deliver transit projects, implement structures of transparency for Project Connect, and to track progress and barriers towards equity goals.

Station Area Vision Plans: In the near term, CapMetro in partnership with the City of Austin, will be undertaking Station Area Vision Plans that incorporate this ETOD Study. CapMetro and the City of Austin will continue to use the community-established goals as guiding principles in the station area planning process and use lessons learned from prior engagement efforts to ensure an intentional and inclusive planning process.

Framework for ETOD

Traditional TOD refers to a planning and design strategy that promotes compact, mixed-use, pedestrian/bike-friendly communities built around mass transit systems. By clustering jobs, housing, and goods and services around public transit, TOD communities reduce their dependence on cars while increasing their mobility options resulting in more sustainable neighborhoods. However, traditional TOD projects often do not benefit everyone equitably and have historically lacked meaningful engagement of people impacted by the implementation of TOD. TOD communities often become a victim of their own success since the very amenities that make them attractive often result in the rise of property values. This value increase in turn ends up disproportionately displacing low-income households and communities of color. The shortcomings of traditional TOD often make it counterproductive to the people with the most need for increased connectivity and access to economic opportunity.

Equitable TOD works towards building equitable outcomes through proactive actions to ensure that everyone, especially historically marginalized communities of color, can benefit from transit connectivity. At the core of ETOD is the tenet that new transit infrastructure should be accompanied by policies and strategies to mitigate displacement of existing residents around it. On top of this is the principle that transit infrastructure should create opportunities for all Austinites to thrive. ETOD is a tool that goes beyond stemming displacement by also emphasizing the creation of economic opportunities accessible to all.

Achieving equitable outcomes through ETOD requires a holistic approach to transit investments that considers and addresses how transit infrastructure intersects with systemic racism, housing affordability, small business interests, economic opportunity, education, and health. This approach builds upon the priorities outlined within the City of Austin's Nothing About Us Without Us Racial Equity Anti Displacement Tool by presenting strategies that directly support the needs of Austin's BIPOC communities. The following table demonstrates how equitable TOD approaches can build on traditional TOD across various planning stages.

Figure 5: *Transition to ETOD*

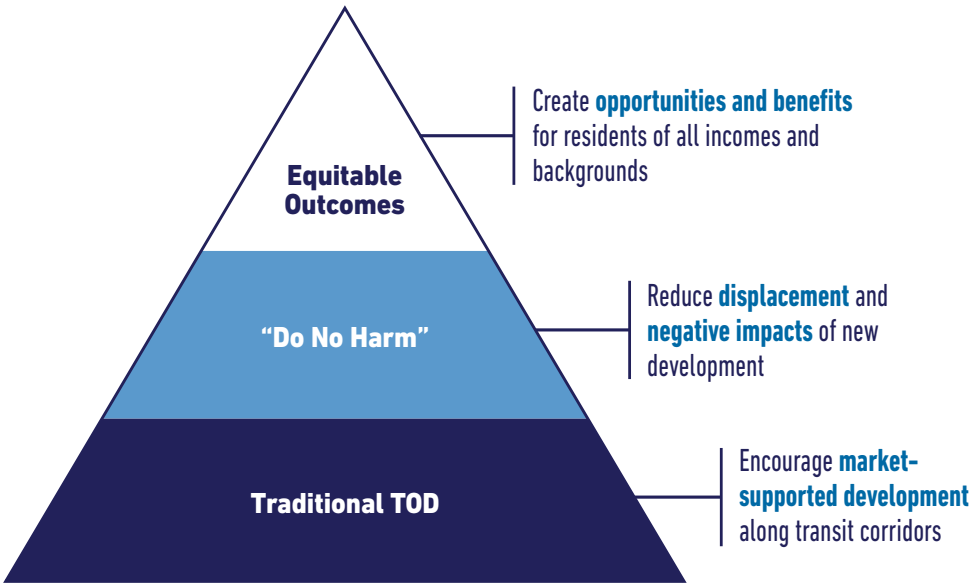


Figure 6: *Equity Focus Throughout the Planning Process*

TOD Planning Stage	Traditional TOD	Addition with Equitable TOD
Community Engagement	Presents conceptual designs at community meetings **once developed** by the planning team.	Engages impacted communities **prior to design to identify priorities** that directly shape TOD vision.
Demographic Analysis	Identifies the **socioeconomic characteristics** of residents and businesses within the station area.	Disaggregates demographic data to identify **communities most likely impacted** by new transit.
Market Analysis	Quantifies the **market demand** for new residential and commercial development in station areas.	Establishes opportunities for **public and private investment** in housing options and small businesses.
Land Use Strategy	Maximizes density and encourages mix of uses to boost **walkability and ridership.**	Translates **public goals** for affordable housing and community facilities into land use policies.
Joint Development	Partners with developers that **maximize long-term revenues** for the transit agency.	Prioritizes partners that maximize **social benefits** in line with **community goals** with community oversight.
Value Capture Financing	Supports investments in **transit infrastructure** and **private development** around stations.	Requires **community benefits** for new development that receives funding, driven by community input.

ETOD Study Overview

This ETOD Study will report on four main efforts:

ETOD Engagement Process

An equitable approach to TOD would not be so without intentional and inclusive community engagement. A cornerstone to developing the ETOD Study was facilitating community input throughout the planning process to define equity and establish what equitable outcomes are needed across the station areas. One of the primary objectives of the ETOD community engagement effort was to create opportunities and methods to engage residents that have been historically underrepresented. This project differs in its approach because it put in greater efforts to incorporate voices not included in past multi-generational planning efforts.

ETOD Goals

The ETOD Goals organize objectives for ETOD from CapMetro, City of Austin, and the community into

six defined goals that can shape policy recommendations regarding mobility, housing and small businesses. A systematic and mutually agreed upon approach on goals, metrics, data, and policy recommendations will help both agencies tackle urgent issues that will be exacerbated if left to purely market directions.

ETOD Policy Toolkit

The ETOD Policy Toolkit provides policy recommendations across housing, small business & workforce, mobility, land use & urban design, and real estate strategies. These policy tools provide a framework for Project Connect station-area planning and investment so that residents, businesses, and neighborhoods can fully and equitably realize the benefits of TOD in Austin. The toolkit also includes an action plan with immediate and ongoing next steps to implement policy tools.

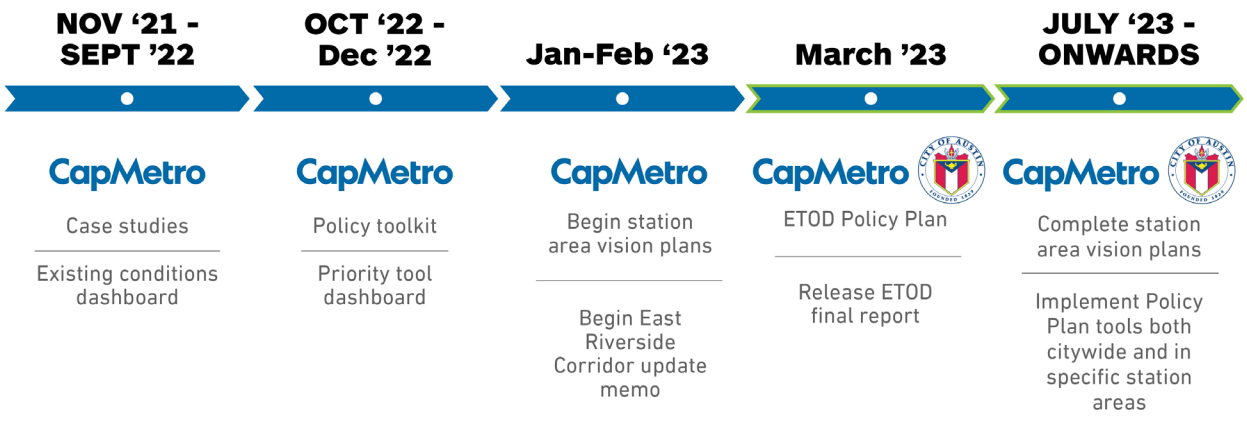
Case studies provided insights into the design and implementation of some of the nation's leading equitable transit policies, in cities like Raleigh, Chicago, Seattle, and San Jose. While certain cities may differ from Austin in terms of demographic composition or transit modes, they reveal patterns in how to plan and implement effective ETOD.

Typologies and Policy Themes

The conditions analysis explored each of the station areas through six different data dimensions grouped into two broad themes: People and Places. The Typologies and Policy Themes section builds off the conditions analysis to produce a new version of CapMetro's prior 2016 TOD Priority Tool with a focus on equity considerations. The 2016 tool established five typologies for stations, reflecting their current and planned urban form. The Typologies and Policy Themes reconcile the Policy Toolkit recommendations with data points from the Systemwide Conditions Analysis and assigns each station area updated typologies based on quantitative factors. The section provides a data-driven framework to prioritize station areas for future ETOD initiatives and investments, to not only minimize displacement risk but also support opportunities to achieve equitable outcomes. Understanding how each station reflects each ETOD goal allowed the study team to group similar stations throughout the Project Connect system into categories and recommend policy solutions tailored to the unique features of each group. Individual station data profiles reflect socio-economic, demographic and market criteria.

Figure 7 shows the overall timeline for the ETOD Study and the parallel Policy Plan effort undertaken by the City of Austin.

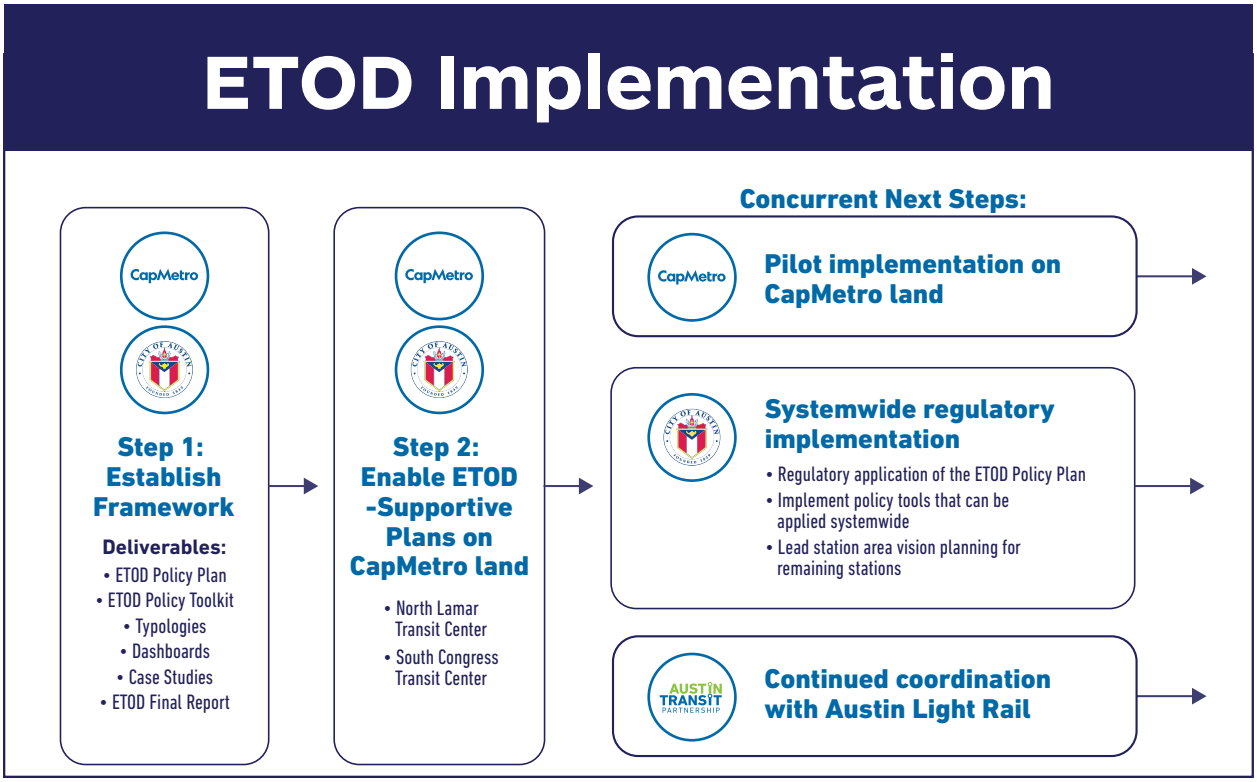
Figure 7: *ETOD Study Project Timeline*



Implementing ETOD

With the acceptance of the ETOD Policy Plan in March of 2023, the City of Austin and CapMetro will work in tandem to implement the Plan. CapMetro will focus on the delivery of ETOD through site specific implementation, such as the Station Area Vision Plans for CapMetro-owned North Lamar Transit Center (NLTC) and South Congress Transit Center (SCTC) and pilot TODs. As the land use authority, the City of Austin will lead a systemwide approach, focusing on regulatory application of the plan, such as amendments to the City's comprehensive plan, land development code, and leading station area vision planning for the remaining stations. In addition, the City of Austin will implement any policy tools that can be applied to the entire system.

Figure 8: *ETOD Implementation Approaches*



Engagement Process



ETOD Engagement Process

Our community outreach approach was guided by the following set of principles and values to elevate interest, establish trust, and involve a mix of community voices in a productive and iterative process:

1. **Inclusive and Diverse:** Participation should be inclusive and available to a variety of demographics, socioeconomic statuses, abilities, languages, and people with other identifying characteristics.
2. **Transparent:** Transparency helps build trust between the Outreach Team and community members. Community members should be provided with project information and opportunities to shape the ETOD Study instead of reacting to established decisions. A summary of community feedback will also be available on the project's website to promote knowledge sharing.
3. **Co-Creation:** Engagement in this study should go beyond simply hearing feedback, rather community input will iteratively shape decisions and direction throughout the study. Community members are the local experts and this process will be designed to respect their time and willingness to share their lived experiences through compensation and open communication channels.
4. **Engaging:** To make the process interesting, accessible, and relevant, outreach efforts should include multiple ways to interact and provide input. Participatory engagement is meaningful and collaborative, and community members will be included as part of the decision-making process along the way.

We implemented a range of strategies to hear from the community members that have historically been under-represented and disproportionately impacted by racism, disinvestment, and gentrification in Austin. Critical to our engagement strategy was turning up the volume on voices from that traditionally have not dominated public engagement forums. These groups included Austin's BIPOC community, low-income earners, people with disabilities, non-English speakers, transit users and elderly residents.

Figure 9: *Tabling event from Rundberg Youth Summit*



Through the community engagement process, we wanted to know how the community defined equity and how the new station areas could create opportunities to push forward equitable outcomes beyond traditional TOD. Our channels to hear these voices included small, compensated focus groups with residents, community-based organizations and small business owners, online surveys, a public forum, and tabling at existing community events. The project enlisted the assistance of 12 community liaisons called Community Connectors – a diverse and engaged group of grassroots community members who were compensated for their time – that helped us reach their networks that might have otherwise been missed, such as engaging Austin's STEM sign-language community and a 200-person IndoAmerican Senior Citizens Association picnic. In total, Community Connectors conducted a number of outreach events on behalf of ETOD from early 2022 through March 2023.

"Turning up the volume" on key community voices meant pivoting our efforts when that goal was not being met. In our initial phase of engagement, we did not gain enough insights from our historically underrepresented community groups. In particular, the public meetings hosted online had over-representation from the public who have time and resources to attend or those who are already well versed on Project Connect updates. We were not reaching our key community demographics using this platform.

However, the first round of focus groups had a better participation rate than public meetings among the elderly, transit riders and BIPOC participants. These insights informed our next round of engagement efforts to invest more time in hosting focus groups.

Later rounds of focus groups continued to prioritize increasing accessibility to engagement. Some focus groups were exclusively in Spanish, some were designed for people who are hearing-impaired with ASL interpreters, others were for people who are visually impaired, and for people who are unhoused or have experienced housing challenges. Focus groups let us create a safe space for different groups to share their perspectives and focus on their concerns in a way we couldn't have with other methods. Additionally, we hosted a series of tabling events to meet our key communities where they were at and helped bolster their participation in the surveys.

The following sections describe the main takeaways from each phase of engagement.

Figure 10: *ETOD Engagement By The Numbers*

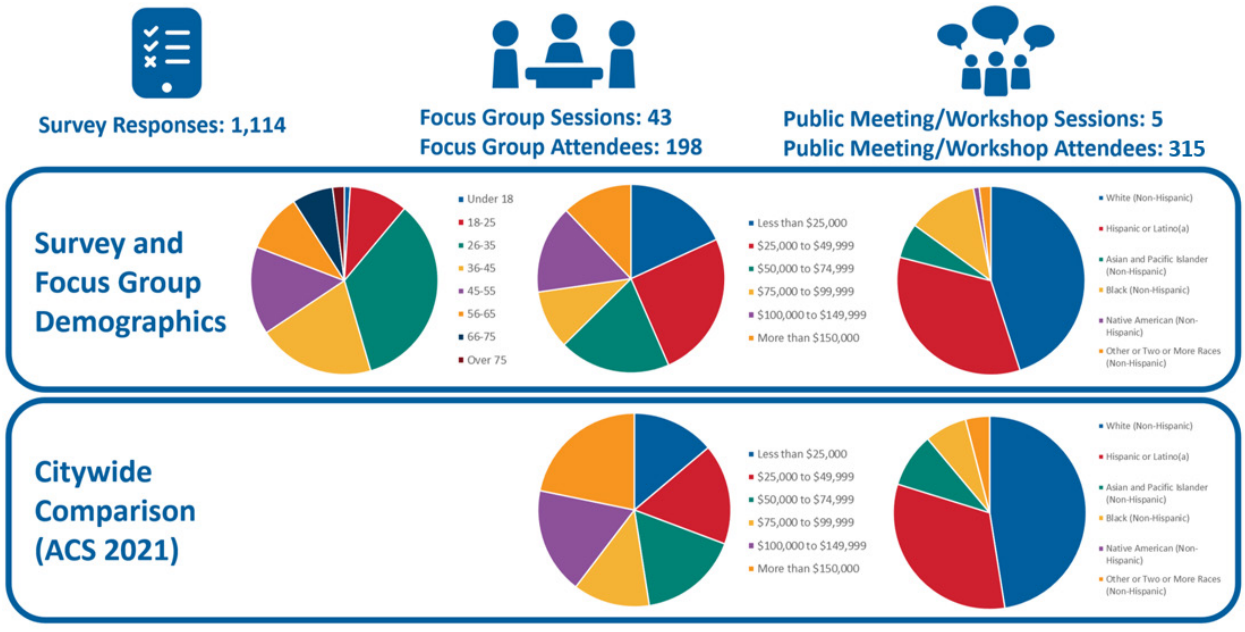


Figure 11: *Community members sharing challenges that Austin is facing at a workshop held in April 2022*



Engagement Takeaways for the ETOD Goals

April – June 2022: Community insights helped shape the direction of the ETOD study throughout the planning process. In our first round of engagement, we heard from the community what challenges they are currently facing in Austin. The resounding challenges we heard in the public survey, public workshop, and focus groups included the following: rising rents for residents and small businesses, difficulty accessing transit, and lack of government execution on the affordability crisis.

Engagement Takeaways for the Policy Toolkit

The following engagement activities helped specifically form and narrow down the ETOD Policy Toolkit:

- **May – September 2022: Community Advisory Committee (CAC) and Community Connector Members**
    - Two CAC and Community Connector workshops were held in May with participation from CapMetro, Austin Transit Partnership, and City of Austin team members, with the aim of informing the narrowing down of a larger set of tools based on community priorities. Participants ranked draft tools by their feasibility and impact and recommended tools for removal if their feasibility and impact were both low. For example, a tool for "Shop Local Campaigns" in the Business & Workforce Development was removed from the toolkit after this workshop based on feedback that these campaigns can require extensive resources and do not have the greatest impact compared to other options.
    - Subsequent workshops with the CAC and Community Connectors held through September 2022 also informed the addition of tools, such as around tenant and homeowner protections.
- **May – June 2022: Cycle 2 Community Engagement**
    - *Public Engagement Survey and Community Focus Groups:* The community survey and focus groups demonstrated support for the six ETOD goals and offered specific policy tools/considerations to include in the Policy Toolkit. In the focus groups, community members raised concerns about accessing affordable housing (especially for families), displacement of local businesses, first and last mile service to stations, and lack of frequent transit service.
    - *Real Estate & Development Stakeholders:* HR&A met with 19 local leaders, executives, and experts in the following categories to understand challenges that would mainly inform the Housing Affordability and Real Estate Strategy tools: Market Real Estate

Developers (5 meetings), Affordable Housing & Community Service Providers (10 meetings), and Legal & Industry Experts (4 meetings)

- *Small Business Owners:* Small business owners also shared challenges they face finding affordable space and competing for contracts, which helped shape the Business & Workforce Development strategies.

- **June – July 2022: Proposed Policy Toolkit Implementation Leads**
  - HR&A conducted conversations with the proposed Implementation Leads identified in the Policy Toolkit to receive feedback on tool descriptions, feasibility, and implementation. These conversations primarily included representatives from CapMetro (Transportation, Facilities Planning, Development and Real Estate), ATP (Equity and Inclusion, Architecture and Urban Design, Development and Real Estate), and City of Austin (Housing and Planning, Economic Development, Transportation, Real Estate and Financial Services). This phase included additional representation from Movability, and Housing Authority of the City of Austin.
- **August 2022: Cycle 3 Community Engagement**
  - Roundtables with developers and real estate stakeholders, small business owners, and other community members informed updates to the Policy Toolkit. Participants were shown a list of policy tools and asked to rank them in terms of impact to the community. The roundtable conversation then focused on the top 3-5 ranked tools, gathering input on the design of the tool and the implementation considerations.

Engagement Takeaways for Station Area Planning

The following engagement activities informed the initial phase of planning for two ETOD station areas.

- **January-March 2023: Preliminary Station Area Planning Engagement**
  - This cycle focused on hearing how the overall ETOD goals and policies could apply to the North Lamar and South Congress Transit Center station areas. Engagement included six small, compensated focus groups with targeted participation, an online survey, and four public virtual workshops. Community Connectors also conducted outreach in these targeted geographies.

Appendix B contains a more detailed description of key takeaways and participant demographics.

Figure 12: *Austin Area Urban League Focus Group*



Phase I - IV ETOD Engagement by the Numbers

We sourced community input through a variety of methods, from traditional outreach to compensated focus groups, a community ambassador program of Community Connectors, workshops, and community open houses. Below is an overview of the general demographics of these engagement efforts.

Total Engagement Counts*

		Phase 1: Goals and Objectives	Phase 2A: Verify Goals & Discuss Policies	Phase 2B: Policy & Program Application	Phase 3: Station Area Vision Plans	Total Counts
		Winter 2021	Spring 2022	Summer 2022	Spring 2023	Winter 2021 to Spring 2023
Engagement Method	Survey Responses	211	502	281	120	**1114**
	Focus Group Sessions	10	15	11	7	**43**
	Focus Group Attendees	52	74	44	28	**198**
	Focus Group Compensation	$2,669	$4,400	$1,750	$1,400.00	**$10,219**
	Public Meeting/ Workshop Sessions	1	N/A	N/A	4	**5**
	Public Meeting/ Workshop Attendees	268	N/A	N/A	47	**315**

**Phase 4 Engagement commences in fall 2023.*

Engagement Participants by Race

		Engagement Method			
		Surveys	Focus Groups	Combined Methods	Citywide Comparison (Census 2020)
Race	White (Non-Hispanic)	49%	24%	45%	**47%**
	Hispanic or Latino(a)	31%	49%	34%	**32%**
	Asian and Pacific Islander (Non-Hispanic)	6%	3%	6%	**9%**
	Black (Non-Hispanic)	10%	19%	12%	**7%**
	Native American (Non-Hispanic)	1%	1%	1%	**<1%**
	Other or Two or More Races (Non-Hispanic)	2%	3%	2%	**4%**
	Total	**100%**	**100%**	**100%**	**100%**

Engagement Participants by Income

		Engagement Method			
		Surveys	Focus Groups	Combined Methods	Citywide Comparison (ACS 2021)
Income	Less than $25,000	17%	25%	18%	**14%**
	$25,000 to $49,999	22%	38%	25%	**17%**
	$50,000 to $74,999	19%	20%	19%	**17%**
	$75,000 to $99,999	11%	6%	10%	**13%**
	$100,000 to $149,999	17%	5%	15%	**18%**
	More than $150,000	14%	6%	12%	**22%**
	Total	**100%**	**100%**	**100%**	**100%**

Community Advisory Committee Working Groups and Community Connectors

The Community Advisory Committee (CAC) ETOD Working Group and Community Connectors were an integral part of a community co-designed approached to engagement. The Community Connectors were paid representatives of unique networks around the city who consistently connected with those networks to share and collect information about ETOD priorities, concerns, and aspirations. On the other hand, the CAC ETOD Working Group was a subset of the advisory committee created by CapMetro, City of Austin, and Austin Transit Partnership to advise on topics related to equity and Project Connect.

The Community Connectors, as well as the CAC ETOD Working Group, regularly attended Project Workshops, inputting ideas and considerations essential to guiding the direction of the ETOD policy, design, and programs. In addition, the Community Connectors were critical stakeholders who helped to meaningfully engage with community members across Austin among a wide range of demographics, including historically disenfranchised and underrepresented communities.

Our selected team of Connectors represented everyone from longtime Austinites, to populations who don't speak English as a first language; from Austin's deaf community to Austin's LGBTQ+ community; from disabled rights advocates to students and faculty. Overall, these Community Connectors helped shape ETOD policy, programs, and frameworks to lessen the displacement of local communities, preserve and encourage more housing affordability, stimulate small business growth, and create a more equitable quality of life for all regardless of race, income, abilities, or background.

Figure 13: *Community connectors and others attending an ETOD outreach event (from left to right): Gabriel Arellano, Rashmikant Shah, Ariel Marlowe, Stephanie Trevino, Gavino Fernandez Jr., and Stephanie Webb*



ETOD Goals



ETOD Goals

An essential component of implementing effective ETOD is a shared vision and set of objectives. CapMetro drew from four sources to create six goals that will guide Project Connect's ETOD framework throughout this historic investment.

1. **CapMetro Organizational Goals:** These goals originate from CapMetro's commitment to providing high-quality transit service systemwide. CapMetro began its ETOD process with three project-specific objectives:
    - Systemwide Goal Supporting the Austin Strategic Mobility Plan: Connect people to jobs, services and other destinations through multimodal transportation options.
    - Corridor Level Goal Supporting Transit System: Support and grow ridership along the key high-capacity transit corridors with expanded housing options for all income levels around station areas.
    - Project Connect Program Objective Premised on Our Contract with Voters: Increase competitiveness of our high-capacity corridors in the Federal Transit Administration (FTA) New Starts Capital Investment Grants Program with transit-supportive land use plans.
2. **Extensive Public Engagement:** We drew from the initial community engagement process to develop a set of ETOD goals we felt were reflective of what the community was telling us. In the following round of engagement, we asked the community if these goals would directly impact their communities in the way they needed support and lead towards equitable outcomes. We heard overwhelming support for the proposed ETOD goals.
3. **Austin City Council ETOD Goals:** The Austin City Council ETOD Goals were an essential framework to inform the creation of the goals. The 30 Council goals strive for anti-displacement and equity, preservation of existing affordable housing, creation of new market rate and affordable housing, compact and connected neighborhoods, a mix of land uses, effective transit, and parking management.
4. **Racial Equity Anti-Displacement Tool:** The Racial Equity Tool was created as a guide to policy, planning and program decisions around the $300 million voter-approved anti-displacement fund accompanying Project Connect. Six racial equity drivers around managing growth, mitigating harm, and improving equitable outcomes for priority populations also helped inform the ETOD Study goals.

The following tables demonstrate how the CapMetro ETOD engagement input corresponds with the City Council ETOD Goals and Racial Equity Anti-Displacement Drivers and inform the goals that reflect the most pressing needs of Austinites from all backgrounds. The next section of this report on ETOD Engagement Process section further details the types of engagement which led to these goals, including focus groups, surveys, and tabling events.

Goal 1: Enable all residents to benefit from safe, sustainable, and accessible transportation



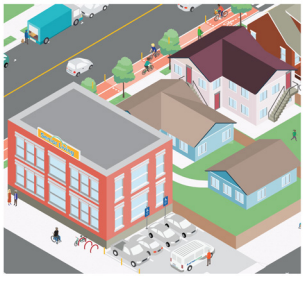
CapMetro-led Engagement	**Focus Groups & Survey:** Many participants cited reasons why public transit is not part of their life including lack of bus shelters, service not frequent enough, long walks to reach service, and inconvenience. Participants in focus groups and surveys recommended supporting more reliable transit with easier walking, biking, and transit options.
City Council ETOD Goals	**Goal O:** Support pedestrians, cyclists, and people with disabilities **Goal AA:** Connectivity with surrounding neighborhoods
Racial Equity Anti-Displacement Tool	**Driver 4:** Promote transportation mobility and connectivity

Goal 2: Help close racial health and wealth gaps



CapMetro-led Engagement	**Survey:** Participants emphasized the priority to focus on outcomes for historically excluded communities.
City Council ETOD Goals	**Goal J:** Centering racial equity in economic policy **Goal W:** Align policies with the Project Connect equity, anti-displacement, and CAC recommendations
Racial Equity Anti-Displacement Tool	**Driver 2:** Advance economic mobility and opportunity **Driver 6:** Equitable access to all neighborhoods

Goal 3: Preserve and increase housing opportunities that are affordable and attainable



CapMetro-led Engagement	**Focus Groups & Survey:** Participants lamented the rising rents in Austin and lack of actionable solutions to solve the affordability crisis, which have led to housing affordability challenges for both existing and new community members.
City Council ETOD Goals	**Goals B-G:** Preservation and creation of affordable housing
Racial Equity Anti-Displacement Tool	**Driver 1:** Prevent residential, commercial, and community displacement

Goal 4: Expand access to high-quality jobs and career opportunities



CapMetro-led Engagement	**Focus Groups & Survey:** Participants identified that there is often limited transit access to high-quality jobs and that there should be a focus on increasing access to employment choices. Closely tied with employment opportunities, focus group participants emphasized the limited affordable space for small businesses to thrive.
City Council ETOD Goals	**Goal I:** Promote sustainable economic activity
Racial Equity Anti-Displacement Tool	**Driver 2:** Advance Economic Mobility and Opportunity

Goal 5: Support healthy neighborhoods that meet daily needs



CapMetro-led Engagement	**Focus Groups and Survey:** Participants identified that neighborhoods often lack basic services and amenities such as fresh grocery options and expressed a desire to have shorter trips to these daily needs. Access to these amenities was cited as integral to enhancing community health.
City Council ETOD Goals	**Goal Q:** Support expansion of pedestrian and bike infrastructure **Goals R & S:** Encourage active and livable places that serve daily needs
Racial Equity Anti-Displacement Tool	**Driver 2:** Advance economic mobility and opportunity **Driver 6:** Equitable access to all neighborhoods

Goal 6: Expand Austin's Diverse Cultural Heritage and Small, BIPOC-Owned, and Legacy Businesses



CapMetro-led Engagement	**Focus Groups & Survey:** Austin prides itself on its rich cultural heritage and participants worried that development uproots existing small businesses and there must be tools preserving small format retail and businesses to help them thrive.
City Council ETOD Goals	**Goal A:** Minimize displacement of small businesses and cultural institutions **Goal H:** Encourage development of affordable commercial space
Racial Equity Anti-Displacement Tool	**Driver 3:** Build on Local Community Assets

ETOD Policy Toolkit



Auditorium Shores Station - *Looking East*

ETOD Policy Toolkit

The six ETOD goals were integral in shaping the development of the ETOD Policy Toolkit, a set of 46 policy tools that can be tailored to the goals and needs for each station area. Due to the large number of policy tool options, the toolkit is categorized into five sections that cover the essential aspects of ETOD: Small Business and Workforce, Housing, Mobility, Land Use and Urban Design, and Real Estate. Each of these sections is further broken down into three overarching strategy categories. For example, the Mobility section has three strategies: Transportation Demand Management, Mobility Infrastructure Improvements, and Parking Management.

The ETOD Policy Toolkit provides a framework for Project Connect station-area planning and investment so that residents, businesses, and neighborhoods can fully and equitably realize the benefits of transit investment in Austin.

The Toolkit, in coordination with the Complete Community Indicators and Policy Themes in the next section, allows CapMetro, ATP, and City of Austin team members to select from a list of policy tool options and identify funding sources to implement across transit corridors and in specific station areas.

Creation of Policy Tools

To develop the policy toolkit, CapMetro developed an initial "long list" of up to 100 policy tools by first analyzing the characteristics and local conditions of some of the nation's leading equitable transit policies (through ETOD Case Studies). The Policy Toolkit incorporates insights into best practices from cities and transit agencies with the nation's leading ETOD strategies like Raleigh, Chicago, Seattle, and San Jose. These cities differ from Austin's demographic composition and transit modes, but they provide lessons learned in how to implement effective ETOD. Most importantly, they emphasize the importance of collaboration and alignment between transit agencies and municipalities. Cooperation between CapMetro, the City of Austin, and the Austin Transit Partnership in the development of ETOD goals and priorities has enabled the strengthening of a unified front to guide the development and implementation of the strategies and policy tools included in the toolkit. Best practices incorporated into Austin's unique ETOD context include:

Learning from Other Cities: ETOD Best Practices

1. **Community ownership of the engagement process:** Equitable engagement requires connecting with the community at a meaningful level to establish public priorities before formalizing ETOD approaches. In the making of this report, multiple community stakeholders were represented in the decision-making process for selecting ETOD policies or investments. The participation of non-profits, advocates, developers, and service providers allowed the City and CapMetro to distill policy tools and strategies optimized for impact and feasibility.
2. **Understanding the benefits and tradeoffs of ETOD policies:** Traditional TOD leverages market-based solutions to create value for the transit agency and, by extension, the community. This ETOD framework articulates the opportunities to not only mitigate displacement but advance public priorities in station areas. An "Implementation Challenges & Considerations" section in each policy tool details some of the additional funding sources, program administration, and community engagement necessary to effectively implement ETOD policy tools, as well as the potential legal and political limitations.

3. **Collaboration with local organizations and businesses:** Meaningful engagement with nonprofits and advocacy groups is essential to drive the discussion for transit agency objectives and policies. Discussions with developers can identify ways to create additional value for the community as transit agencies and municipalities direct private benefits from transit investments back to the public. This document incorporates these lessons through policy tools that leverage public and private partnerships to support public priorities for affordable housing and small businesses.
4. **Flexibility in policy solutions across stations:** While successful ETOD requires a cohesive framework across the transit system, it must flexibly adapt to the distinct conditions and needs of different station areas. In some cases, it even requires creative solutions at an individual parcel level. Building on clear city-agency priorities, this ETOD Study proposes a set of strategies and programs that can be deployed in different ways across different station areas. Each ETOD goal is accompanied by a set of policy themes tailored to the specific demographic and economic conditions of individual station areas. This allows CapMetro, City of Austin, and Austin Transit Partnership to have multiple permutations of possible policy implementation strategies to address the specific needs of any given community within the Project Connect transit corridors.

The larger list of policy tools was then adapted and tailored to the specific needs and priorities that emerged from three phases of community engagement, CAC and Community Connector workshops, and conversations with proposed implementation leads. The ETOD Engagement Process section provides more details on how the engagement specifically informed the toolkit contents. Some policy tools were also merged together or removed based on existing policy, land use, and programs with direction from CapMetro and City of Austin.

The more targeted toolkit reflects the Austin context by accounting for the city's distinct public priorities and the feasibility of different tools. The toolkit is categorized into five sections, and each section has grouped the relevant policy tools into three strategy categories.

- **Small Business & Workforce Development:** Business Assistance During Construction (2 tools); Ongoing Small Business Support (3 tools); Workforce Development Programs (4 tools)
- **Housing Affordability:** Financing Tools (5 tools); Land Use Strategies (3 tools); Homeownership and Tenant Support (5 tools)
- **Mobility:** Transportation Demand Management (5 tools); Mobility Infrastructure Improvement (2 tools); Parking Management (3 tools)
- **Land Use & Urban Design:** Transit-Supportive Land Uses for a Complete Community (2 tools); Development Standards, Incentives, or Regulations (4 tools); Invest in Public Realm (4 tools)
- **Real Estate & Financing:** Leveraging Publicly Owned Land (2 tools); Acquisition Strategies for ETOD (1 tool); Financing Strategies (1 tool)

Guide to Reading the Toolkit

Each policy tool includes four main sections. To the left of the tool, a sidebar includes details on the proposed implementation lead and partners, timeline, relevant goals, and policy themes.

Description

The Description section provides **a summary of what the recommended tool is** and suggestions for what considerations should guide the design and implementation of the tool.

At the end of each Description section, for tools that are not already active in Austin we provide a

national example to help demonstrate what the tool can look like in Austin and offer any lessons learned where applicable.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

This section describes how the tool already exists in Austin. A few examples:

- The tool/program already exists, and the recommendation is to expand or update to meet ETOD goals
- The tool does not exist in Austin, but a similar program in Austin can serve as a strong precedent
- The tool does not exist in Austin, but is feasible

Implementation Challenges & Considerations

The Implementation Challenges & Considerations section outlines the financial, legal, and programmatic considerations for the Implementation Lead in planning and designing the tool.

Success Metrics

A small set of metrics that will be developed further by the Implementation Lead to measure the success of the tool over time.

Figure 14: *Policy Toolkit Format*

Toolkit Sidebar	
Implementation Lead	Agency or organization
Partners	Additional agencies or organizations who can support in tool implementation
Timeline	*Commence Planning and Design:* Within 1 Year, 1-2 Years, 3-4 Years, 5+ Years *Implementation Begins*: Prior to Transit Construction, During Transit Construction *Active:* Duration of Transit Construction, Ongoing, Other Time Period
City Council Goals	Identifies the relevant City Council ETOD goals the tool addresses
ETOD Goals	Identifies the relevant ETOD goals the tool addresses

Policy Toolkit Descriptions

The full Policy Toolkit is included in the Appendix of the ETOD Study. The following tables provide a brief overview of the Policy Toolkit structure of the five sections and strategy categories and a description of the policy tools included in the Toolkit.

Figure 15: *Business & Workforce*

Tool	Description
Strategy: Business Assitance during Construction	
Small Business Construction Interruption Fund	Provide financial assistance to businesses affected by the transit construction through a one-time fund during corridor construction.
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.
Strategy: Ongoing Small Business Support	
Small Business Assistance Fund	Expand upon the structure of the City of Austin's small business relief grant and would be available to businesses along the corridor on an ongoing basis to help enhance the longevity of small, independent, and minority-owned businesses.
Affordable Ground Floor Space for Local Businesses & Nonprofits	Incentivize developers to provide affordable and favorable ground-floor lease terms for small businesses, nonprofits, 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.
Business District Merchant Association Support	Form Merchant Associations through Souly Austin to advance community organizing goals, placemaking efforts, and economic growth.
Strategy: Workforce Development Programs	
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.
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.
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.
Childcare Grants	Subsidize the costs of childcare for low-income households with parents working a designated number of hours/week.

Figure 16: *Housing Affordability*

Tool	Description
Strategy: Financing Tools	
Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing	Support local government agencies, nonprofits, and developers to use affordable housing funds to preserve existing affordable housing or acquire land parcels for future residential development.
Land Acquisition for Affordable Housing	Consider opportunities to support future affordable housing development by CoA acquiring property along the transit corridors.
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.
Abatement-Financed Housing Acquisitions & Joint Ventures	Partner with for-profit and nonprofit developers through acquisitions and joint ventures to exempt the property from property taxes in exchange for conversion of units into deed-restricted affordable housing.
Capacity Building for Community Benefits	Evaluate measures to facilitate the establishment of neighborhood and work with community groups capable of negotiating community benefit investments with developers and companies relocating into Austin.
Strategy: Land Use Strategies	
Voluntary Inclusive ETOD Overlay	Create a voluntary inclusive ETOD overlay to provide developers with the opportunity to build projects under alternative standards in exchange for including affordable units.
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.
Soft Density by Right	Legalize the development of soft density (townhomes, duplexes, triplexes, and fourplexes) in single-family districts to increase the number of housing units near employment and transit hubs.

Figure 16: *Housing Affordability*

Tool	Description
Strategy: Home Ownership and Tenant Support	
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.
Expanded Home Repair Programs	Expand home repair programs, also known as owner occupied home rehabilitation, provide grants or low-cost loans to help eligible homeowners make critical home repairs.
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.
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 lowincome tenants access to free legal counsel.
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

Figure 17: *Talavera Lofts, a mixed-income apartment building situated within the Plaza Saltillo station TOD*



Figure 18: *Mobility*

Tool	Description
Strategy: Transportation Demand Management	
ETOD Mobility Program (TDM Programs for 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.
Legacy Mobility Benefits Program (TDM for existing residents, employees, & 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.
Enhancing First/Last Mile Service to Stations	Implement programs that help transit riders reach their nearest bus stop or train station, such as bike-share, reduced-cost ride-hailing, or on demand shuttle services.
Universal Basic Mobility Pilot	Create a pilot program covering the cost of a variety of transportation services for qualified households.
Community Car Program	Provide and market carshare vehicles to TOD 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/more feasible for households to go car-free.
Strategy: Mobility Infrastructure Improvement	
Equitable Station Access Strategy	Develop an equitable station access strategy to shape prioritization and implementation of station access improvements.
Mode Split Goal for Each Station	Identify and track mode split goals for each station area and track via regular surveys.
Strategy: Parking Management	
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.
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.
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.

Figure 19: *Land Use & Urban Design*

Tool	Description
Strategy: Transit-Supportive Land Uses for a Complete Community	
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.
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
Strategy: Development Incentives, Standards or Regulations	
Establish High Affordable Housing Goals for Publicly Owned Land Within ETOD Area	Mandate a minimum percentage of housing units to be affordable to ensure an inclusive station area on publicly owned parcels.
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.
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.
Create Equity Scorecard for TOD 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 in ETOD areas or the ability to participate in density bonuses in proposed ETOD overlay zones.
Strategy: Invest in Public Realm	
Protect and Promote Tree Canopy Cover	Promote the protection of existing tree cover and planting of new trees around Project Connect station areas though land use regulations to reduce street temperatures.
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.
Engage Community Voices in Public Space Design Process	Establish processes to encourage design elements in station areas celebrating local art, culture, and history.
Context-Specific Bike-Ped 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.

Figure 20: *Real Estate & Financing*

Tool	Description
Strategy: Leveraging Publicly Owned Land	
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.
Strategic Real Estate Portfolio Analysis	Prioritize publicly owned sites for disposition and development and identify the appropriate entity to lead the disposition.
Strategy: Acquisition Strategies for ETOD	
Land Acquisition Plan	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.
Strategy: Financing Strategies	
City-Led Innovative and Gap Financing	Develop a suite of innovative finance tools exist 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

Figure 21: *Typology workshop*



Figure 22: *Site visit with ETOD team*



Figure 23: *Site visit with ETOD team*



ETOD Policy Toolkit Action Plan

With a large selection of strategies and policy tools, an Action Plan is essential to split up responsibilities for planning and implementing effective ETOD. The Action Plan first splits out the 46 policy tools by the main proposed Implementation Lead groups: CapMetro, Austin Transit Partnership, and City of Austin. Each group's Action Plan is further broken down by the department and teams who would more specifically implement the tool. Finally, the Action Plan provides direction on when the policy tool would be implemented: Prior to Transit Construction, During Transit Construction, or After Transit Construction.

Implementation Leads

Implementation Leads are identified throughout the toolkit. The Action Plan below is broken out into three groups with departments and teams within each leading different policy tools:

- CapMetro (CMTA)
    - Development & Real Estate (D&RE)
    - Transit Operations (T)
    - Facilities Planning (CMFP)
- Austin Transit Partnership (ATP)
    - Development & Real Estate (D&RE)
    - Equity & Inclusion (E&I)
    - Architecture and Urban Design (A&UD)
- City of Austin (COA)
    - Economic Development (EDD)
    - Housing Department
    - Planning Department
    - Financial Services Department (FSD)
    - Transportation (ATD)

Other Implementation Leads outside of these organizations are Movability, Housing Authority of the City of Austin, Travis County Economic Development & Strategic Investments (EDSI) Team, as well as a large range of recommended partners.

Timeline Options

The Action Plan focuses on when the Implementation Leads should begin implementation of the policy tool. Policy tools are broken into three sections:

- Prior to Transit Construction
- During Transit Construction
- After Transit Construction

See the Appendix for Action Plan tables for CapMetro, ATP, and COA that include the policy tools by department/team lead and implementation timeline.

City of Austin ETOD Policy Plan

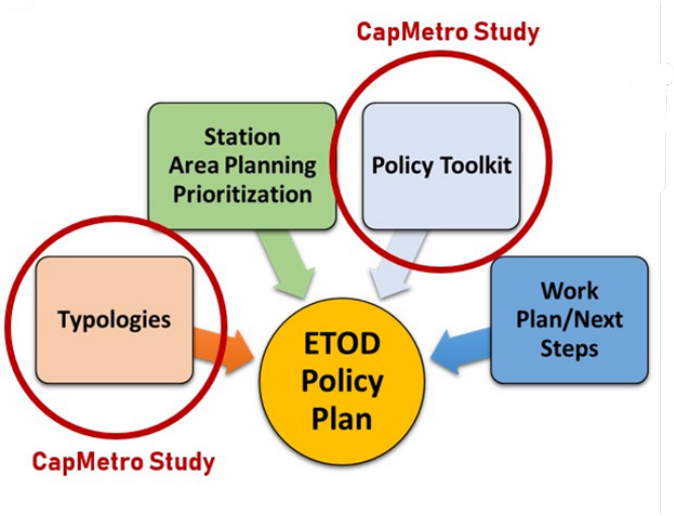
While the ETOD Study provides direction for CapMetro and its implementation partners to advance ETOD in Austin, it also provided the foundation for the City of Austin's parallel ETOD Policy Plan. The ETOD Policy Plan provides a comprehensive framework to help the Austin community ensure that future development 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.

The ETOD Policy Plan builds on the FTA-funded ETOD study. It includes a snapshot of how current TODs are performing (MLK Station, Plaza Saltillo, Crestview Station), station area typologies and planning prioritization, equity-based policy toolkit and success metrics, and a work plan for station area-specific planning and regulatory changes in the short-, medium-, and long-term.

Policy Plan Implementation

The ETOD Policy Plan was a collaborative effort between CapMetro and the City of Austin, with additional support from Austin Transit Partnership. The CapMetro-led ETOD study informed the creation of the equity-based policy toolkit and station area typologies included in the Policy Plan. City staff used the station area typologies to develop a station area planning prioritization process and work plan for future planning. This coordination in leadership between CapMetro and the City ensured strategic alignment in land use planning and transit as Austin continues to grow and change.

Figure 24: *ETOD Policy Plan Components*



City Council Acceptance

On March 9, 2023, Austin City Council accepted the ETOD Policy Plan. As part of their resolution, Council also initiated ETOD station area planning processes as part of the Northeast Austin District Planning effort, amendments to the Imagine Austin comprehensive plan, and amendments to the Land Development Code.

By accepting the ETOD Policy Plan, the Austin City Council established the Policy Plan as the guiding policy document for future regulatory, programmatic, and infrastructure decisions in Project Connect station areas – "a plan for how to plan". The decision also established the six ETOD goals that all station areas will strive toward, a ssigned typologies to help guide future policy application to specific station areas, prioritized station areas for future planning, and accepted the policy toolkit so staff can further develop and refine the tools for possible future implementation.

ETOD POLICY PLAN NEXT STEPS

ETOD-Supportive Regulatory Changes

• Continue the Station Area Vision Planning process for North Lamar Transit Center and South Congress Transit Center
• Collaborate with other planners to incorporate ETOD concepts for 11 Green Line and MetroRapid stations in the Northeast Austin District
• Initiate amendments to the Imagine Austin Comprehensive Plan, including the Growth Concept Map and;
• Initiate amendment to the Land Development Code to:

1. Update the list of TODs to include the ETOD station areas and define the ETOD planning process
2. Review existing "initial regulation" that apply to TODs and create "interim regulations" for ETODs
3. Create a systemwide ETOD Overlay; provide a clear definition and scope for the regulation

ETOD Policy Tools Refinement

• Analyze existing density bonus programs and form recommendations to streamline and/or simplify requirements
• Consult with implementation leads to identify funding and resources gaps, including:

1. Expansion of existing HPD programs that would require more resources and/or new funding streams (downpayment assistance, home repair, etc.)
2. Barrier analysis for tools such as shared parking requirements and shared equity homeownership models to better understand what the next steps would be to promote these already allowed tools to have a bigger impact
3. Research on other new tools to determine what resources are need to pilot them (Community Care Program, Universal Basic Mobility Pilot, etc.)

• Develop an Equity Scorecard to evaluate proposed private ETOD development projects (developed in parallel to the ETOD Overlay and brought back to Council as a package
• Develop an Affordable Housing on Publicly Owned Land Goals to provide additional guidance for planning efforts
• Collaborate with CapMetro on Strategic Real Estate Portfolio Analysis tool

ETOD Policy Toolkit Implementation Plan

Craft an ETOD Implementation Plan to:

- Identify financing and programmatic support needed, as well as funding sources and other resources for policy tools
- Prioritize tools with a timeline for implementation, including targeted outcomes and performance measures to assess success
- Coordinate on population targets for areas around light rail stations to maximize the project's competitiveness for federal grant funding
- Further refine the ETOD Station Area Planning Priorities matrix to consider other public entity-owned land that will redevelop in the next 5 years and to prioritize light rail investments
- Explore value capture tools such as tax increment financing to fund items such as affordable housing, utility relocation, pedestrian and bicycle improvements, parks. regional water quality facilities, and other necessary infrastructure improvements
- Provide scenarios for timeline and staffing needs on developing ETOD station area plans

Typologies & Policy Themes



***Waterfront Station** - Looking West*

Typologies and Policy Themes

TOD Priority Tool Background

CapMetro's current TOD Priority Tool provides a reference point for establishing planning and investment strategies around transit stations. Based on a wide range of metrics, each station included in the tool was assigned a TOD Place Typology and a TOD Readiness Score. The two scores provided an overall profile for the state of the station area in 2016 relative to its prescribed future role within the larger urban transit network. The Tool focused on achieving a desired development form in each station area, but did not connect to a set of policies that would help reach that form.

The ETOD Typologies differ from the previous TOD Typologies due to the focus on people and complete communities, with more sensitivity to community context and the impacts of development. The centering of equity within the typology framework is a key distinction for this study. The ETOD Typologies embed indicators related to equitable outcomes like displacement risk and population and job growth to determine the state of a station area in relation to achieving equitable outcomes for the area. The previous Typologies primarily focus on the built environment, with categories such as location, connectivity, land use, urban form, and intensity.

Creation of Typologies: Systemwide Conditions Analysis

Conditions Analysis Takeaways

The conditions analysis was completed for the Project Connect stations along the Austin Light Rail System Plan spread across North Central Austin (from the North Lamar Transit Center to Hemphill Park), South Central Austin (from Auditorium Shores to Slaughter), and the Riverside Area (from Waterfront to MetroCenter station near Austin-Bergstrom Airport). In the future, CapMetro will expand this analysis to include all stations within the system. The conditions analysis explores each of the station areas through six different dimensions grouped into two broad themes: People and Places. Aligning with requirements for station-based analysis set by FTA for the Capital Investment Grant (CIG) process, the study area was defined as a ½ mile radius as the crow flies – which is

Figure 25: *Conditions Analysis Subject Areas*



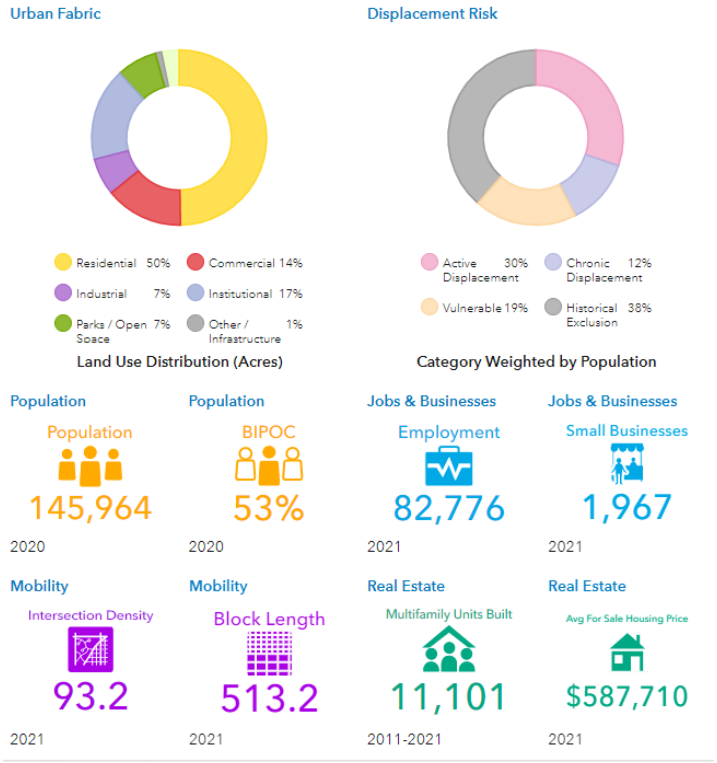
roughly analogous to the distance the average person can walk or roll within 10 minutes – from each station. The first part of the Conditions Analysis explored who lives and works in the ETOD study area to better understand the social dynamics that shape the character and trends of the neighborhoods near the Austin Light Rail stations. This theme was broken into three categories: Population, which described demographic characteristics of corridor residents; Displacement Risk, which detailed demographic and housing concerns that contribute to displacement pressure; and Jobs and Businesses, which explored the different types of employment opportunities available in the corridor. The second part of the Conditions Analysis explored the physical characteristics of the ETOD study area to establish a framework for understanding the differences in the built environment at different stations. Similarly, this theme was broken into three categories: Urban Fabric, which focused on differences between buildings and land uses within the study area; Real Estate Market, which explored trends in residential and commercial values and growth throughout the corridor; and Mobility, which detailed the transportation conditions and gaps that exist near each station.

The home page provided a summary dashboard that allowed viewers to filter the key datasets for each category for the study area as a whole and for individual stations. This includes a summary of:

- Land uses
- Population
- Black, Indigenous, and People of Color (BIPOC) population
- Employment
- Small businesses
- Intersection density
- Block lengths
- Multifamily units
- Average for-sale housing prices

The detailed conditions analysis tabs provided descriptions for the results, interactive graphs, maps, and dashboards to allow for a deeper dive into each of the relevant datapoints analyzed. It provides comparisons to the City of Austin and Travis County, as well as graphs for comparing the stations to one another. The full conditions analysis site – including documentation on the data sources used for the analysis – can be viewed at: https://capmetro-etod-nelsonnygaard.hub.arcgis.com/

Figure 26: *Home Page Summary Dashboard*



Typologies

What is a Typology?

As noted in both the 2016 TOD Priority Tool and elsewhere in this report, policy changes that help Austin achieve its ETOD goals will look different in different station areas given the range of existing conditions, needs, and trends across the diverse communities of the Austin region. Typologies help classify and group each station within the Project Connect Vision according to shared characteristics, allowing decisionmakers to tailor policy tools to address the needs of each station area and ensure that every station contributes to improved outcomes for existing and future residents across the system.

Unlike the 2016 TOD Priority Tool, the ETOD Priority Tool acknowledges that the communities near each station are dynamic places that may require different policy interventions as they continue to evolve. The ETOD Priority Tool also shifts the focus of policy recommendations to focus less on place-specific outcomes and focus more on outcomes for people – especially the people that already live near future transit stations. The typology classification system included in this tool uses data from readily available and constantly updated sources, allowing CapMetro and its partners to reevaluate typologies on a recurring basis and adjust policy recommendations to respond to community needs in a timely way.

The data – or indicators – used to develop the typologies also establish the baseline condition that CapMetro can use to measure progress towards the first two community-identified goals for ETOD:

1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps

To measure the performance of each station area towards achieving those goals and therefore group them into typologies that would benefit from similar policy interventions, the ETOD Priority Tool uses three **Typology Indicators** that tie closely to land use policy recommendations within the station areas, as explained in more detail in the following section.

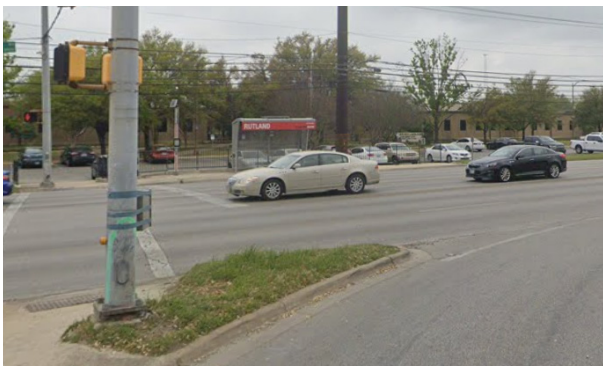
Defining Austin's ETOD Typologies – Three Indicators of Progress

Typology Indicator 1 – Existing Population

The first indicator most closely measures outcomes for ETOD Goal #1, which seeks to maximize the number of Austin residents that benefit from the transformational mobility investment made by Project Connect. Measuring the existing population within each station area helps identify which stations already serve a high number of Austinites.

This indicator measures the expansion of mobility access to more people, and therefore also tracks the operational and financial health of the taxpayer-funded investment of Project Connect. Research shows that population density is one of the chief predictors of ridership on high-capacity transit projects and increasing the use of transit helps the City of Austin achieve its overall 50% non-Single Occupancy Vehicle (SOV) mode share goal established by the Council-adopted Austin Strategic Mobility Plan.

Figure 27: *Rutland Station Area with low existing population (left) and UT Station Area with high existing population (right).*





Additionally, the Federal Transit Administration (FTA) acknowledges this relationship by awarding higher scores for highly competitive Capital Investment Grant (CIG) applications to projects with higher population density – and for applicants who demonstrate that they have made policy changes to increase the number of people that can live near these transit investments. The minimum project justification score FTA will consider for funding a project is Medium, and current land use and transit-supportive policies account for 1/3 of the overall project justification score. Given the importance of federal funding in leveraging Austin voters' local funding commitment to deliver Project Connect, ensuring policy levers are geared towards improving CapMetro and ATP's competitiveness in the federal CIG application process helps taxpayer dollars go as far as possible.

The population indicator acknowledges the difference in capital investment magnitude and federal grant competitiveness between Project Connect's rail investments and bus investments by using a different threshold for each investment type:

Figure 28: *FTA Capital Investment Grant Population Density Criteria*

Capital Investment Grant Rating	CIG Population Density (People per Square Mile)*	Corresponding Population within ½ mile station area	Recommended Applicability for ETOD Typology
High	15,000 and above	11,780 and above	
Medium-High	**9,600 to 14,999**	**7,540 to 11,779**	**Rail** (Austin Light Rail, Green, Red lines)
Medium	**5,760 to 9,599**	**4,525 to 7,539**	**Bus** (Gold Line – Initial Investment, MetroRapid routes**)**
Medium-low	2,560 to 5,759	2,010 to 4,524	
Low	Below 2,560	Below 2,010	

**FTA assigns a rating for this criterion based on the average density within the entire project area. The ETOD Priority Tool therefore acknowledges the aspirational goal for each station area to contribute to the overall project's success.*

This approach results in the following definition for Indicator 1 (Existing Population).

Figure 29: *ETOD Typology Indicator 1 (Existing Population)*

Mode	Indicator 1 Threshold
Light Rail and Commuter Rail Stations	If population **7,540 or greater,** station receives a **HIGH** rating If population **less than 7,540,** station receives a **LOW** rating
Bus Stations	If population **4,525 or greater,** station receives a **HIGH** rating If population **less than 4,525,** station receives a **LOW** rating

Threshold Typology Indicator 2 – Displacement Risk

The second indicator measures outcomes for ETOD Goal #2, which seeks to address historic racial inequities that have led to health and wealth gaps across the community. This indicator uses the City of Austin's Displacement Risk Index to identify stations where there are concentrations of priority populations that are either experiencing active displacement or are vulnerable to displacement due to both demographic characteristics and market pressure.

Understanding a station area population's susceptibility to change allows policymakers to build in sensitivity for policy recommendations to make sure that the burden of growth does not fall disproportionately on communities that have already faced the brunt of displacement that has occurred across the city. It also helps prioritize policies aimed to mitigate and reverse displacement and expand access to affordable housing in the station areas where it is most urgently needed.

The City of Austin's Displacement Risk Index classifies Census tracts within the City of Austin into four categories of displacement risk:

- **Active:** Vulnerable populations present, active demographic change, accelerating or appreciating housing market.
- **Vulnerable:** Vulnerable populations present, no significant demographic change, some tracts are near or contain high-value and high-appreciation areas.
- **Chronic**: Vulnerable populations have been displaced, significant demographic change has occurred, the housing market is high value and appreciated.
- **Historical Exclusion:** These areas have historically excluded vulnerable populations and are not subject to gentrification and displacement in the same ways.

Figure 30: *Berkman/Mueller Station Area with low vulnerable population (left) and Riverside/PV Station Area with high vulnerable population (right).*





Active and vulnerable displacement areas have the highest risk of displacement for existing residents, while chronic and historically exclusive areas represent comparatively lower risk of displacement for current residents. The ETOD Priority Tool therefore uses the % of population within each station area within Active and Vulnerable displacement risk tracts to determine the station area's overall displacement risk.

Figure 31: *ETOD Typology Indicator 2 (Displacement Risk) Threshold*

Mode	Indicator 1 Threshold
All Stations (Commuter Rail, Light Rail, Bus)	If 45% or greater of the station area's population falls within an Active OR Vulnerable tract, station receives a DISPLACEMENT RISK rating. If less than 45% of the station area's population falls within an Active OR Vulnerable tract, station receives a LOW OR NO DISPLACEMENT RISK rating.

Typology Indicator 3 – Recent Population/Job Growth

The final indicator measures a combination of ETOD Goals #1 and #2 by quantifying growth trends for both population and jobs within a station area over the previous 10 years. This indicator provides policymakers with a sense of which station areas have seen the market respond to both development pressure and availability of land use entitlements in recent years.

This indicator provides CapMetro, ATP, and the City of Austin with a sense of where development is most active to help prioritize real estate actions related to building public assets – including public investments in community priorities such as affordable housing.

The ETOD Priority Tool compares station-level growth in both population and jobs to the growth rate of all station areas over the same time period to determine which stations grew faster or slower than the study area overall. The sources for each component of this indicator are:

- **Population**
  - Source: US Census Bureau, Decennial Census – analyzed at the Census Tract level
  - Years: 2010 & 2020
- **Employment**
  - Source: US Census Bureau, Longitudinal Employer Household Dynamics (LEHD) database – only available at the block level
  - Years: 2010 & 2019 (most recent available)

Figure 32: *Medical School Station Area with low population and job growth (left) and Plaza Saltillo Station Area with high population and job growth (right).*





Overall, the population within ½ mile of rail and bus stations grew by 17% and 17.7%, respectively, from 2010-2020 according to the Decennial Census. Employment within ½ mile of rail and bus stations grew by 26% and 12.6%, respectively, from 2010-2019 according to the LEHD data. Additionally, because many stations saw much larger percentage growth due to small 2010 population or employment, a minimum numeric growth of 500 people or jobs was used to further isolate high-growth station areas. These numbers provide the thresholds for determining High and Low ratings for Indicator 3.

Figure 33: *ETOD Typology Indicator 3 (Recent Growth) Threshold*

Mode	Population Growth Threshold	Employment Growth Threshold	Overall Indicator 3 Threshold
Light Rail and Commuter Rail Stations	If a station area's population grew faster than the study area growth (17%) AND grew by at least 500 people, station receives a HIGH rating If a station area's population grew slower than the study area growth (17%), station receives a LOW rating	If a station area's employment grew faster than the study area growth (26%) AND grew by at least 500 jobs, station receives a HIGH rating If a station area's employment grew slower than the study area growth (26%), station receives a LOW rating	If a station area's population OR employment growth rating is HIGH, station receives a HIGH rating If a station area's population OR employment growth rating is LOW, station receives a LOW rating
Bus Stations	If a station area's population grew faster than the study area growth (17.7%) AND grew by at least 500 people, station receives a HIGH rating If a station area's population grew slower than the study area growth (17.7%), station receives a LOW rating	If a station area's employment grew faster than the study area growth (12.6%) AND grew by at least 500 jobs, station receives a HIGH rating If a station area's employment grew slower than the study area growth (12.6%), station receives a LOW rating	If a station area's population OR employment growth rating is HIGH, station receives a HIGH rating If a station area's population OR employment growth rating is LOW, station receives a LOW rating

Additional Considerations

In addition to the three indicators that determine Austin's ETOD typologies, CapMetro has also identified two other considerations for tailoring policy recommendations to specific station areas.

- **Transit hubs –** the ETOD Priority Tool acknowledges that some stations will play an outsized role in connecting many elements of the Project Connect system together. The tool identifies stations where more than one Project Connect service meet OR where major local bus connections are made as **Transit Hubs** that suggest modifications to policy interventions to meet the needs of these important destinations.
- **Special stations –** the ETOD Typologies are determined by indicators based almost entirely on demographic information from the US Census. Stations such as the AUS airport station do not serve any residents and serve a unique function in the regional transportation system and are therefore not classified into any of the eight typologies developed for the ETOD Priority Tool. Policy tools in these station areas are tailored to the specific needs of the destination served (in the case of AUS, policy tools related to employment opportunities or first/last mile connective services are proposed to ensure connectivity to and from light rail).

Figure 34: *Austin's ETOD Typologies*

If a station has...	...and is...	...and has experienced...	...its Typology is:
More Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	**Rapid Change**	**Include**
More Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	Slow Change	**Extend**
Fewer Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	**Rapid Change**	**Encourage**
Fewer Residents Today	Historically Exclusionary or Less Vulnerable to Displacement	Slow Change	**Initiate**
More Residents Today	**Vulnerable to or Experiencing Displacement**	**Rapid Change**	**Enhance**
More Residents Today	**Vulnerable to or Experiencing Displacement**	Slow Change	**Support**
Fewer Residents Today	**Vulnerable to or Experiencing Displacement**	**Rapid Change**	**Align**
Fewer Residents Today	**Vulnerable to or Experiencing Displacement**	Slow Change	**Secure**



INCLUDE LOW-INCOME HOUSHOLDS AND COMMUNITIES OF COLOR AS DEVELOPMENT OCCURS

High Population/Historically Exclusionary or Less Vulnerable to Displacement/High Recent Growth

These station areas already are home to many people, have high population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should take advantage of the change occurring today to enable even more community members, especially low-income households and communities of color, to access existing services and opportunities while incrementally growing with more housing units for all income levels.

Example Stations: Berkman/Mueller (Expo Line), Bennett (Gold Line), Broadmoor (Red Line), Congress Ave (Austin Light Rail Line)



EXTEND BENEFITS FROM NEW DEVELOPMENT TO LOW-INCOME HOUSHOLDS AND COMMUNITIES OF COLOR

High Population/Historically Exclusionary or Less Vulnerable to Displacement/Low Recent Growth

These station areas already are home to many people, have low population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should initiate change that enables even more community members, especially low-income households and communities of color, to access existing services and opportunities while incrementally growing with more housing units for all income levels.

Example Stations: Wheless (Expo Line), Cherry Creek (Burnet/Menchaca Line), Texas Memorial Stadium (Gold Line), UT (Austin Light Rail Line)



ENCOURAGE AFFORDABILITY AS DEVELOPMENT OCCURS

Low Population/Historically Exclusionary or Less Vulnerable to Displacement/High Recent Growth

These station areas are not home to as many people today, have high population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should take advantage of the change occurring today to maximize community benefits in redevelopment and infill opportunities and increase the number of people who can afford to live here, especially low-income households and communities of color.

Example Stations: Goodnight Ranch (Pleasant Valley Line), Brodie (Oak Hill Line), MLK Jr (Red Line), Crestview (Austin Light Rail Line)



INITIATE DEVELOPMENT TO EXPAND AFFORDABILITY

Low Population /Historically Exclusionary or Less Vulnerable to Displacement/Low Recent Growth

These station areas are not home to as many people today, have low population/job growth compared to other station areas, and a low percentage of populations vulnerable to displacement. ETOD efforts should initiate redevelopment and infill opportunities that maximize community benefits and increases the number of people who can afford to live here, especially low-income households and communities of color.

Example Stations: Jones/Jentch (Burnet/Menchaca Line), Robert Dedman/UT East (Gold Line), Howard (Red Line), SoCo (Austin Light Rail Line)



<u>ENHANCE</u> PROTECTION FOR LOW-INCOME HOUSEHOLDS AND COMMUNITIES OF COLOR WHILE ENSURING AFFORDABILITY THROUGH SENSITIVE DEVELOPMENT

High Population /Vulnerable to or Experiencing Displacement/High Recent Growth

These station areas are already home to many people and have high population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should take advantage of the change occurring today to protect existing residents at risk of displacement, preserve existing affordable housing units, and increase access as needed to services, and opportunities that enable community members to thrive.

Example Stations: Elmont (Pleasant Valley Line), Crossroads (Burnet/Menchaca Line), Lakeshore (Austin Light Rail Line), North Lamar Transit Center (Future Austin Light Rail Line)



<u>SUPPORT</u> SENSITIVE DEVELOPMENT WHILE PROTECTING LOW-INCOME HOUSHOLDS AND COMMUNITIES OF COLOR

High Population /Vulnerable to or Experiencing Displacement/Low Recent Growth

These station areas are already home to many people, have low population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. As growth occurs, ETOD efforts should protect existing residents at risk of displacement, preserve existing affordable housing units, and increase access as needed to services, and opportunities that enable community members to thrive. Any development taking place in these areas should be limited and in-line with supporting stabilization efforts (e.g., housing developments within CLTs and/or long affordability periods).

Example Stations: Northeast (Expo Line), Sheringham (Pleasant Valley Line), Faro (Austin Light Rail Line)



<u>ALIGN</u> POLICIES TO PROVIDE AFFORDABILITY AS DEVELOPMENT OCCURS

Low Population/Vulnerable to or Experiencing Displacement/High Recent Growth

These station areas are not home to as many people today, have high population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should take advantage of the change occurring today to maximize community benefits in redevelopment and infill opportunities to increase the number of people who can afford to live here, while protecting existing residents at risk of displacement.

Example Stations: Expo Center (Expo Line), North Ops (Burnet/Menchaca Line), Oltorf (Austin Light Rail Line), Springdale (Green Line)



SECURE AFFORDABILITY WITH SENSITIVE DEVELOPMENT

Low Population/Vulnerable to or Experiencing Displacement/Low Recent Growth

These station areas are not home to as many people today, have low population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should prioritize protecting existing residents at risk of displacement, and on identifying redevelopment and infill opportunities to increase the number of people who can afford to live here.

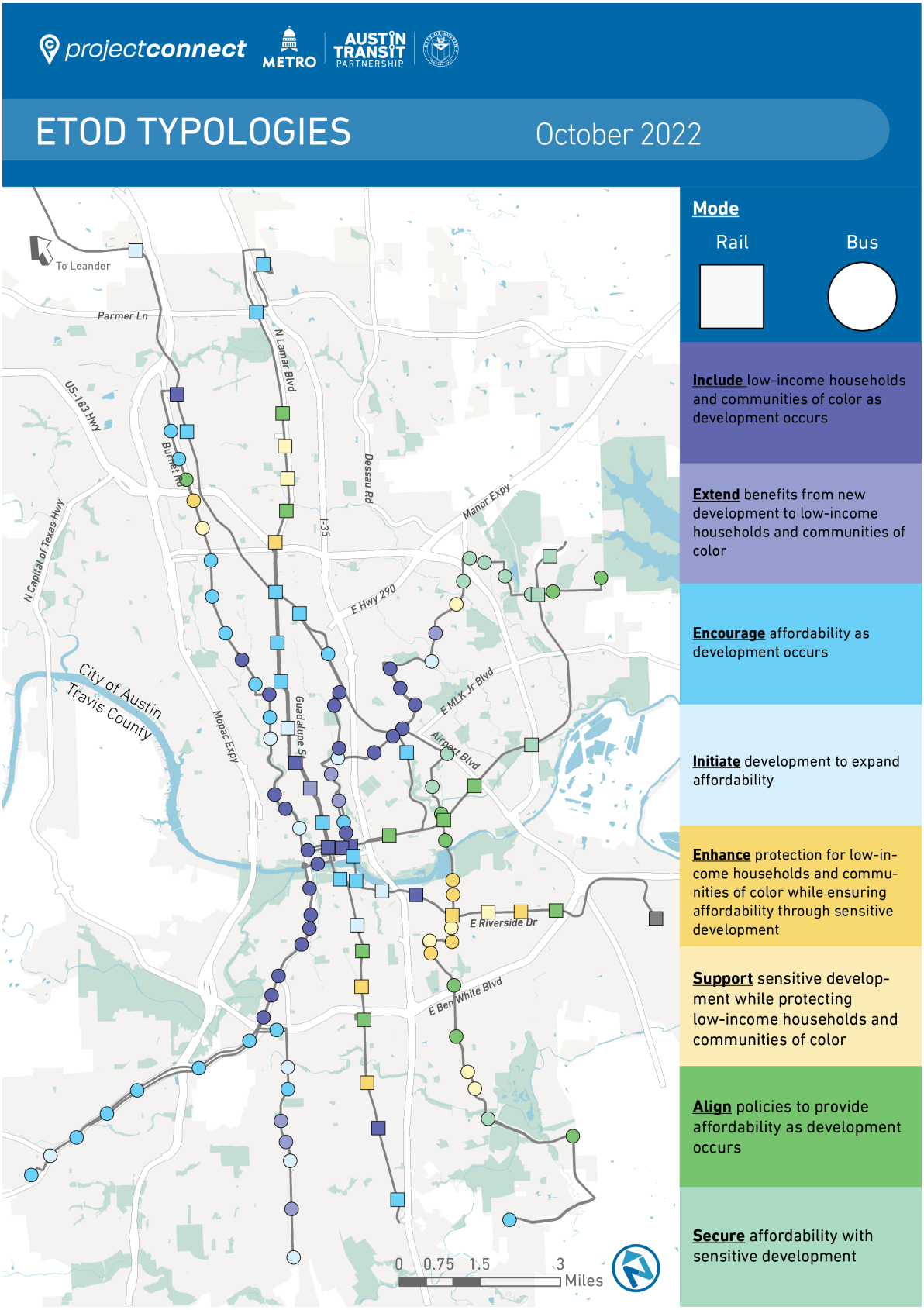
Example Stations: Uray (Expo Line), ACC Eastview (Pleasant Valley Line), Colony Park (Green Line), Loyola (Green Line)

Figure 35: *ETOD Typologies for Project Connect System Stations*

	Light Rail	Commuter Rail			MetroRapid			
	Austin Light Rail	Red	Green	Expo	Pleasant Valley	Burnett/ Menchaca	Oak Hill	Gold Line
Include all kinds of people as development occurs	5	1	0	9	4	15	0	6
Extend benefits from new development to low-income households and communities of color	1	0	0	3	0	3	0	2
Encourage affordability as development occurs	10	7	1	1	1	10	6	3
Initiate development to expand affordability	4	1	0	2	0	5	1	1
Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development	6	0	0	0	4	1	0	0
Support sensitive development while protecting low-income households and communities of color	3	0	0	1	5	1	0	0
Align policies to provide affordability as development occurs	5	1	3	2	5	1	0	0
Secure affordability with sensitive development	0	0	3	5	3	0	0	0

*Note: Since several stations serve multiple projects/modes, totals by typology are not included in this table.

Figure 36: *ETOD Typologies*



Complete Community Indicators

While the Typologies for each station area address the first two goals of the ETOD study to "Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation" and "Help to Close Racial Health and Wealth Gaps", the Complete Community Indicators measure progress toward achieving the remaining four ETOD goals. Together with the metrics under the Typologies, these indicators help identify the current state of the station areas relative to key ETOD outcomes, as well as monitor progress towards achieving ETOD's six goals as new indicator data is available.

Goal 3: Preserve and Increase Housing Opportunities That are Affordable and Attainable

Primary Indicator: Affordable Units in Income-Restricted Buildings and Naturally Occurring Affordable Housing

Secondary Indicator: Percent of Housing Units in Single-Family Structures

The indicators for Goal 3 are the total units including affordable units in income-restricted buildings and naturally occurring affordable housing (NOAH) and the percent of housing units in singlefamily structures. The former indicator represents the affordable housing supply available through regulated prices and supply available without any subsidies. The second indicator identifies the primary type of housing inventory in the station area. Data for the first metric comes from City of Austin's Affordable Housing Inventory, which is accessible through the city's open data portal. Data for the secondary metric comes from the U.S. Census Bureau American Community Survey (ACS), 5-year estimates (2014-2019).

Goal 4: Expand Access to High-Quality Job & Career Opportunities

Primary Indicator: High Quality Jobs

Secondary Indicator: Average Commute Time (Minutes)

The indicators for Goal 4 are the number of high-quality jobs and the average commute time in minutes of a station area. These indicators measure the accessibility of people's place of work and whether it is an easy commute. The number of high-quality jobs in each station area is collected and mapped using ESRI's Data Axle tool, which collects information on about 13 million private and public US companies. The distinction of high-quality jobs is based on industry. Average commuting time is collected from the U.S. Census Bureau American Community Survey (ACS), 5-year estimates (2014-2019).

Goal 5: Support Healthy Neighborhoods That Meet Daily Needs

Primary Indicator: Service Availability

Secondary Indicator: Connectivity

Service availability is calculated by determining the number of grocery stores, health clinics, education facilities, and cultural activities within reasonable distance of a station area. Reasonable distance is defined as up to five station areas away without transfer, which is the estimate for a trip that would take 15 minutes or less. This benchmark has been recently used around the world as the standard for accessibility.[14] A formula considers the number of services and the distance of each service to produce an overall score for service availability. Spatial data for services is sourced from the COA open data portal.

[14] https://www.15minutecity.com/

Connectivity is calculated by determining a station area's intersection density and level of sidewalk completion. The formula to calculate connectivity compares each station area's intersection density to an ideal state of 330 intersections per square mile.[15] Level of sidewalk completion is the percentage of streets within a station area that have sidewalks (on both sides of the street). Intersection density and sidewalk presence is determined using GIS mapping and COA open data.

Goal 6: Expand Austin's Diverse Cultural Heritage and Small, BIPOC-owned, and Legacy Businesses

Primary Indicator: Small Businesses

Secondary Indicator: BIPOC Population %.

The indicators for Goal 6 are the number of small businesses and the percentage of the station area's population that are BIPOC. These indicators have a strong correlation with displacement and gentrification and demonstrate a station area's diversity and accessibility for small businesses to thrive. The number of small businesses per station area is collected from ESRI Data Axle, while the percentage of BIPOC population is taken from the U.S. Census Bureau Decennial Census.

Priority Tool

With a large set of potential tools to use from the ETOD Policy Toolkit and broad set of stations in the Project Connect system, it is essential to have a method to group stations based on their existing conditions and then prioritize certain policy tools for those groups. This method will allow CapMetro, City of Austin, and Austin Transit Partnership to consider prioritization of different types of tools in station planning.

The Typologies capture how a station area is meeting ETOD Goals 1 and 2. The policy themes build off the Typologies to measure performance of stations against ETOD Goals 3-6 in more detail using the Complete Community Indicators and suggest tools to improve station performance against these goals. Each of these ETOD goals is accompanied by 4 to 5 different policy themes.

What is a policy theme?

Policy themes are coordinated sets of Policy Tools assigned to stations based on their Typologies and performance on Complete Community Indicators. Each station is matched to four policy themes, one each for Goals 3, 4, 5, and 6. This allows CapMetro, City of Austin, and Austin Transit Partnership to shape policy implementation strategies to address the specific needs of communities within the Project Connect transit corridors. While many tools could be applicable to all stations across the Project Connect system, Policy themes emphasize a smaller, customized set of tools to be prioritized to help the station areas meet the goals. Stations were grouped into their policy themes through the following process:

[15] www.tndtownpaper.com/images/TND_Design_Rating_Standards_2.2.pdf

Figure 37: *Policy Themes Process*[16]

Typologoies Goals 1 & 2	Population			
	Displacement Risk			
	Population & Job Growth			
	+	+	+	+
	Goal 3	Goal 4	Goal 5	Goal 6
Complete Community Indicators Goals 3-6	Total Affordable Units % Single-Family	Number of High-Paying Jobs Average Commute Time	Service Availability Connectivity	% BIPOC Residents Number of Small Businesses
	Each station associated with one prescription set per goal.			
	↓	↓	↓	↓
Prescription Sets	5 policy themes with 5-10 policy tools each to support affordable housing	4 policy themes with 5-10 policy tools each to support job and career opportunities	4 policy themes with 5-10 policy tools each to support healthy and connected neighborhoods	4 policy themes with 5-10 policy tools each to support small, legacy, and minority-owned businesses

A summary chart for each goal shows the 4-5 corresponding policy themes, the applicable data used to assign policy themes to each station area, and the top 5-10 policy tools to prioritize in those station areas.

There are 17 policy themes total:

Goal 3: Preserve and Increase Housing Opportunities That are Affordable and Attainable

5 policy themes, with stations organized primarily on the level of displacement risk and population in the station areas. The prevalence of single-family housing as a percentage of total housing units and the total number of affordable housing units were considered supporting variables that inform how affordable housing preservation or redevelopment should be prioritized in each station. [17]

1. Preserve affordable housing opportunities
2. Expand housing opportunities while supporting at risk households
3. Facilitate missing middle density
4. Incentivize affordable housing development
5. Facilitate inclusive redevelopment opportunities

[16] Each policy theme is described in a one-pager with more detail on how particular data points informed the selection of the emphasized policy tools. The one-pager also identifies all the stations that are applicable to the policy theme.

[17] Station areas where over 35% of housing units are single-family homes were classified as having a high concentration of single-family homes. Station areas with over 491 total affordable housing units (counting both naturally occurring affordable units and deed restricted units) were classified as a having a high concentration of affordable units.

Goal 4: Expand Access to High-Quality Jobs & Career Opportunities

4 policy themes, with stations grouped based on the number of high-paying jobs in the station areas and level of displacement risk. Commute time was considered a supporting variable because it was naturally correlated with the number of high-paying jobs. [18]

1. Increase accessibility to existing high-quality jobs
2. Expand overall job opportunities
3. Increase inclusivity of high-quality jobs
4. Facilitate job density

Goal 5: Support Healthy Neighborhoods That Meet Daily Needs

4 policy themes, with stations grouped based on the level of neighborhood service availability and displacement risk. Level of connectivity was considered as a supporting variable. [19]

1. Preserve and improve connectivity to existing services
2. Enhance overall neighborhood service accessibility for priority populations
3. Increase inclusivity of existing services
4. Facilitate inclusive neighborhood services and connectivity

Goal 6: Expand Austin's Diverse Cultural Heritage and Small, BIPOC-Owned, and Legacy Businesses

4 policy themes, with stations organized based on the share of population identified as BIPOC and the number of small businesses.[20]

1. Increase viability of BIPOC-owned small businesses
2. Preserve existing small and/or BIPOC-owned businesses
3. Create an environment supportive of businesses and BIPOC residents
4. Increase accessibility of businesses for BIPOC residents

[18] Station areas with over 3,000 high-paying jobs were classified as a high number of high-paying jobs.
[19] Stations with a service availability score over 30 were classified as a high level of services and stations with a connectivity score over .43 were classified as having a high level of connectivity.
[20] Stations with over 50% BIPOC population were categorized as high BIPOC population and areas with over 100 small businesses were categorized as having a high level of small businesses. These cutoff points were based on rounded medians for all station areas.

Policy Themes – Goal 3: AFFORDABLE HOUSING: Preserve and Increase Housing Opportunities That are Affordable and Attainable

Attainable

Policy Themes	1. Preserve affordable housing opportunities	2. Expand housing opportunities while supporting at risk households	3. Facilitate missing middle density	4. Incentivize affordable housing development	5. Facilitate inclusive redevelopment opportunities
Types of Stations (Metrics)	*- Displacement risk* *- High population* *- Majority high affordable housing* *- Majority low % SF*	*- Displacement risk* *- Low population* *- Majority low affordable housing* *- Majority high % SF*	*- Low or No Displacement Risk* *- Low Population* *- High % SF*	*- Low or No Displacement Risk* *- Low Population* *- Low % SF*	*- Low or No Displacement Risk* *- High Population*
Emphasized Tools					
Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing	●	●	●	●	●
Land Acquisition for Affordable Housing	●	●	●	●	●
Community Land Trusts & Other Shared Equity Homeownership Models			●	●	●
ETOD Requirements for Accessory Dwelliwng Units	●	●			
Abatement-Financed Housing Acquisitions & Joint Ventures	●	●			
Expanded Down-Payment Assistance Funds	●			●	●
Expanded Home Repair Programs		●	●		
Emergency Direct Rental Assistance	●	●			
Capacity Building for Community Benefits	●			●	
Supporting Tenants' Right to Counsel	●	●			●
Expansion of Existing Preference Policy					
Soft Density by Right		●	●	●	●
Phased Parking Requirement Reduction in ETOD Zones			●	●	●
Establish Minimum Land Use Intensity of Transit-Supportive Uses			●	●	●
Establish High Affordable Housing Goals For Publicly Owned Land Within ETOD Area	●			●	●
Reimagining Of Compatibility Requirements			●	●	●
Land Acquisition Plan				●	
City-Led Innovative & Gap Financing	●				

● Housing Affordability ● Land Use & Urban Design

● Mobility ● Real Estate & Financing

*Each policy theme corresponds to a toolkit.

Policy Themes – Goal 4: HIGH-QUALITY JOBS: Expand Access to High-Quality Jobs & Career Opportunities

Policy Themes	1. Increase Accessibility to Existing High-Quality Jobs	2. Expand Overall Job Opportunities	3. Increase Inclusivity of High-Quality Jobs	4. Facilitate Job Density
Types of Stations (Metrics)	*- High number of high-paying jobs* *- Majority low commute time* *- Displacement risk*	*- Lower number of high-paying jobs* *-Majority high commute time* *- Displacement risk*	*- High number of high-paying jobs* *- Primarily low commute times* *- Low or no displacement risk*	*- Low number of high-paying jobs* *- Primarily low commute times* *- Low or no displacement risk*
Emphasized Tools				
Skills-Based And Industry-Specific Job Training & Hiring	●	●		
Transit Line Construction Apprenticeship Program to Enable Local Worker Participation	●	●		
Building Capacity for Small Business Participation In Project Connect Construction And Investments	●	●	●	●
Childcare Grants	●	●	●	●
ETOD Mobility Program	●		●	●
Legacy Mobility Benefits Program	●	●		
Universal Basic Mobility Pilot	●	●		
Equitable Station Access Strategy	●	●	●	●
Community Car Program	●	●		
Enhancing First Mile/Last Mile Service to Stations	●	●	●	●
Establish Minimum Land Use Intensity of Transit-Supportive Uses			●	●
Allow More Flexibility In Permitted Ground Floor Building Uses		●	●	●
Context-Specific Bike-Ped Infrastructure Design Framework			●	
Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing			●	
Abatement-Financed Housing Acquisitions & Joint Ventures			●	

● Small Business & Workforce Development
● Mobility
● Land Use & Urban Design
● Real Estate & Financing

*Each policy theme corresponds to a toolkit.

Policy Themes – Goal 5: NEIGHBORHOODS & CONNECTIVITY: Support Healthy Neighborhoods That Meet Daily Needs

Policy Themes	1. Preserve and Improve Connectivity to Existing Services	2. Enhance Neighborhood Service Accessibility for Priority Populations	3. Increase Inclusivity of Existing Services	4. Facilitate Inclusive Neighborhood Services and Connectivity
Types of Stations (Metrics)	*- Displacement risk* *- High service availability* *- Majority low connectivity*	*- Displacement risk* *- Low service availability*	*- Low or No displacement risk* *- High service availability* *- Majority high connectivity*	*- Low or No displacement risk* *- Low service availability* *- Majority low connectivity*
Emphasized Tools				
Small Business Assistance Fund	●	●	●	●
Affordable Ground Floor Space For Local Businesses & Nonprofits	●	●	●	●
Childcare Grants	●	●		
Voluntary Inclusive ETOD Overlay			●	●
Equitable Station Access Strategy	●		●	●
Enhancing First Mile/Last Mile Service to Stations	●	●	●	
Legacy Mobility Benefits Program	●	●		
Universal Basic Mobility Pilot	●	●		●
Establish Minimum Land Use Intensity of Transit-Supportive Uses		●	●	●
Allow More Flexibility In Permitted Ground Floor Building Uses	●	●	●	
Establish High Affordable Housing Goals For Publicly Owned Land Within ETOD Area			●	●
Reimagining Of Compatibility Requirements			●	●
Provision Of Civic Space Around Transit Stations		●		●
Context-Specific Bike-Ped Infrastructure Design Framework	●		●	●
Protection and Promotion of Tree Canopy Cover	●	●		

● Small Business & Workforce Development
● Land Use & Urban Design
● Mobility

*Each policy theme corresponds to a toolkit.

Policy Themes – Goal 6: BUSINESS & CULTURAL HERITAGE: Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Policy Themes	1. Increase viability of BIPOC-owned small businesses	2. Preserve existing small and/or BIPOC-owned businesses	3. Create an inclusive environment for businesses and residents	4. Increase accessibility of businesses for BIPOC residents
Types of Stations (Metrics)	*- High BIPOC population* *- Low number of small businesses*	*- High BIPOC population* *- High number of small businesses*	*- Low BIPOC population* *- Low number of small businesses*	*- Low BIPOC population* *- High number of small businesses*
Emphasized Tools				
Small Business Construction Interruption Fund	●	●		●
Business Relocation Plan		●		
Small Business Assistance Fund	●	●		●
Affordable Ground Floor Space For Local Businesses & Nonprofits	●	●	●	●
Business District Merchant Association Support		●		●
ETOD Mobility Program	●		●	●
Legacy Mobility Benefits Program		●		
Universal Basic Mobility Pilot	●	●	●	●
Shared Parking Requirements/Public Participation program	●	●	●	
Enhancing First Mile/Last Mile Service to Stations	●		●	
Allow More Flexibility In Permitted Ground Floor Building Uses			●	●
Incentivize Public Amenities That Improve Community Health And Safety	●	●		●
Provision Of Civic Space Around Transit Stations			●	●
Engage Community Voices In Public Space Design Process				●
Developer Solicitation & Procurement Framework	●	●	●	●
City-Led Innovative & Gap Financing	●		●	

● Small Business & Workforce Development
● Mobility
● Land Use & Urban Design
● Real Estate & Financing

*Each policy theme corresponds to a toolkit.

Station Area Vision Plans



Crestview Station - *Looking Northwest*

Station Area Vision Plans

CapMetro has a unique opportunity to leverage its partnership with the City of Austin, crafting responsive land-use policy that grows future ridership and supports local communities. The ETOD Study includes funding to develop Station Area Vision Plans at up to two key station areas along Project Connect's light rail corridors, which will set priorities for land uses and area characteristics within a half mile of each station (which is a ½ mile radius or 10-minute walk or roll from the station). The Vision Plans will establish the foundation to inform necessary regulatory changes in the Station Area neighborhoods in subsequent project phases to enable an equitable transit-oriented development. The Station Area Vision Planning process will include a review of existing conditions, a series of community workshops, the development of concept and preferred alternatives, and documentation of the Station Area Vision Plan.

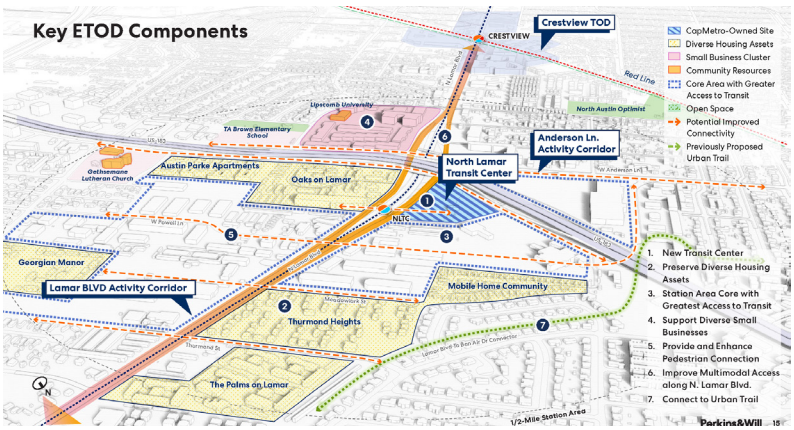
The Vision Plans will continue to use the community-established goals as guiding principles in the station area planning process as well as the lessons learned from our engagement strategies. Ensuring we hear from underrepresented communities will continue to influence our engagement efforts and if we fall short of that goal, we will once again pivot our methods to ensure Black, Indigenous, People of Color (BIPOC), low-income earners, daily transit users, people with disabilities, and elderly residents are heard and prioritized.

The Station Area Vision Plans will incorporate community engagement efforts with two pairs of community workshops. The goals for the first workshops in the series will be to reiterate ETOD equity goals and themes for ETOD policy tools, share best practices and case studies relevant to the specific Station Area, and to discuss community priorities to inform land use program mix and opportunities for equitable growth. The goal for the second workshops in the series will be to share concept alternatives to discuss design strategies that address connectivity, land use, densities, placekeeping, and open space moves to best align with ETOD equity goals. The results from these discussions will help to inform the design of and vision for the station areas.

To understand the existing conditions for planned station areas, CapMetro will develop a summary of baseline metrics taken directly from the ETOD Priority Tool dashboard, including station typology indicators and complete community indicators that will help create the base mapping for the Station Area Vision Plan. The mapping will utilize an understanding of various building and land use characteristics to establish developable land area and connectivity networks. The next step will be to determine the market potential for different residential, commercial, and industrial product building types for each of the Station Areas.

The Station Area Vision Plans will be completed in 2024.

Figure 38: *Preliminary Station Area Existing Conditions Mapping*



Appendix A:

Policy Toolkit



Slaughter Station - *Looking North*

ETOD Policy Toolkit

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- Guide to Reading the Toolkit
- ETOD Project Goals
- Timeline Options
- City Council ETOD Goals

SMALL BUSINESS & WORKFORCE DEVELOPMENT – *Page 6*

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- Small Business Construction Interruption Fund (7)
- Business Relocation Plan (9)

Ongoing Small Business Support

- Small Business Assistance Fund (11)
- Affordable Ground Floor Space for Local Businesses & Nonprofits (13)
- Business District Merchant Association Support (15)

Workforce Development Programs

- Skills-Based & Industry-Specific Job Training (17)
- Transit Line Construction Apprenticeship Program to Enable Local Worker Participation (19)
- Building Capacity for Small Business Participation in Project Connect Construction & Investments (21)
- Childcare Grants (23)

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- Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing (26)
- Land Acquisition for Affordable Housing (29)
- Community Land Trusts & Other Shared Equity Homeownership Models (31)
- Abatement-Financed Housing Acquisitions & Joint Ventures (33)
- Capacity Building for Community Benefits (35)

Land Use Strategies

- Voluntary Inclusive ETOD Overlay (37)
- ETOD Requirements for Accessory Dwelling Units (39)
- Soft Density By Right (41)

Homeownership and Tenant Support

- Supporting Tenants' Right to Counsel (42)
- Expansion of Existing Preference Policy (44)

- Expanded Down-Payment Assistance Funds (45)
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- ETOD Mobility Program (50)
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Mobility Infrastructure Improvement

- Equitable Station Access Strategy (60)
- Mode Split Goal for Each Station (62)

Parking Management

- Phased Parking Requirement Reduction in TOD Zones (64)
- Shared Parking Requirements/Public Participation Program (66)
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- Reimagining of Compatibility Requirements (76)
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Invest in Public Realm

- Protection & Promotion of Tree Canopy Cover (82)
- Provision of Civic Space Around Transit Stations (85)
- Engage Community Voices in Public Space Design Process (87)
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- Strategic Real Estate Portfolio Analysis (94)
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- City-Led Innovative & Gap Financing (98)

Policy Toolkit Guide

The ETOD Policy Toolkit provides a framework for Project Connect station-area planning and investment so that residents, businesses, and neighborhoods can fully and equitably realize the benefits of transit investment in Austin. The 6 ETOD goals guided the identification of 46 policies for pursuing equitable outcomes across five broad categories - small business and workforce, housing, mobility, land use and urban design, and real estate and finance strategies.

Guide to Reading the Toolkit

Each policy tool includes four main sections. To the left of the toolkit, a sidebar includes details on the proposed implementation lead and partners, timeline, relevant goals, and policy prescription set.

Toolkit Sidebar	
Implementation Lead	Agency or organization
Partners	Additional agencies or organizations who can support in tool implementation
Timeline	*Commence Planning and Design:* Within 1 Year, 1-2 Years, 3-4 Years, 5+ Years *Implementation Begins:* Prior to Transit Construction, During Transit Construction, After Transit Construction *Active:* Duration of Transit Construction, Ongoing, Other Time Period (e.g., "Throughout Station Area Design Process")
City Council Goals	Identifies the relevant City Council ETOD goals the tool addresses
ETOD Goals	Identifies the relevant ETOD Policy Plan goals the tool addresses

Description

The Description section provides a summary of what the recommended tool is and suggestions for what considerations should guide the design and implementation of the tool.

At the end of each Description section, for tools that are not already active in Austin we provide a national example to help demonstrate what the tool can look like in Austin and offer any lessons learned where applicable.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

This section describes how the tool already exists in Austin. A few examples:

- *The tool/program already exists, and the recommendation is to expand or update to meet ETOD goals*
- *The tool does not exist in Austin, but a similar program in Austin can serve as a strong precedent*
- *The tool does not exist in Austin, but is feasible*

Implementation Challenges & Considerations

The Implementation Challenges & Considerations section outlines the financial, legal, and programmatic considerations for the Implementation Lead in planning and designing the tool.

Success Metrics

A small set of metrics that will be developed further by the Implementation Lead to measure the success of the tool over time.

ETOD Project Goals:

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 & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Timeline Options:

Commence Planning and Design:

- Within 1 Year
- 1-2 Years
- 3-4 Years
- 5+ Years

Implementation Begins:

- Prior to Transit Construction
- During Transit Construction

Active Period:

- Duration of Transit Construction
- Ongoing
- Other Set Time Period (e.g., "Throughout Station Area Design Process")

City Council ETOD Goals:

a	Identify methods to address potential displacement of residents, small businesses, cultural institutions, and community organizations from transit-induced pressures, advance transit opportunities to existing communities, and ensure that housing near transit remains available to as many people as possible, including but not limited to, identifying methods for land banking around high-capacity transit and station areas, the acquisition of occupied affordable multifamily and mobile home communities near station areas and high-capacity transit, and other best practices for robust affordable housing creation and preservation;
b	Encourage the preservation and creation of income-restricted and non-income restricted affordable multi-family housing and mobile home communities and the creation of diverse housing options near transit that is accessible at every income level, accommodates all ages, and prioritizes affordable housing;

c	Incentivize housing options for families of many sizes and various income levels around station areas and high-capacity transit, disincentivize the redevelopment of income-restricted and naturally occurring non-income restricted affordable multi-family housing and mobile home communities around station areas vulnerable to gentrification and displacement, provides social and economic opportunity for current and future residents, and increases access to employment, health and educational centers;
d	Encourage a variety of housing choices near transit facilities to accommodate a wide range of ages, incomes, and access accommodations needed for people with disabilities;
e	Options for entitlements that increase housing capacity while minimizing the displacement of residents of income-restricted and non-income restricted affordable multi-family housing and mobile home communities and maximize affordable housing opportunities to further the Austin Strategic Housing Blueprint Goals;
f	Explore additional opportunities for funding affordable housing such as tax increment financing, and propose options for minimizing the displacement of residents of income-restricted and market-rate affordable multi-family housing and mobile home communities
g	Identify methods to preserve and maintain the affordable rental and purchase rates of units in existing income-restricted and market-rate affordable multi-family housing and mobile home communities;
h	Encourage and incentivize the development of flexible, affordable commercial space to ensure local businesses, nonprofits, and creative organizations can remain in their communities;
i	Promote sustainable economic activity that supports the immediate area and the city as a whole;
j	Promote equitable planning efforts, centering racial and economic equity, in all aspects of the policy, including surveying opportunities for future equity assessments;
k	Provide opportunities for enacting right to stay and right to return policies;
l	Recognize that all TODs have their own circumstances and are not the same; each TOD is located within its own unique context and serves a specific purpose in the larger context; each TOD's specific development typologies are currently based on Station Area Plans and accompanying Regulating Plans developed through the City Code's planning processes;
m	Explore the possibility of creating different development typologies that respond to local market and community conditions
n	Disincentivize the use of single-occupancy vehicles through travel demand management and responsible land use practices that support the multimodal transportation context, such as unbundled parking, eliminating parking requirements, and/or established parking maximums
o	Promote development strategies that focus on accommodating pedestrians, including people with disabilities, without excluding people traveling by vehicle
p	Consider creative parking strategies to allow the accommodation of vehicles without dividing a site such that parking is the dominating design factor;
q	Support future expansion plans of the existing street network and Project Connect while providing enhanced walkable connections to and within surrounding neighborhoods
r	Create compact development with sufficient density to support transit ridership located within walking distance of transit stops
s	Encourage active and livable places that serve our daily needs and provide people with a sense of belonging and ownership within their community
t	Seek to incorporate retail into development, if viable at a particular location, ideally drawing customers from within the TOD and from major streets
u	Strive to make TODs realistic yet economically viable and valuable from a diversity of perspectives (city, transit agency, developer, resident, employer)
v	Identify methods to support Project Connect investments through development
w	Align policies with the Project Connect equity, anti-displacement, and Community Advisory Committee processes and recommendations, including the process for developing neighborhood level strategies that will guide anti-displacement funding as required by the Contract with the Voters (Resolution No. 20200807-003)
x	Provide a process to work with Capital Metro during land acquisition to consider how potential excess or surplus property after construction may be used for eTODs, as well as the dedication of proceeds from the disposition of identified excess right-of-way to provide affordable housing
y	Provide recommendations on potential amendments to streamline and simplify City Code to incentivize eTOD projects

z	Facilitates effective coordination of City plans and programs between Capital Metro, City departments, and community stakeholders, including complying with the Contract with the Voters (Resolution No. 20200807-003)
aa	Consider compatibility and connectivity with surrounding neighborhoods
bb	Including engaging, high quality public spaces, such as small parks or plazas, as organizing features and gathering places for the neighborhood
cc	Prioritize multifunctional designs on publicly owned land to support maximum delivery of community benefits
dd	Additional strategies for Council consideration that may further the objectives of this resolution in high-capacity transit areas and areas the Council designates as TODs and develops station-area plans and accompanying regulating plans

SMALL BUSINESS & WORKFORCE DEVELOPMENT

Business Assistance During Construction

- Small Business Construction Interruption Fund
- Business Relocation Plan

Ongoing Small Business Support

- Small Business Assistance Fund
- Affordable Ground Floor Space for Local Businesses & Nonprofits
- Business District Merchant Association Support

Workforce Development Programs

- Skills-Based and Industry-Specific Job Training
- Transit Line Construction Apprenticeship Program to Enable Local Worker Participation
- Building Capacity for Small Business Participation in Project Connect Construction & Investments
- Childcare Grants

SMALL BUSINESS CONSTRUCTION INTERRUPTION FUND

Strategy: Business Assistance During Construction

Implementation Lead
ATP Equity & Inclusion

Partners
City of Austin Economic Development Department

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Duration of Project Connect Construction

City Council Goals
a, i, k, w

ETOD Goals
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

Through a small business fund that is active for the duration of Project Connect 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. ATP Equity & Inclusion would broaden the design and implementation of the federally mandated fund to be developed through an equity lens that prioritizes the needs of BIPOC-owned or franchised businesses and legacy businesses, while remaining 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. Broadening the scope of the fund may require additional financial resources to the extent it expands to serve businesses facing secondary construction impacts, identified by ATP, possibly with the help of the EDD. ATP would not directly manage the fund, but could instead issue a Request for Proposal (RFP) to partner with an existing non-profit to administer the fund.

As an example, during the construction of Seattle's Light Rail, the Rainier Valley g 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 ($25 million) and provided to businesses that were forced to physically relocate or faced business interruptions as a result of construction ($25 million). 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 as these tools are typically created in response to major transit construction projects to align with federal requirements. The fund 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 confirm that financial resources from the Project Connect budget are sufficient to implement an equity-focused program, and identify any identify additional funding sources that may be required to bridge gaps. ATP should attempt to leverage any complementary federal funding as available to initially capitalize the program. ATP should identify a third-party administrator of funds, possibly AEDC or the City of Austin Small Business Relief Grant Program, recognizing that case management intensity might require substantial staffing resources for third-party administration.
- The application and delivery of funds should be as easy as possible for businesses. Further engagement with local businesses and third-party service providers such as CDFIs can offer feedback on the design of the program (grants vs. reimbursements, application format, etc.). Extensive engagement with small, legacy, and minority-owned businesses must be undertaken to ensure business owners are aware of the program.
- If found to be successful through high business retention rates of businesses impacted by corridor construction, this fund could be established as permanent in the future so ATP and the City have a fund to use proactively for future large, multi-year construction projects.

Success Metrics

- Overall business retention rate of businesses impacted by corridor construction. Retention rate should be measured at the end of transit line construction, compared to the businesses existing prior to construction. This may be measured by conducting a door-to-door survey or visual walkthrough of a station area.
    - This metric should also be more specifically analyzed for BIPOC-owned businesses impacted and legacy businesses impacted. As there is not a database that currently exists with this information, EDD should determine the best way to build this database by conducting surveys and working with local business associations.
    - To the extent that resources are available, these metrics should also be measured incrementally throughout the construction period to ensure that progress goals are being met.

BUSINESS RELOCATION PLAN

Strategy: Business Relocation Assistance

Implementation Lead
CapMetro and ATP Development and Real Estate

Partners
ATP Equity & Inclusion, City of Austin Economic Development Department

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Transit Construction

Active Period: Duration of Project Connect Construction

City Council Goals
a, i, k, w

ETOD Goals
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

In compliance with federal regulations, CapMetro and ATP will create a Business Relocation Plan to ensure that businesses affected by right-of-way acquisitions are made aware of the timeline of acquisitions and are supported in making a plan for the relocation of businesses displaced due to an acquisition. As part of the Plan, relocation agents will coordinate with all businesses that may be displaced by right-of-way acquisitions to explain the relocation process, clarify eligibility and payments available, offer assistance, provide referrals to comparable storefronts/office spaces, and supply information on other federal, state, and local programs that can offer additional assistance.

An equitable relocation process will prioritize all businesses impacted by new transit construction that would be mostly likely to suffer diminished revenue and/or most likely to permanently close without assistance. An equitable approach will also ensure relocation information is distributed in multiple formats that are accessible to a variety of impacted business owners and include other languages for non-English speakers. Marketing and advertising services for businesses that have to relocate can help boost communication to their customer base. CapMetro and ATP could expand outreach and relocation assistance to indirectly impacted businesses that must relocate because of construction and/or major disruptions to their business operations following new street designs (for example, blocked or severely curtailed ingress/egress from parking lots for both loading and unloading and patrons). If funding is not federally available in these circumstances, information and technical assistance should be provided, including recommendations on potential relocation markets.
A national example is Sound Transit's "Property Acquisition and Residential Relocation Handbook," which outlines rights and benefits as a displaced residents and businesses from property acquisition. Sections describe the process of real property acquisition and the availability of relocation assistance advisory services and relocation entitlements. The City of Austin and TXDOT have also used flyers and handbooks for displaced property owners. A similar handbook could be created in Austin to assist specifically with business relocation for both owners and businesses leasing property.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("The Unform Act") has requirements for business relocations if acquiring real property when federal funds are used in any part of a project, in coordination with the National Environmental Policy Act (NEPA) environmental review process. The City of Austin follows the Uniform Act in previous projects that use federal funding, including providing relocation benefits to individuals and businesses displaced due to acquisitions.

Implementation Challenges & Considerations

- The Relocation Plan should prioritize relocation of businesses to be within future ETOD areas, if desired by the business owner. The Plan should determine potential markets within ETOD areas for directly and indirectly impacted businesses to relocate where they can continue to serve their existing customers and grow their customer base.
- Further small business engagement in coordination with engagement for the Small Business Construction Interruption Fund can inform needs and preferences for relocation, with a focus on the needs of legacy and BIPOC-owned businesses.
    - This will include holding targeted engagement and educational sessions towards minority-owned small businesses (and renters) to inform them on what they are entitled to under this plan.

Success Metrics

- Overall business retention rate of businesses impacted by corridor construction. Retention rate should be measured one to two times during construction and at the end of transit line construction, compared to the businesses existing prior to construction. This may be measured by conducting a door-to-door survey or visual walkthrough of a station area. This data may be imperfect, but it is currently the best available metric. Data can be compared to citywide data as available.
    - This metric should also be more specifically analyzed for BIPOC-owned businesses impacted and legacy businesses impacted.
    - The metric should also be reported for businesses that were specifically relocated through the Business Relocation Plan, measured at the end of the construction period and 5 years later.

SMALL BUSINESS ASSISTANCE FUND

Strategy: Ongoing Small Business Support

Implementation Lead
City of Austin Economic Development Department

Partners
ATP Equity & Inclusion

Timeline
Commence Planning and Design: 3-4 Years

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing

City Council Goals
a, h, l, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

Through a Small Business Assistance Fund, the City of Austin Economic Development Department would provide financial and associated technical assistance to businesses along the corridor on an ongoing basis to help enhance the longevity of small, independent, and minority-owned businesses. The Fund can include programs to support a diverse range of business needs, including communications and marketing support, legal assistance, technical assistance, strategy and business planning, or facade improvements. Awards should be prioritized through a Legacy Business Designation, based on criteria like tenure, business size, and/or ownership status.

Examples from other large cities around the state and country demonstrate options for how to design a Small Business Assistance Fund with a legacy business focus. San Francisco has a legacy business (30+ years) program with funds to use on rent, tenant improvements, marketing, or equipment. A Small Business Commission monitors historic businesses with a Legacy Business Registry, which serves as an educational and promotional tool in itself. San Antonio operates a Legacy Business Program that supports legacy businesses in operation for over 20 years that contribute to the history, culture, and authentic identity of San Antonio through educational programming and promotional support.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

A similar program has existed in Austin. The Small Business Assistance Fund could expand upon the structure of the City of Austin's Small Business Relief Grant ($10 million fund in March-July 2020).

In addition to this one-time program responding to the Covid-19 pandemic, Austin City Council established a $15 million Save Austin's Vital Economic Sectors (SAVES) Fund to support local industries. Through this fund, Council adopted a $5 million Austin Legacy Business Relief Grant Program (October 15, 2020) to support Austin-based live music venues and restaurants impacted by the pandemic. Council defined legacy business as publicly facing brick and mortar businesses operating for at least the last 20 years within any City of Austin Council District. This program has been completed and there is no additional funding currently planned.

The City of Austin Economic Development Department also oversees the Heritage Preservation Grant, which focuses on preserving Austin's historic and cultural tourism experiences while building the creative sector. It is funded by Hotel Occupancy Tax proceeds from Austin's convention and hotel industries.

Implementation Challenges & Considerations

- City of Austin Economic Development Department should identify what types of impacted businesses constitute target recipients, taking care to being inclusive of all types of recipients in terms of business type, location, and ownership status.
- With an understanding of target recipients, the City of Austin Economic Development Department may be able to estimate the universe of need and determine funding goals. While a grant is the primary type of support recommended, other forms of financial assistance like forgivable loans or a revolving loan fund may help to get more leverage from the overall fund.
- The program would require additional staff capacity for administration, as well as third party contracts for grant administration given City procurement restrictions.
- In design of the program, the application process and delivery of funds should be as streamlined and efficient as possible. Further engagement with local businesses and third-party service providers such as CDFIs can offer feedback on the design of the program (grants vs. loans, application format, etc.). Extensive engagement with small, legacy, and minority-owned businesses can also ensure business owners are aware of the program.

Success Metrics

- The number of minority-owned and legacy business grant recipients will be an important metric to track to understand how popular the program is and if it is being structured to fit the needs of the target business types.
- Number of minority-owned and legacy business grant recipients still in operation after one year and five years, with possible comparison to the rates for non-recipients. This information would indicate if the grants were successful in supporting small businesses. This information can be collected by storefront surveying and follow-up surveying with grant recipients.

AFFORDABLE GROUND FLOOR SPACE FOR LOCAL BUSINESSES + NON-PROFITS

Strategy: Ongoing Small Business Support

Implementation Lead
CapMetro Development and Real Estate; City of Austin Economic Development Department

Partners
Austin Economic Development Corporation, Developers

Timeline
Commence Planning and Design: 1-2 Years

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a,h, i, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

The City of Austin and CapMetro should incentivize developers to provide affordable and favorable ground-floor lease terms for small businesses, nonprofits, 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. Offering development bonuses as a part of the strategy can extend the impact of local funding resources and disposition preferences by incentivizing the development of cultural spaces and affordable commercial space. In coordination with the Childcare Grants tool, the programs could provide additional incentives or prioritization for childcare space. This tool would not only bring more people to station areas, but it would allow for local businesses and non-profits to fully benefit from the upside of TOD.

As an example, the New York 125th Street Special District offers development-based incentives for provision of cultural space in Harlem. One example of a qualifying space is an incubator kitchen for food entrepreneurs in East Harlem.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Developers do not currently have an incentive to offer affordable and favorable lease terms to businesses or community space because no program currently exists. CapMetro and the City do not have any land disposition policies around dedicating affordable ground floor space. In order to support local industries during the Covid-19 pandemic, Austin City Council established the $15 million Save Austin's Vital Economic Sectors (SAVES) Fund. Through this fund, Council adopted a $5 million Austin Legacy Business Relief Grant Program (October 15, 2020) to support Austin-based live music venues and restaurants impacted by the pandemic. A review of lessons learned and recipients of this program can help inform program design and targeting of affordable ground floor space.

Implementation Challenges & Considerations

- The City of Austin EDD is updating their financial incentive programs under the Chapter 380 Economic Development Policy in 2023 and should coordinate the development of the resulting programs with this process.
- The design of this tool should include further engagement with local businesses to understand the types and affordability level of space needed, as well as with commercial and mixed-use developers to understand how these incentives may impact them.
- Consider creating a community coalition to guide decision making on CapMetro and City of Austin policies.
- Consider capacity issues for local/BIPOC-owned businesses in moving into new or larger space. This tool can be coordinated with the Small Business Construction Interruption Fund (pg. 6) and Small Business Assistance Fund to provide additional support/resources.
- Consider setting criteria that incentives culturally appropriate, "missing" services for a healthy, resourced community. This includes childcare but it may also be useful to think about banking, healthcare, cooperative grocery stores, gathering spaces, etc.
- Consider that a bonus for affordable commercial space may decrease the viability of bonuses for affordable residential units so it must be approached thoughtfully.

Success Metrics

- Number of small businesses and non-profits located in station areas on property currently or previously owned by the City or CapMetro.
- The overall number of small businesses and non-profits receiving funding for subsidized space should be tracked by gathering data from developers. This data should also be broken out to understand the number of BIPOC-owned businesses receiving funding for subsidized space.

BUSINESS DISTRICT MERCHANT ASSOCIATION SUPPORT

Strategy: Ongoing Small Business Support

Implementation Lead
City of Austin Economic Development Department

Partners
Souly Austin, ATP/CapMetro

Timeline
Commence Planning and Design: 3-4 Years

Implementation Begins: During Transit Construction

Active Period: Ongoing, No Set End Date

City Council Goal
a,h, i, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

The City could enhance funding and capacity for the Souly Austin Business District Merchant Association Program to increase education and capacity building that will support grassroots leaders in organizing businesses. Business District Merchant Associations can be formed through Souly Austin to advance community organizing goals, placemaking efforts, and economic growth. Merchant associations can be an important economic development tool in Project Connect station areas and corridors to increase marketing and area identity, subsequently supporting customer attraction for small businesses. Successful merchant associations are typically formed with the leadership of businesses in a geographic area wanting to self-organize to form the district. Souly Austin provides a monetary activation award for merchant associations that successfully undergo the Souly Austin process. The City could enhance funding and capacity for the Souly Austin Program to increase education and capacity building that will support grassroots leaders in organizing businesses. An increased monetary activation award could further encourage the creation of new business districts along transit corridors.

There are many examples of cities across the US that use business associations to establish distinct neighborhoods and provide services specific to the needs of different neighborhood residents and businesses. The City of Denver has a Special District Creation Revolving Loan Fund to support neighborhoods and community groups that are in the final organizational stages of creating a special district. Additional funding for Souly Austin could be used to further support capacity building for business leaders organizing their community in the formation of Merchant Associations in Austin.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes. Through Souly Austin, the Economic Development Department has created a variety of tools/materials to support the formation of Business District Merchant Associations. North Lamar International District and Red River Cultural District provide examples for the corridor. Despite the successes of this program, more funding and staff capacity in the City of Austin Economic Development Department is necessary to help implement District development. Value capture tools at ETOD sites could be used to support

Districts or Associations to build staff capacity to support implementation.

Implementation Challenges & Considerations

- Identifying district leaders to coordinate business owners may be challenging.
- Despite the successes of the existing program, more funding and staff capacity in the City of Austin Economic Development Department is necessary to help implement District development in TOD areas. It will be necessary to secure additional human resources) for the EDD to support programming enabling the newly formed districts to thrive.
- Conversations with existing associations including the North Lamar International District and Red River Cultural District can further clarify challenges, successes, and lessons learned, as well as identify additional forms of technical support and resources that could have been helpful in the formation process.

Success Metrics

- The number of businesses participating in Merchant Associations in ETOD areas will clarify whether the support offered is attracting businesses.
- Small business retention rate within merchant associations should also be measured, broken down further by BIPOC-owned businesses and legacy businesses. This information can be collected by storefront surveying within the business district.
- Through storefront surveying efforts, self-reported small business revenues would also help demonstrate how businesses within merchant association districts are growing.

SKILLS-BASED & INDUSTRY-SPECIFIC JOB TRAINING

Strategy: Workforce Development Programs

Implementation Lead
Workforce development providers

Partners
ATP Equity & Inclusion, Austin Community College Riverside Campus, UT Austin, Major Employers

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Tansit Construction

Active Period: Ongoing, No Set End Date

City Council Goals
I, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities

Description

Workforce development providers can work with large employers and educational institutions to design programs and certifications directly addressing the needs of employers and create a pipeline for students to high-quality local jobs. Funding related to Project Connect could support efforts to supplement existing workforce development programs and the creation of new programs to meet the needs of incoming industries. One example could be a partnership with Austin Community College's Biotechnology Program to support ACC Riverside students in obtaining jobs at local biotech companies, universities, research institutions, clinical laboratories, and hospitals. It is also important to create career pathways for high school students, and there are already programs in place in partnership with Career and Technical Education programs and ACC that can be leveraged.

Programs similar to this have been implemented across the US. Durham Technical Community College works with employers in Research Triangle Park to design courses and certificates specifically geared towards the hiring needs of employers in RTP. The City of Cambridge, MA supports a community development corporation, Just-A-Start, for its Biomedical Careers Program. The eight-month program offers a Certification in Biomedical Sciences in partnership with a local community college, including a laboratory skills course, career counseling, and job placement assistance.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The Austin Metro Area Community Workforce Plan provides a framework for coordinating workforce development efforts across organizations and educational institutions, including the Workforce Solutions Capital Area training scholarships, career centers, and "Upskilling" trainings. It also includes an inventory of training offerings from Austin Community College in healthcare, information technology, and skilled trade sectors. Workforce Solutions Capital Area training already runs apprenticeship programs in skilled trades, healthcare, IT, and advanced manufacturing. The City of Austin's Austin Civilian Conservation Corps program provides equitable access, experience, career support, and workforce development for a variety of green economy job types. Other organizations that offer these services include,

but are not limited to, Capital IDEA and Skillpoint Alliance. Local trade unions also offer a two-week rotational program that exposes people to a variety of trades so they can make informed decisions on what trade to apprentice in.

Implementation Challenges & Considerations

- Engaging with interested employers and creating fruitful workforce development programs will require heavy guidance from existing workforce development providers. This, coupled with working with traditional education providers, will require a high level of coordination that can be time consuming and resource intensive.
- ATP Equity & Inclusion can engage with the workforce development provider to identify specific parameters of enhanced workforce development programming along transit corridors.
- Fully funding the training programs recommended by this tool may require creative sourcing.

Success Metrics

The number of residents residing within an ETOD station area participating in career/skills training programs and securing paid employment in their chosen field within one year of completion will be the key metric for tracking success. The Implementation Lead may specify a wage threshold requirement for employment opportunities, aligning with City of Austin wage minimums.

TRANSIT LINE CONSTRUCTION APPRENTICESHIP PROGRAM TO ENABLE LOCAL WORKER PARTICIPATION

Strategy: Workforce Development Programs

Implementation Lead
ATP Equity & Inclusion

Partners
Workforce development providers
Local construction companies, job training organizations, City of Austin

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing, No Set End Date

City Council Goals
i, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities

Description

ATP Equity & Inclusion should develop a construction apprenticeship program to help build and develop the skills needed for transit expansion and create high-quality jobs for the local workforce. These apprenticeship programs can help achieve higher local worker participation goals for the percentage of workers on construction contracts that are from within the city, helping ensure the benefits of the transportation construction are felt throughout the local community. Opportunities for entry can occur at all levels of education beginning in high school. Apprenticeship programs should also include developing the skills needed for local workers to operate and maintain the transit service.

An example of this is Sound Transit, which has an apprenticeship program as part of their transit system expansion. The Transit Authority partners with local organizations that run construction job training programs to build a skilled workforce for the next 25 years of transit construction. Since 2012, the Los Angeles County Metropolitan Transportation Authority has required that at least 20% of employee hours on construction projects be from apprentices and 10% be from disadvantaged communities. San Francisco mandates 30% of project hours completed by local residents and Oregon Metro has set goals of 25% worker hours on public projects to be by people of color, 14% by women, and 20% by registered apprentices.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

CapMetro does not have a local worker participation program. Cities, states, and transportation authorities elsewhere do have mandates and goals to hire local residents and other targeted populations.

ATP has committed to "Developing and implementing a construction careers program which meets the requirements of federal law and regulations and includes City of Austin hiring goals to hire workers from apprenticeship and craft training programs and which promotes the hiring of local workers so long as possible within the existing workforce."

Implementation Challenges & Considerations

- It can be difficult to convince contractors to hire apprenticeship program participants. This challenge requires additional dialogue to understand and ameliorate pain points in the process.
- Conduct outreach to other local organizations that run construction job training programs and explore opportunities for collaboration.
- The potential levels of local worker hiring goals in contracts should be market tested.

Success Metrics

- The number of local workers (defined as those residing in Austin or Travis County) participating in apprenticeship program & hired for local projects. Retention should be tracked using both 90-day and 180-day standard retention metrics. Participation statistics should also separately be tracking high school student participation.
- The share of hours on Project Connect construction contracts fulfilled by local workers can also be used as a metric, and this can be tracked internally.

BUILDING CAPACITY FOR SMALL BUSINESS PARTICIPATION IN PROJECT CONNECT CONSTRUCTION & INVESTMENTS

Strategy: Workforce Development Programs

Implementation Lead
ATP Equity & Inclusion

Partners
CapMetro, City of Austin Small and Minority Business Resources (SMBR) Department

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, i, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities

Description

ATP and CapMetro can enhance the participation of local small businesses in Project Connect contracting by supporting capacity-building. Local procurement agreements for Project Connect construction, marketing, communications, and other services can play a powerful role in expanding small business access to the capital and credit necessary to remain competitive in the business ecosystem. Capacity building can be encouraged by providing overhead to contractors that support higher commitments of small business participation in CapMetro and ATP contracts. This program should not just focus on Austin, but also the region through partnerships with TXDOT.

An example of this is LA Metro's Small Business Prime Program, which sets aside select contracts valued $5 million or less for only registered Small Business Enterprises (SBEs) to compete to increase SBE's ability to win contracts.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

CapMetro has a Disadvantaged Business Enterprise Program to ensure that DBEs have an equal opportunity to receive and participate in Department of Transportation (DOT)-assisted contracts, with a 10% requirement and a goal of 19%. The City of Austin has a similar requirement at 9.02%. One example of capacity-building in Austin is the Texas Workforce Commission, which offers a Skills for Small Business Fund in partnership with ACC. The program enables employers to send employees for additional small business skills training, with a reimbursement of $1,800 for new employees.

Implementation Challenges & Considerations

- Contractors can avoid meeting the requirement by demonstrating reasonable effort was used to attempt the 10% DBE goal. This can be seen as a loophole.
- The biggest barrier for implementation is identifying and securing funding for capacity building, skills-building programs, hiring workforce, and for insurance and bonding.
- To best understand the full extent of the opportunities and barriers for this tool, engage with local small and Minority and Women-owned Business

Enterprise (MWBE) businesses who have previously contracted with ATP/CapMetro and the City of Austin.

- Review current local procurement agreement requirements and identify capacity-building efforts to increase participation in local procurement agreements by making it more feasible for local small and MWBE businesses to contract with ATP/CapMetro.
- The Small and Minority Business Resources Department will be an important partner to help expand opportunities for MWBE businesses through outreach, seminars, and workshops regarding contracting processes specific to Project Connect.

Success Metrics

- A tracker should be created to track the share and total dollars of Project Connect contracts being won by small business as the main metric for this tool. A goal should also be set for the total dollar amount going to MWBE/DBE businesses.
    - In addition, the total number of MWBE/DBEs participating in contracts should also be tracked.
    - The tracker should take into account small businesses winning as the prime contractor vs. as the subcontractor.
    - In order to achieve participation targets, a quarterly or annual review of progress towards meeting goals on small business and MWBE/DBE contract participation should be conducted.

CHILDCARE GRANTS

Strategy: Workforce Development Programs

Implementation Lead
Workforce development provider (e.g., Workforce Solutions Capital Area), Head Start

Partners
City of Austin Public Health Department, CapMetro Planning & Development

Timeline
Commence Planning and Design: Within 1 Year

Implementation: Prior to Transit Construction

Active Period: Ongoing, No Set End Date

City Council Goals
i, w

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities

Description

The City should provide additional funding for existing workforce development programs and Headstart to expand access to childcare in Austin for working parents. A childcare grant program subsidizes the costs of childcare for children in low-income households with parents who are working or are enrolled in educational or workforce training programs. There are currently limited options for transportation solutions and subsidies to get to childcare—this is an opportunity for Capital Metro to ensure that families can get to their priority destinations by setting aside a portion of this funding to create a new pilot program for subsidized transportation that enables low-income households to better access childcare providers. CapMetro should continue to provide discounted daycare space at their eastern administrative building (near the east side bus yard). CapMetro-should enhance access to daycare by providing flexible childcare hours of operations that works for CapMetro workers' --and others such as police, firefighters and healthcare workers--non-traditional work hours. and by expanding the CapMetro daycare services to other CapMetro owned buildings located throughout the service area (North Operations and Thompson Lane for example).

In Rhode Island, a Childcare Assistance Program is available to low-income families working a minimum of 20 hours/week and earning at or below 180% of the federal poverty line. Funding for this program is currently coming from American Rescue Plan funds.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes. Workforce Solutions Capital Area currently offers childcare grants in several forms (directly to providers, childcare workers to continue their education, scholarships to low-income families) for low-income households in Travis County (defined as under $73k for 4-person households in 2022), as well as 3 months of childcare financial assistance for parents undertaking a job search. Capital Area Workforce Solutions also has access to the Texas Workforce Commission's Childcare Expansion Grants, where funds can be given to businesses seeking to deliver childcare and to existing childcare providers seeking to expand their current capacity. These programs could be expanded with additional funding. Foundation Communities recently partnered with Open Door Preschools to provide free ground-floor rent in exchange for offering subsidized childcare for residents.

Implementation Challenges & Considerations

- It is critical to ensure availability of daycare near every station so that the grants can be used in transit-accessible locations (could be an aspect of incentivizing affordable ground floor space and other real estate strategies).
- A pilot program would ~~be~~ help define specific details of a more overarching childcare grant program that can fulfill unmet needs. A funding source needs to be identified for this pilot program.
- Consider highlighting the value of existing CapMetro childcare services and their impact on employee retention and satisfaction. All public agencies should gain an understanding of the necessity, convenience, and benefit to providing employees with quality work-adjacent childcare services.
- CapMetro childcare services meet federal requirements. This means the service is of very high quality, includes healthy, well-balanced meals, and is supportive of holistic child development.

Success Metrics

- The number of childcare grants awarded to BIPOC households and low-income households.
- The number of seats created in centers owned by BIPOC business owners will be important in understanding how equitably the grants are being distributed.
- Track child to care provider ratio. A low ratio is often used as a proxy for higher quality childcare.
- Measure the number of care givers who obtain employment while receiving childcare assistance.

HOUSING AFFORDABILITY

Financing Tools

- Developing and Augmenting Housing Funds for Preservation & Creation of Affordable Housing
- Land Acquisition for Affordable Housing
- Community Land Trusts & Other Shared Equity Homeownership Models
- Abatement-Financed Housing Acquisitions & Joint Ventures
- Capacity Building for Community Benefits

Land Use Strategies

- Voluntary Inclusive ETOD Overlay
- ETOD Requirements for Accessory Dwelling Units
- Soft Density By Right

Homeownership and Tenant Support

- Supporting Tenants' Right to Counsel
- Expansion of Existing Preference Policy
- Expanded Down-Payment Assistance Funds
- Expanded Home Repair Programs
- Emergency Direct Rental Assistance

DEVELOPING AND AUGMENTING HOUSING FUNDS FOR PRESERVATION & CREATION OF AFFORDABLE HOUSING

Strategy: Financing Tools

Implementation Lead
City of Austin Housing and Planning Department, CapMetro/ATP Development and Real Estate

Partners
Austin Housing Conservancy, Austin Housing Finance Corporation

Timeline
Commence Planning & Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Planned End Date

City Council Goals
a, b, c, d

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

CapMetro and the City of Austin should consider creating a new ETOD Housing Fund in partnership with a third-party administrator that is solely focused on preserving and developing affordable housing around the transit corridors. This proposed fund should be open to capital from private corporations, financial institutions, and philanthropic institutions to minimize its reliance on public resources (current Austin housing funds are capitalized by public funds). Austin's ETOD Housing Fund should have three goals:

- Fund the preservation of existing naturally occurring affordable housing;
- Fund the preservation of expiring regulated affordable housing; and
- Provide predevelopment funding for affordable housing projects being developed on CapMetro and City-owned land.

Local government agencies, nonprofits, and developers can use affordable housing funds to preserve existing affordable housing or acquire land parcels for future residential development. These funds require a significant amount of capital but can be highly effective in maintaining long-term affordability, particularly for households earning 30% to 60% of MFI. Developers emphasized the critical need for gap financing to complement other financing sources in affordable housing preservation and production given rising land and construction costs. Deeper affordability can be achieved through grants that accompany low-cost financing and funding. Trust funds that disperse funds are usually administered by boards or third parties.

Examples of affordable housing preservation funds include MARTA's Greater Atlanta Transit Oriented Affordable Housing Preservation Fund which has helped preserve over 200 units within half a mile or a 10-minute walk from a transit station. Pre-development funds that leverage private-public partnerships are also being leveraged by MARTA in partnership with Goldman Sachs and Morgan Stanley to enable the construction of new affordable developments near transit. Similar predevelopment-funds have also been developed and implemented by organizations like Amazon through its Amazon Housing Equity Fund, and by the King County Housing Authority.

Affordable Housing Preservation Funding

The Blue and Orange Line Corridor is home to over 100 apartment buildings with naturally occurring affordable housing at risk of rent escalation. It is critical to focus efforts on preserving the affordability of existing buildings. Preservation funding can provide low-cost debt or equity to support acquisition and conversion of affordable market-rate housing into deed-restricted affordable housing. The Blue and Orange Line Corridor also contains 49 buildings with deed-restricted affordable housing units.

Preservation funding can help developers and non-profits maintain the affordability of units with expiring Low Income Housing Tax Credits (LIHTC), thereby avoiding the loss of affordable rental opportunities within half a mile of a Project Connect station.

Pre-development Funding

Pre-development funds can provide flexible financing for the development of affordable housing on CapMetro and City-owned land. Pre-development funds utilize revolving structures with self-replenishing pools of money, utilizing interest and principal payments on old loans to issue new ones. Revolving funds can stimulate the development of housing targeting households making 30-120% MFI. They are also useful tools to promote the feasibility of small affordable housing projects (<60 units).

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Austin already has a number of affordable housing preservation funds:

- The City's Affordable Housing Trust Fund has invested $14.6 million since its inception in 1999.
- The Austin Housing Conservancy, an open-ended social impact private equity fund, pools funds from Community Reinvestment Act bank programs, high net-worth individuals, and foundations to preserve affordable housing.
- The Austin Affordable Housing Corp, a subsidiary of Austin's Housing Authority, partners with for-profit developers through joint ventures to purchase market rate housing and convert it into affordable units.
- The Austin Housing Finance Corporation has used three voter-approved General Obligation bonds over the last two decades, along with other local funds as well as annual federal grants, to award over $200 million in gap financing for affordable housing developments.
- The proposed ETOD fund would differ from existing funds in Austin by focusing its efforts only in and around transit corridors. It could be further differentiated through a focus on debt-based capital sources.

Implementation Challenges & Considerations

Increases in interest rates and land and construction costs have diminished the effectiveness of existing public funding mechanisms for affordable housing development and preservation. Developing gap-financing structures that leverage private funding and enable the simultaneous use of federal and local funds will be critical in making affordable housing development and preservation feasible in Austin.

To achieve the goal of preserving the remaining stock of naturally occurring affordable housing, CapMetro and the City could:

- Create an immediate-term affordable housing preservation plan which identifies properties with naturally occurring affordable housing units along the corridor that the City and CapMetro could purchase to preserve as deed-restricted affordable housing.
- Identify potential partnerships with federal agencies, private corporations, and philanthropic institutions to capitalize a housing preservation fund.
- Identify a fund manager with the capacity to underwrite, distribute, and oversee the funds. The requirements of existing and proposed affordable housing financing programs should be aligned with the criteria of federal and state funding opportunities to increase the financing opportunities of preservation and development projects.

Success Metrics

- Dollars invested by private and philanthropic institutions to the ETOD Fund.
- Naturally occurring affordable housing (NOAH) units converted from market into deed-restricted affordable units.
- Preserved deed-restricted affordable units where affordability was about to expire.
- Affordable units developed at 30%, 50%, & 60% MFI supported by ETOD funds.

LAND ACQUISITION FOR AFFORDABLE HOUSING

Strategy: Financing Tools

Implementation Lead
City of Austin Housing and Planning Department

Partners
Austin Housing Conservancy, Austin Affordable Housing Corporation, Non-profit fund managers

Timeline
Commence Planning & Design: Within 1 Year (Process already underway)

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Planned End Date

City Council Goals
a, b, c, d, x

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin needs to be proactive and strategic in purchasing land and properties containing existing naturally occurring affordable housing stock around the transit corridor with the explicit aim of preserving and developing affordable, transit adjacent communities. Real estate appreciation in Austin will only accelerate around Project Connect stations given the value created by transit proximity. To mitigate displacement pressures, the City should aggressively pursue acquisition opportunities around the proposed transit stations, while avoiding duplication of efforts with non-profit and affordable housing developers that share the objective of maximizing affordable housing production. Priority should be given to parcels appropriately sized for new housing development, parcels in priority areas that would be too expensive for affordable housing developers, and parcels along the Rapid Bus lines that will face larger affordability and displacement pressures in the future. To accomplish this, the City needs to develop nimble purchasing procedures that enable rapid action when private land goes on the market.

Building affordable housing near quality transit is important because transit lessens the need for additional car ownership. As the number of available parcels near the transit stations diminishes through redevelopment, supporting land acquisition is an important way to influence where affordable housing is placed. By controlling the land, acquisition allows the City to achieve a higher percentage of affordable units for longer terms and at deeper levels of affordability. The City of Austin should focus on achieving deep levels of affordability, which is a key area of need. In selling, leasing, or developing the land, the City can partner with private developers, non-profits, community land trusts, or other entities with experience in producing affordable housing. Public agencies can be particularly valuable in acquiring and holding smaller parcels for future assemblages for a larger development, as private affordable developers would not have the capital to be able to do so.

An effective mechanism for land purchasing in TOD areas is showcased by the District of Columbia's Public-Private Affordable Housing Preservation Fund. The fund was launched in 2017 through an initial $10 million in local funds with a goal of leveraging an additional $70 million in private funding for short-term bridge

acquisition and pre-development financing. This fund enables public agencies and non-profit organizations to partner and compete in the open market to purchase land earmarked for affordable housing development.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Acquiring and earmarking publicly owned land for affordable housing is legal in Texas according to Title 8, sec 272.001, paragraph g of the Local Government Code. In 2018, the city raised $100 million allocated to land acquisitions through the Proposition A Affordable Housing Bond. This precedent lays out a framework for the use of bonds to finance land acquisition. More recently, in November 2020, Austin voters approved $300 million in anti-displacement investments over the next 13 years. To date, $23 million has been earmarked for land acquisitions, including $8 million in loans to support affordable housing preservation and development projects by non-profits through the Community Acquisition Program. The remaining $15 million is being used by the Austin Housing Finance Corporation to acquire multifamily properties along Project Connect corridors.

Implementation Challenges & Considerations

- Recent increases in construction costs, interest rates, and land prices will require larger funding allocations to make affordable housing development feasible. Funding earmarked for land acquisition in future affordable housing bonds should keep pace with inflationary and market pressures in Austin. The City of Austin should analyze the feasibility of including funding for purchase of land around transit corridors in future affordable housing bonds. Forming joint ventures to pursue development opportunities can be a slow and complex process. Streamlining these joint-venture processes to allow the City of Austin to rapidly purchase and dispose of land can accelerate production of affordable and mixed-income housing.
- When bidding on available parcels, the City of Austin should avoid competing with affordable housing developers who can afford the land and have a similar goal of building income-restricted housing.

Success Metrics

- Affordable units developed at 30-60% AMI on publicly owned land.
- Preserved deed-restricted affordable units where affordability was about to expire.
- NOAH units converted from market rate into deed-restricted affordable units.

COMMUNITY LAND TRUSTS & OTHER SHARED EQUITY HOMEOWNERSHIP MODELS

Strategy: Financing Tools

Implementation Lead
City of Austin Housing and Planning Department, Austin Housing Finance Corporation

Partners
For-profit and non-profit developers

Timeline
Commence Planning & Design: 1-2 Years

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d, e, f, g, h, m

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

Austin Housing Finance Corporation, with support of the City of Austin, should consider expanding the Austin Community Land Trust program to increase the supply of home-ownership opportunities for low-income households. Along with Limited Equity Cooperatives and Deed-Restricted Homeownership, Community Land Trusts (CLTs) are one of the three main shared equity models in the US. Shared equity programs facilitate homeownership for low-income households by decreasing the costs of home purchases. These models can allow for affordable development in areas where density is limited by zoning and other regulatory challenges. CLTs and deed restricted models can introduce long-term affordable options in primarily single-family housing neighborhoods.

Community Land Trusts create homeownership opportunities for moderate-income households by allowing buyers to purchase a home and lease the land for a small monthly fee. By taking the cost of the land out of the real estate transaction, land trust homes are more affordable than houses on the open real estate market. CLT's provide access to quality housing for low- and moderate-income families and keep housing affordable for future buyers by controlling the resale price of the houses on CLT land through a 99-year renewable ground lease and resale formula.

Limited Equity Cooperatives (Co-Ops) allow families to purchase a partial stake in a multifamily property through shares of a cooperative corporation that owns the entire housing complex. Each member of the cooperative receives a right to occupy one unit, as well as a vote on matters of common interest. Cooperative members share responsibility for maintaining common areas and admitting new members. Share prices are set by a formula contained in the co-op's bylaws, subscription agreement, and stock certificates. Co-Ops promote housing affordability by allowing families with low and moderate incomes to own their homes, decreasing their exposure to rapid rises in rents. Co-op models can be an effective tool to create both homeownership and housing stability, thereby reducing the displacement pressures associated with rapid rent growth.

Deed-Restricted Homeownership promotes long-term affordable homeownership by subsidizing the initial purchase of a home in exchange for

limitations on the future sale price of the home. These restrictions require that the home be sold, and eventually resold, to buyers meeting certain qualifications—for example, incomes below 80 percent of the area median—at an affordable price as defined according to a formula set in the deed restriction or covenant. These mechanisms allow for the preservation of affordable homeownership opportunities.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The Austin Community Land Trust program is operated by the Austin Housing Finance Corporation and targets first-time homebuying households earning less than 80% AMI. The program has an initial stock of 44 homes, which will be sold via a lottery to eligible applicants. The program seeks to lower the cost of homeownership and improve housing security.

Austin's Housing Finance Corporation also helps funds community partners like the Guadalupe Neighborhood Development Corporation (GNDC) which operate their own CLT programs. These independent operations could be bolstered through further partnerships with City programs as a means of enhancing the affordability of CLT transactions. GNDC has 112 units in its CLT pipeline.

Implementation Challenges & Considerations

- CLT programs are most impactful for moderate-income households who can cope with the financial burdens associated with homeownership. The impact of CLT programs for low-income households is limited without further subsidies.
- Affordability potential of program could be enhanced by facilitating the layering of existing home purchasing subsidies like down-payment assistance in CLT transactions.
- CapMetro and the City of Austin should consider leasing or donating vacant land to the Austin Community Land Trust to facilitate the development of low-income homeownership opportunities around the transit corridor.
- Shared-equity housing programs require long-term capital commitments in the form of long-term, low-cost, land leases. Program design and calibration might entail tradeoffs between enabling wealth creation opportunities vs. maintaining long-term affordability.

Success Metrics

- Number of moderate-income households that purchase a home through a CLT.
- Homeownership retention rate for low- and moderate-income households 5-10 years after purchasing a home through a CLT, which may be verified through Travis County parcel data or survey follow ups with program participants.

ABATEMENT-FINANCED HOUSING ACQUISITIONS & JOINT VENTURES

Strategy: Financing Tools

Implementation Lead
Housing Authority of the City of Austin, Austin Housing Finance Corporation, City of Austin Housing and Planning Department, Travis County

Partners
For-profit and non-profit developers

Timeline
Commence Planning & Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d, e, f, h, m

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The Housing Authority of the City of Austin, the Austin Housing Finance Corporation, and the City of Austin, should expand its abatement-financing programs for affordable housing preservation and development with a focus on encouraging deeply affordable units (e.g. at 30-60% MFI). High property taxes relative to the cash flow on affordable multifamily properties represent a disproportionately large part of operating costs, placing a burden on the viability of the property, and making it difficult to maintain multifamily properties at affordable rent levels. High property taxes also discourage property owners from engaging in property renovations because the owners will have an even higher tax bill from the improvements. To address this problem, tax abatement and tax exemption programs for affordable multifamily properties provide important incentives for owners to repair and renovate their properties and to preserve their properties as long-term affordable housing. Publicly owned properties in Texas are tax-exempt, reducing the fixed costs of rentals, and unlocking potential affordability. Public agencies can leverage this exemption by partnering with for-profit and non-for-profit developers to purchase market-rate housing complexes via joint-ventures and converting them into deed-restricted affordable units without the need of direct public funding.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The Housing Authority of the City of Austin (HACA) and the Austin Housing Finance Corporation (AHFC) already have joint-venture tax abatement programs which allow them to partner with for-profit and non-profit developers and investors to purchase market-rate housing and turn it into affordable housing. By maintaining public co-ownership of the asset, the property is exempt from property taxes, thereby providing an abatement to the private owner and operator. Since 2012, HACA in particular has purchased over 2,100 units, converting half of those into affordable housing for households earning 30%-120% MFI. HACA and the AHFC can expand their tax-abatement financing programs program as it has been a promising way to create new deed restricted affordable housing in the immediate term. However, HACA and the AHFC should propose and seek ways to enhance income targeting for households between 30% to 60% MFI.

Implementation Challenges & Considerations

- Public agencies should maximize the use of public funding by enhancing income targeting requirements to emphasize households between 30% to 60% MFI and strengthening partnerships with local nonprofits who can use the program.
- Public agencies need to be proactive in securing partners with compatibility around goals and values.
- Public agencies should prioritize the development of standardized joint-venture processes to reduce lengthy permitting processes and increase efficiencies in the development of recurring transactions. This will increase the viability of projects, as well as enable the City to act rapidly when acquisition opportunities go on the market.

Success Metrics

- Housing units converted from market-rate into deed-restricted affordable units through tax-abatement financing.
- Affordable units developed with tax-abatement financing.
- Percent difference between the rents of abatement-financed deed-restricted affordable units vs comparable market rate units. The higher the discount, the deeper the affordability, and the better return the public sector receives from the abatement subsidy.

CAPACITY BUILDING FOR COMMUNITY BENEFITS

Strategy: Financing Tools

Implementation Lead
City of Austin Housing and Planning Department

Partners
CapMetro, Financial institutions, Philanthropic foundations, Companies growing in Austin

Timeline
Commence Planning & Design: 1-2 Years

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d, e, f

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin's Displacement Prevention Team should evaluate measures to facilitate the establishment of neighborhood and community groups capable of negotiating community benefit investments with developers and companies relocating into Austin. Austin's appeal as a technology hub is attracting investment from many different companies. Samsung, Tesla, Oracle, and Apple are among the technology companies expanding their footprint in the city. While these corporate relocations are contributing to economic growth of the city, they are also creating upward pressures on housing costs. Community coalitions can help lead advocacy efforts that encourage and incentivize companies to invest in the affordability of the communities that surround them through contributions to housing funds and other community benefits.

A Community Benefits Agreement (CBA) contractually requires a developer to provide certain community benefits as part of the construction of a development. These benefits might include amenities like public space, environmental mitigation, workforce development programs, and affordable housing/retail space. While it is illegal for the City to negotiate CBAs, neighborhood associations and other community organizations can. It is therefore critical to empower communities and neighborhood associations in Austin to negotiate Community Benefits Agreements with developers and private firms. This will require the development of a coalition-building framework that allows local organizations to reach agreements that provide investments in affordable housing. A coordinated effort could increase the negotiation power of individual neighborhood organizations, reduce displacement pressures, and ensure that Austin's economic growth can benefit communities of color and low-income communities.

Similar measures have been implemented by Portland's Healthy Communities Coalition (HCC) which is a group of 20+ community organizations focused on negotiating community benefit agreements with developers to ensure that private investments in the city have a broad positive impact for historically underinvested communities. Most recently, HCC negotiated a legally binding CBA with the developer of a 32-acre redevelopment project in downtown Portland. The agreement calls for the creation of 800 new jobs prioritizing BIPOC communities, and stipulations that affordable housing will compromise 30% of proposed units.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Neighborhood associations have been successful in reaching CBAs that require affordable housing investments from developers in the past. The City of Austin and non-profit partners could help incentivize these negotiations by providing resources that connect neighborhood associations and private companies with targeted

opportunities to improve the city's affordability. The City could help identify "shovel ready" investments in affordable housing and infrastructure that could be easily adopted by developers and private firms as part of the CBA negotiations.

Implementation Challenges & Considerations

- The negotiating power of neighborhood and community groups, including neighborhood associations is limited compared to that of a city. However, Austin's robust advocacy groups can develop strong coalitions capable of negotiating CBAs with corporations and developers.
- Finding an independent coordinating body to facilitate and enable negotiations between neighborhood and community groups and developers is critical. However, finding an actor to take ownership of this task may prove challenging.
- The City of Austin's Displacement Prevention Team and CapMetro need to identify community partners that can coordinate neighborhood and community groups in CBA negotiations.
- CBA negotiations could be facilitated by City agencies by developing resources and templates aimed to simplify negotiations between community partners, community associations, and developers and firms.

Success Metrics

- Number of deed-restricted affordable housing units developed through community benefits agreements with companies.
- Dollar value of other commitments (e.g. workforce development support, scholarships) established through community benefit agreements with companies.

VOLUNTARY INCLUSIVE ETOD OVERLAY FOR AFFORDABLE HOUSING

Strategy: Land Use Strategies

Implementation Lead
City of Austin Housing and Planning Department

Partners
City of Austin Development Services Department, CapMetro, housing developers

Timeline
Commence Planning & Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin Housing and Planning Department should design and seek City Council approval for a voluntary, inclusive ETOD overlay to facilitate the development of affordable housing. An inclusive ETOD overlay could provide a consistent, systemwide framework within which developers are provided with alternative regulatory standards and other incentives in exchange for the construction of affordable units. Overlays can offer more flexible dimensional standards (e.g., increased height), entitlement fee waivers, reduced parking requirements, expedited review, and other incentives to increase the feasibility of affordable housing production. Similarly, it can encourage the size of affordable units created to be larger to meet the needs of families of different sizes. The economics of the overlay should be carefully calibrated to neighborhood market conditions to understand opportunities for 1:1 replacement of existing NOAH properties that may redeveloped if subject to the overlay. To disincentivize the redevelopment of income-restricted and NOAH units, the overlay at least in the short-term should be mapped to avoid application to these kinds of existing residential uses. The City should also explore other mechanisms to preserve existing multifamily housing, such as a system for transferring the development rights associated with these structures to less sensitive sites in exchange for the preservation of residential units.

Raleigh, NC is among the cities that have implemented a TOD overlay around their transit corridors. The overlay was adopted by City Council in 2021 and is eligible to be mapped to areas within a quarter mile of bus rapid transit stations. The zoning change implements a voluntary density bonus of 50% of additional height over existing base zoning for residential developments that reserve 20% of the bonus units as affordable at 60% AMI for 30 years. The policy recognizes the cost tradeoffs between the number of affordable units, duration of affordability, and depth of affordability. To this end, this overlay provides a mechanism for developers to deliver a larger project near transit in exchange for providing affordable units which would otherwise not be delivered given state-level prohibitions in North Carolina on mandatory inclusionary zoning.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The City of Austin has multiple density bonus programs to promote the development of affordable housing. The City has both neighborhood specific density bonus programs in Downtown, West Campus, East Riverside, and North Burnet Gateway, as well as city-wide initiatives like the Affordability Unlocked Development Bonus Program and the Vertical Mixed-Use incentive program. As part of an overarching ETOD strategy, existing density programs around the transit corridor need to be recalibrated to ETOD priorities or superseded by the proposed ETOD overlay to mitigate the erosion of the existing affordable housing stock. Engaging developers and community partners will help the City of Austin understand both the strengths and shortcomings of current programs and develop an updated approach that offers attractive and effective incentives. Engagement to date suggests that the East Riverside Corridor overlay could be a good program to analyze first given its proximity to the planned transit corridor, and the program's identified shortcomings.

Implementation Challenges & Considerations

- Current fee-in-leu clauses in some programs encourage developers to pay into the city's affordable housing trust fund rather than building affordable units. Recalibrating the density bonus program should increase fees, which will incentivize more on-site affordable housing development and could help build a larger fund for the City undertake affordable housing projects.
- Austin's complex density bonus ecosystem is challenging for developers to leverage and for government agencies to regulate given the multiple programs currently active. The ETOD overlay can be an opportunity to align and reconcile existing programs sensitive to local market conditions.
- Mapping an ETOD overlay in stations with existing NOAH properties risks incurring a net loss of affordable housing units as the bonus program would be unlikely to yield 1:1 replacement of existing units without requiring a market-infeasible percentage of inclusionary units and/or a level of density that faces market and community hurdles. The overlay design process should evaluate the feasibility of incentives that promote, as close as possible, a 1:1 replacement of units affordable at comparable income levels so that existing residents are able to stay within their communities.
- The process of mapping the overlay must carefully consider treatment of residential versus commercial properties in station areas. At the same time, the opportunity to transfer the development rights associated with these properties could be important to preserving wealth-generation opportunities for local developers and landlords.
- The City of Austin should analyze the localized affordability needs of communities around the Project Connect transit corridors to tailor the

affordability incentives to local market conditions and the need of existing communities.

Success Metrics

- Affordable units developed at 30%, 50%, 60%, & 80% AMI in projects that leverage the proposed density bonus programs.
- Net increase of deed-restricted affordable units
- Net Increase in total affordable units (NOAH and deed-restricted units)

ETOD REQUIREMENTS FOR ACCESSORY DWELLING UNITS

Strategy: Land Use Strategies

Implementation Lead
City of Austin Housing and Planning Department

Partners
City of Austin Development Services Department

Timeline
Commence Planning & Design: 1-2 Years

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d, m

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin Housing and Planning Department, in partnership with the City's Development Services Department should streamline permitting procedures and promote existing mechanisms for providing low-cost financing for ADU development around the transit corridors, particularly in neighborhoods with higher BIPOC populations. Accessory Dwelling Units are additional living quarters located on single-family lots, with the living spaces independent from the primary home. ADUs can be built as separate structures or as part of the primary structure. ADUs are a relatively affordable way of increasing a city's housing stock, relieving some of the pressure in the market for affordable small units. They are a particularly useful tool for increasing the availability of housing in zones where constructing dense multi-family developments is prohibited by zoning regulations. When built around transit stations, ADU's can also provide walkable, transit connected housing options at affordable rent rates.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

While ADU development is legal in Austin, interested homeowners can experience lengthy and uncertain permitting processes which add to the barriers to development. Simplifying the permitting through a designated fast track review committee could help reduce the timeline and uncertainty associated with ADU development.

Barriers to ADU development could be further reduced by extending existing home financing programs to cover the costs of ADUs construction. By allowing homeowners to leverage programs like Austin's home repair loan to fund ADUs, the city could facilitate the development of missing-middle density in neighborhoods where denser housing is not allowed.

The deployment of these tools should prioritize neighborhoods with historically marginalized communities where increases in housing availability and wealth creation opportunities would have a greater impact.

Implementation Challenges & Considerations

- The City Council recently initiated code amendments to ease barriers to ADU development; because parking is not required for ADUs within a

quarter mile of transit, the passage of these amendments may encourage ADUs around ETODs.

- The City of Austin should explore incentives or other regulatory waivers to facilitate the construction of ADUs in transit-connected neighborhoods. For instance, the City could offer support in facilitating the installation of second electricity meters and other upgrades needed to provide an ADU as a rental unit.

Success Metrics

- ADUs built in neighborhoods within a half mile radius from transit stations. This could be verified with ADU permitting data.
- Proportion of homeowners constructing ADUs that identify as BIPOC. This could be verified through surveys of participating homeowners.
- Proportion of homeowners constructing ADUs that identify as moderate- or low-income. This could be verified through surveys of participating homeowners.

SOFT DENSITY BY RIGHT

Strategy: Land Use Strategies

Implementation Lead
City of Austin Housing and Planning Department

Partners
Developers

Timeline
Commence Planning & Design: 1-2 Years

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description:

The City of Austin Housing and Planning Department should legalize the development of soft density typologies (townhomes, duplexes, and triplexes) in single-family districts proximate to Project Connect stations, thereby creating denser housing across Austin. Allowing and encouraging more types of housing in single-family districts/neighborhoods particularly near employment and transit hubs can help decrease inflationary pressures in the housing market by facilitating the construction of multiple smaller and more affordable units in single family lots. “Soft Density” refers to attached housing such as townhomes, duplexes, and triplexes, which can accommodate more households and provide smaller units for residents. Legalizing and incentivizing soft density can be an effective tool to increase the overall number of housing units in Austin housing stock.

In January 2020, the City of Minneapolis approved a new Comprehensive Plan that unzones many areas zoned for single-family to allow for duplexes and triplexes. The City of Portland approved a similar policy later in 2020, legalizing up to four homes on most residential lots in the city. The legislation also includes a further density option, where four to six homes can be built on a lot if at least half are affordable to low-income households.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

While Austin has multiple density bonus programs, there is no city-wide policy to promote soft density by right across the majority of single-family neighborhoods. There are no state laws that bar the City of Austin from implementing soft density by right policies through its zoning and land use ordinances.

Implementation Challenges & Considerations

- Existing zoning code, permitting processes, and review practices need to be updated to enable homeowners and developers to take full advantage of the legalization of soft density (e.g., by increasing the number of units a property owner can include and still qualify for the simplified residential review process). This may require a public process and a final approval by City Council.
- If implemented at a limited scale, the tool may have a limited impact on housing prices and development patterns. Soft density will not directly support the production of deed-restricted affordable units. In the design of soft density ordinances, the Housing and Planning Department could explore

voluntary options for further enhancements to permitted density in exchange for affordability.

Success Metrics

- Number of multi-unit developments built on lots that were previously zoned as single-family only.

SUPPORTING TENANTS' RIGHT TO COUNSEL

Strategy: Homeownership and Tenant Support

Implementation Lead
City of Austin Housing and Planning Department

Partners
Legal Non-Profits

Timeline
Commence Planning & Design:
Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

City Council should consider the passing of an ordinance guaranteeing tenant rights to counsel for everyone facing eviction in Austin. Such mandate would increase access to legal support for communities at risk of eviction and displacement. Tenants' rights programs help low-income renters hold power over their housing and counter predatory and unjust practices. These tools can mitigate displacement pressures and homelessness by preventing evictions, especially for households living along transit corridors where rents will continue to increase. Actions to support tenants facing eviction include providing low-income tenants access to free legal counsel. Providing tenants with a right to counsel balances tenant-landlord power within court by providing resources to support mediation or court appearances. The cost of city-funded legal representation is typically far lower than the costs to provide shelters and services for unsheltered homeless residents who have been evicted. A City Council ordinance guaranteeing tenant rights to counsel in cases of eviction would make it necessary for the City to expand its existing programs operated through partnerships with community nonprofits like Texas RioGrande Legal Aid (TRLA) and El Buen Samaritano to prevent illegal evictions and predatory practices around the ETOD corridor. Further engagement with implementation partners will be necessary to determine the most efficient way to increase access and program capacity.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

During the height of the pandemic, the State of Texas helped fund and coordinate legal support for tenants facing eviction. The State partnered with Volunteer Legal Services of Central Texas, a nonprofit, to provide free counseling to tenants in eviction proceedings. According to Volunteer Legal Services of Central Texas, 80 percent of cases it has handled as part of this program have not resulted in an eviction ruling. The City of Austin could provide support to legal nonprofits to enable further access to free legal services for tenants in ETOD station areas. As rents continue to increase in Austin, tenant counsel can be an impactful measure to supporting households already living near future Project Connect transit stations who are vulnerable to predatory housing practices.

Additionally, during the pandemic, the City of Austin's Housing and Planning Department contracted with Texas RioGrande Legal Aid to launch a new eviction representation program. The program provides legal representation for households
facing eviction. In addition to the legal representation program administered by TRLA, the Department also launched the I Belong in Austin program which is administered by El Buen Samaritano. These two programs work in close collaboration with one another. The I Belong in Austin program provides funding for any negotiated settlements that are reached because of the court hearings. In the rare event that the agreed upon outcome is eviction, the I Belong in Austin program also provides tenants with funds for moving, storage and deposits and move-in fees for their new location. These programs have continued to be funded and operated beyond the pandemic.

Finally, with the $300 million anti-displacement funds, $20 million was allocated for Community Initiated Solutions. Vendors have been identified to provide tenant organizing and tenant right services for eligible households located along Project Connect lines and stations who also live in areas with a vulnerable, active, or chronic displacement risk.

A City Council ordinance guaranteeing access to legal representation during eviction proceedings would prompt these existing programs to expand their reach to communities in need, particularly around the ETOD transit corridor.

Implementation Challenges & Considerations

- The City Council recently initiated code amendments to ease barriers to ADU development; because parking is not required for ADUs within a quarter mile of transit, the passage of these amendments may encourage ADUs around ETODs.
- The passing of an ordinance by City Council guaranteeing tenant rights to counsel during eviction proceedings would require a corresponding allocation of additional funds to expand existing programs and partnerships to meet the needs of communities at risk of displacement.
- Further engagement with implementation partners will be necessary to determine the most efficient way to increase access and program capacity.

Success Metrics

- Total number of households receiving eviction support and avoiding unjust eviction.
- Number of BIPOC-headed households receiving eviction support and avoiding unjust eviction.

EXPANSION OF EXISTING PREFERENCE POLICY

Strategy: Homeownership and Tenant Support

Implementation Lead
City of Austin Housing and Planning Department, Austin Housing Finance Corporation

Partners
Developers

Timeline
Commence Planning & Design: 1-2 Years

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description:

Austin's Housing and Planning Department should consider expanding its Preference Policy Pilot to cover all deed-restricted affordable housing units created though the city's suite of development incentives. Preferential housing policies grant qualifying households' preferential access to affordable units in rapidly gentrifying neighborhoods based on factors like generational ties to a community, household size, disability, or no-fault eviction. Expanding this tool would allow more low-income households to remain or return to their communities of origin after being displaced. Preferential policies can be implemented for both rental and homeownership opportunities to preserve the cultural fabric of neighborhoods. The main goal of preference policies is to provide existing residents with opportunities to remain and benefit from the growth in their communities.

Preference policies have been implemented in cities like Portland, OR and Cambridge, MA to allow low-income households to avoid displacement or return to their communities after being displaced.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Austin's Preference Policy pilot provides a preferential access to community land trust units supported by the Austin Housing Finance Corporation for:

- households that reside or previously resided in gentrifying areas,
- households with members living with disabilities,
- households whose immediate family reside in the City.

Expanding the policy to cover units created through Austin's full suite of inclusionary housing programs could allow households currently living in and around the transit corridor who would be displaced, to stay in their communities, thereby mitigating the potential displacement from their communities, around Project Connect stations.

Implementation Challenges & Considerations

- The policy by itself does not incentivize the creation of new deed-restricted affordable housing units.
- Preference criteria requires careful design to prevent Fair Housing Act violations.

- Vetting and tracking program applicants would add new work for implementation leads and relevant partners without expanding their existing capacity.

Success Metrics

- Number of low-income households that remain in or return to the city through deed-restricted housing with support of the preferential policy program.

EXPANDED DOWN-PAYMENT ASSISTANCE FUNDS

Strategy: Homeownership & Tenant Support

Implementation Lead
City of Austin Housing and Planning Department

Partners

Timeline
Commence Planning & Design: 1-2 Years

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b, c, d

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin should recalibrate and expand its existing down-payment assistance program to account for the appreciation of Austin's housing market. Down-payment assistance programs 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. This kind of financial support is particularly important given Austin's rapidly escalating housing costs.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The City of Austin's Down Payment Assistance Program provides up to $40,000 in down-payment and closing cost assistance to eligible first-time low-income homebuyers for purchases within Austin's full purpose jurisdiction valued at or below $295,000. This limit is typically too low for households wanting to purchase a home around the ETOD corridor. Expanding the funding provided to the program, while also increasing the amount of assistance provided per eligible homebuyer and the total home purchase limit, would enable the program to be a more powerful tool in providing homeownership support, especially in neighborhoods that will be served by transit.

Implementation Challenges & Considerations

- Expansion of the down-payment assistance program would require substantial funding.
- Home value limit in current program is too low to support homebuyers in Austin's escalating housing market, particularly in Project Connect transit corridors. Further analysis is required to identify revised, higher limits for both the home value limit and the amount of down-payment and closing cost assistance to be provided to enable more eligible low-income homebuyers to participate in the program.

Success Metrics

- Total number of households supported by the down-payment assistance program.
- Number of BIPOC-headed households supported by the down-payment assistance program.

- Homeownership retention rate after 5-10 years, which may be verified through Travis County parcel data or survey follow ups with program participants.

EXPANDED HOME REPAIR PROGRAMS

Strategy: Homeownership & Tenant Support

Implementation Lead
City of Austin Housing and Planning Department

Partners
City of Austin Development Services Department

Timeline
Commence Planning & Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a, b

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin should increase funding for the City's existing home repair programs administered by the City's Housing and Planning Department. Home repair programs, also known as owner-occupied home rehabilitation, provide grants or low-cost loans to help eligible homeowners make critical home repairs. In addition to expanding the pool of funds available, the City could consider providing deeper assistance to low-income households. These programs can facilitate the preservation of safe housing for low-income homeowners. With increased resources, the Housing and Planning Department could (1) expand the funds it disburses with a focus along transit corridors and (2) further promote the program among low-income households and seniors who may not be aware of the options.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The City of Austin has a variety of home repair programs available to low to moderate income homeowners.The grant programs include: Architectural Barrier Removal that provides up to $20,000 to improve accessibility for seniors and persons with disabilities;. GO REPAIR! provides up to $20,000 to address health and safety hazards; Minor Home Repair provides up to $5,000 for critical home repairs. Additionally, the City has a Home Rehabilitation Loan Program that provides up to $75,000 to bring properties up to Code. A lien is placed against the property. The loans are 0%-interest, require no monthly payments, and are forgiven at a prorated amount.

Implementation Challenges & Considerations

- Residents most in need of home-repair grants often lack the knowledge and resources needed to apply to the programs. Increasing awareness of the programs, and application support for communities of color and low-income households could support program adoption among eligible households.

Success Metrics

- Total households served by home repair programs. The number of households served should be compared to the total number of applicants per year.

- Number of BIPOC homeowners who leverage home repair programs. This could be measured by surveys of program participants.
- Homeownership retention rates for households that participate in the program 5-10 years after their participation. This may be verified through Travis County parcel data or survey follow ups with program participants.

EMERGENCY DIRECT RENTAL ASSISTANCE

Strategy: Homeownership & Tenant Support

Implementation Lead
City of Austin Housing and Planning Department

Partners
To be determined through future solicitation process

Timeline
Commence Planning & Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing, No Set End Date

City Council Goals
a

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The City of Austin should continue to expand its direct rental assistance programs to mitigate the displacement of low-income households living along the ETOD corridor. Emergency rental assistance provides significant economic relief to help low and moderate-income households at risk of experiencing homelessness or housing instability by providing rental arrears, temporary rental assistance, and utility arrears assistance. This can be a critical tool to support the affordability of transit-oriented communities in the short and medium term as the City and CapMetro accelerate their efforts of building deed-restricted affordable housing near Project Connect stations. Since the beginning of the pandemic, the City of Austin and City Council have implemented rent assistance programs. Most recently, City Council approved $8 million for FY22/23 which can be allocated for tenant stabilization services to include emergency rental assistance. Expansion of these programs could directly mitigate the displacement risk of low-income households living near Project Connect transit stations.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The City of Austin, in conjunction with implementation partners and federal funding from the U.S. Department of the Treasury, launched the RENT Assistance Program to assist low-income families unable to pay rent during the height of the COVID-19 pandemic. The program was operated by the Housing Authority of the City of Austin (HACA) and covered up to 18 months of rent incurred between April 2020 through December 2021. This included past and present rent, late fees, and up to 3 months of future payments. While all the funding for the program has been distributed, it set a successful precedent for the potential of direct rental assistance in Austin. A permanent emergency direct rental assistance fund can be a critical tool to prevent the displacement of low-income households impacted by rising housing costs in Project Connect station areas. It could serve as a critical safety net for people who can get reconnected with employment opportunities through access to safe and reliable transit.

Through the $300 million anti-displacement funds, $20 million was allocated for Community Initiated Solutions. Vendors have been identified to provide tenant stabilization services to include emergency rental assistance for eligible

households located along Project Connect lines and stations who also live in areas with a vulnerable, active, or chronic displacement risk.

Most Recently, City Council approved $8 million for FY22/23 which can be allocated for tenant stabilization services to include emergency rental assistance. These funds will be used for a city-wide emergency rental assistance program. Funds will be available after a solicitation is issued and a vendor selected to operate the program.
As rents along the ETOD corridor continue to increase, direct rental assistance programs can be a critical tool to prevent the displacement of low-income households who are to benefit the most from improved access to transit.

Implementation Challenges & Considerations

- Emergency rental assistance is a short-term solution that requires substantial resources to help communities at scale. As rents continue to increase in Austin, it can be an impactful measure to support households already living near Project Connect transit stations or for those desiring to live close to opportunities around transit in the future. Emergency rental assistance should be paired with case management to address ongoing needs, which could include a partnership with Austin Public Health social service centers.
- Direct rental assistance programs do not directly support the development of new deed-restricted affordable housing.
- The City of Austin, in coordination with implementation partners, should identify sources of public and private funding that can improve the feasibility of this program.
- The City of Austin Housing and Planning Department should continue to develop partnerships with community partners to provide tenant stabilization services to households in need.

Success Metrics

- The City of Austin Housing and Planning Department should continue to develop partnerships with community partners to provide tenant stabilization services to households in need.
- Number of low-income households served by program.
- Number of BIPOC-headed households served by program.
- The Housing and Planning Department should also track longer-term outcomes for households after using emergency direct rental assistance to determine how successful the program is in preventing displacement. If possible through follow-up surveys or case management activity, the Housing and Planning Department could track if households are still in their homes after 3 months, 6 months, and 1 year.

MOBILITY

Transportation Demand Management

- ETOD Mobility Program
- Legacy Mobility Benefits Program
- Enhancing First/Last Mile Service to Stations
- Universal Basic Mobility Pilot
- Community Car Program

Mobility Infrastructure Improvement

- Equitable Station Access Strategy
- Mode Split Goal for Each Station

Parking Management

- Phased Parking Requirement Reduction in TOD Zones
- Shared Parking Requirements/Public Participation Program
- Park & Ride Parking Management

ETOD MOBILITY PROGRAM (TDM PROGRAMS FOR SITE USERS)

Strategy: Transportation Demand Management

Implementation Lead
City of Austin Transportation Department (ATD), CapMetro Transportation, Movability
Partners

Timeline
Commence Planning and Design: 1-2 years

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing

City Council Goals
n, p

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

Programs that provide mobility benefits and reduce household travel (and housing) costs are a strong fit for ETOD site users, and City of Austin Transportation Department, CapMetro and Movability can collaborate on their implementation. Program packages could cover a variety of site users beyond employers (residential, business, and customer travel needs all vary). Amenities with highest synergies are likely to include free and reduced transit passes, unbundled parking costs, accessible bicycle parking and repair facilities, real-time transit information displays, and improved signage. Travel demand management (TDM) programs often involve some marketing, incentives, and campaigns, which can reference station area existing businesses when possible. TDM program features can consider critical community benefits that have an impact on a broader definition of accessibility, such as daycare and station stroller/storage features. Successfully implementing a TDM program can advance equity goals by making transit a viable option to many individuals who would otherwise not be able to utilize it, increasing the mobility of community members while potentially also helping reduce single-occupant vehicle trips in the city. A successful TDM program will need to consider the community's needs and devise solutions to effectively respond to them, benefiting from a strong marketing and education campaign and funding. TDM programs can be initiated in the short-term but provide flexibility to remain viable for the long-term, adapting to changing conditions and responding to future circumstances as needed.

Transit agencies have not typically led TDM package creation, although they can –and should – be strong partners for successful TDM implementation. However, elements are commonly adopted in various policy frameworks: e.g., reduced/no parking in station area zoning overlays. An example of a transit agency working to implement TDM is the San Francisco Municipal Transportation Agency's (SFMTA) TDM Program Framework effort, which focuses on three areas: "land use and policy coordination, citywide parking demand management, and customer oriented travel choice marketing, education and outreach". SFMTA's efforts include actively working to build partnerships to advance TDM, educating the public about transportation options, and even "managing on-street and off-street parking pricing to ensure optimal usage and availability".

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes. Austin has a regional Transportation Management Association (TMA), Movability, that manages TDM programs primarily for large employers across the city. The City of Austin also has a TDM program - Get There ATX - that has previously implemented neighborhood-level TDM programs in partnership with CapMetro over the last decade or so. Additionally, the City of Austin has recently enacted heightened requirements for new development to participate in existing or site-specific TDM programs.

Implementation Challenges & Considerations

- Existing TDM requirements lack enforcement power for new development. Implementation leads can explore administrative changes to policies affecting TDM in Austin to increase incentives, such as requiring submittal of an annual review. Similarly, study whether additional requirements can enhance TDM efforts. This effort can be led by the City of Austin in partnership with Movability.
- Implementation Leads can consider including data collection requirements (semi-annually or quarterly) during the first years after implementation to determine whether TDM elements are being provided by developers.
- It is important to continue to engage with developers to show how the requirements benefit them and how to implement new TDM requirements.
- TDM initiatives led by the City of Austin and Movability can be further built on to include ETOD-specific TDM considerations.
- Funding sources and partnerships will need to be identified for TDM implementation.
- Consider further fostering partnerships with large and medium-sized employers (as well as with owners/tenants of larger commercial buildings) to develop TDM plans with specific targets for single-occupancy vehicle trip reduction and to provide incentives to encourage employees to utilize transit and other alternative transportation modes.

Success Metrics

- Number of community members participating in TDM programming, broken out by BIPOC and other priority populations when possible.
- System ridership will be another important factor to show the overall impacts of this program, though it cannot be directly attributed.
- Non-single occupant vehicle (SOV) travel share within Census geographies near stations.

- Participation in MetroWorks, CapMetro's bulk purchasing plan that allows organizations to offer employees and students discounted transit passes.

LEGACY MOBILITY BENEFITS PROGRAM (TDM FOR EXISTING RESIDENTS, EMPLOYEES, & BUSINESSES WITHIN STATION AREAS)

Strategy: Transportation Demand Management

Implementation Lead
City of Austin Transportation Department (ATD), CapMetro Transportation, Movability

Partners

Timeline
Commence Planning and Design: 1-2 years

Implementation: Prior to Transit Construction

Active Period: Ongoing

City Council Goals
j, n, aa

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

ATD, CapMetro, and Movability can collaborate on the development of legacy mobility benefits programs, similar to a broader ETOD Mobility Plan, to reduce household travel (and housing) costs. Audience and features would be broadened from ETOD site residents to include existing study area residents and businesses with a goal of enhancing affordable access and mobility to businesses and destinations. Program features for this audience could 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. This package also can benefit from a community co-creation process - working with existing community members to tailor mobility benefits to their lived mobility experiences and hurdles.

This program would apply similar community-responsive principles used for major transit line construction mitigation across the country (like NYC 2nd Ave Subway, Chicago) but with an ongoing Transportation Demand Management program lens. The community co-creation process has precedent in the Seattle Department of Transportation (SDOT) racial equity office approach to TDM programming.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes, this could be considered a more targeted version of the existing Get There ATX TDM program.

Implementation Challenges & Considerations

- A Legacy Mobility Benefits Program fits in well with established priorities and programs but will require significant coordination in co-creating, implementing, and operating.
- The community will be a key implementation partner and it will be important to co-create programming and incentives to meet their needs. Therefore, building trust with the community and deploying "boots on the ground" for the administration and operation of this program will be key.

- Securing an ongoing funding source is biggest feasibility challenge. Large employers and new development typically have more resources to devote to TDM programs. Increased bonus entitlements within ETOD study area could be leveraged, although those could compete with other community benefits.
- Important to define catchment area, create detailed mobility benefits package, identify sustainable/ongoing funding plan, and have structure in place in advance of station opening; or, parlay construction mitigation communications and planning into mobility benefits communications ahead of line/station opening.
- To assist in defining catchment area for Legacy Mobility Benefits Program, review previous Get There ATX and Smart Trips work to understand which neighborhoods have already been targeted. Reviewing recent large development applications is also important, since aspects of TDM have been included in Traffic Impact Analysis mitigation requirements in many of these in recent years. Due to recent growth, it may be time to follow up with some neighborhoods or check in to see how participants have continued to use alternate modes

Success Metrics

- Number of community members participating in TDM programming, broken out by legacy and BIPOC populations when possible.
- System ridership will be another important factor to show the overall impacts of this program, though it cannot be directly attributed.
- Non-single occupant vehicle (SOV) travel share within Census geographies near stations.
- Percentage of area residents participating in (and businesses providing) discounted transit pass programs – similar to participation in MetroWorks, CapMetro's bulk purchasing plan that allows organizations to offer employees and students discounted transit passes.

ENHANCING FIRST MILE/LAST MILE SERVICE TO STATIONS

Strategy: Transportation Demand Management

Implementation Lead
City of Austin Transportation Department (ATD), CapMetro Transportation, Movability

Partners
Existing ride-hailing companies (e.g. Uber, Lyft)

Timeline
Commence Planning and Design: 1-2 Years

Implementation Begins: During Transit Construction

Active Period: Duration of Transit Construction

City Council Goals
j, n, s, aa

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

CapMetro, Movability, and ATD (in collaboration with existing ride-hailing companies) can work on the implementation of a variety of programs to provide first and last mile services to stations, from promoting MetroBike, CapMetro's public bike-share provider, to offering reduced-cost fares for ride-hailing services. Often, transit service is not the first choice of would-be riders due to the difficulties associated with reaching their nearest bus stop/station or due to the long journeys that they might find once they've arrived at the nearest transit stop to their final destination. First and last mile services aim to enhance the rider experience by improving access between a rider's origin/destination and transit service.

For example in the Dallas area, DART provides door-to-door on-demand service through GoLink. GoLink provides service to customers traveling within thirty-two different service zones, covering a large sector of DART's service area and connecting customers to key destinations, rail stations, and transit centers. A partnership with Uber allows riders to choose UberPool shared rides for added flexibility. DART has also partnered with the Southern Dallas County Inland Port Transportation Management Association to provide GoLink service at the Inland Port Connect Zone, an area of Dallas County with limited transportation options, but where hundreds of employers are located and provide more than 30,000 jobs. Additionally, the Los Angeles County Metropolitan Transportation Authority has implemented a similar on-demand service program, Metro Micro, with eight different service areas across the LA metro. Similarly, CapMetro's pickup service, Metro Micro, provides a maximum wait of 15 minutes from reservation to pick up, with small vehicles (of up to 10 riders) providing the service.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

CapMetro provides a variety of services that have the potential to be enhanced and expanded to provide feasible first/last mile solutions to transit users. These include CapMetro's Pickup, where users have the option to arrange on-demand services within designated service zones, and MetroBike, CapMetro's partnership with BCycle that allows riders to rent bikes at key locations across the city. Pickup service often provides a mobility alternative in areas of the city

with limited transit options, all at the same cost as MetroBus service. It is also important to note that the City of Austin and CapMetro are working to implement improvements to the MetroBike program, aiming to increase the number of bikes and rental stations outside of Downtown, working on replacing the current bicycle fleet to become fully electric, and overall enhancing this option to become a better first/last mile transit solution. CapMetro users are also able to buy bike and rail or bus passes as a bundle, enhancing connectivity between services.

Implementation Challenges & Considerations

- Define what services will be appropriate to implement locally, since there is potential to include a wide variety of transportation alternatives for first and last mile mobility options –on-demand shuttles, partnerships with ride-hailing and micro-mobility services, expansion of bikeshare programs, etc.
- Identify potential partnerships to help fund first/last mile service programs - including nonprofits, private employers, and foundations with a vested interest in increasing mobility in the region.
- Building relationships with Transportation Network Companies (TNCs) to enhance first and last mile services can be challenging for a wide range of issues (for example, the building of trust amongst different institutions and the fast-changing landscape in the TNC environment). Although various agencies across the nation have developed successful partnerships that increase mobility options for the public with the aid of TNCs, others (such as CapMetro) have opted to develop in-house solutions to better serve the needs of the populations they serve. Therefore, considering all potential downsides and benefits of TNC partnerships is pivotal before a formal partnership is formed.

Success Metrics

- System ridership
- First/last mile services usage levels.
- % of trips provided on-time (if providing Pickup service).).
- MetroBike ridership at Project Connect stations.
- Purchases and usage of bundle passes
- Assessing the use of MetroBike, Pickup, or other micro mobility solutions to access stops during CapMetro Customer Surveys.

UNIVERSAL BASIC MOBILITY PILOT

Strategy: Transportation Demand Management

Implementation Lead
CapMetro Transportation, Movability

Partners
City of Austin Transportation Department

Timeline
Commence Planning and Design: 3-4 Years

Implementation Begins: After Transit Construction

Active Period: Pilot program would last 1-2 years after implementation

City Council Goals
n

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

CapMetro Transportation and Movability, in collaboration with the City of Austin Transportation Department, should consider implementing a Universal Basic Mobility Pilot in Austin. Universal basic mobility (UBM) is a broad concept that is similar to the concept of Universal Basic Income. Many UBM pilots have involved giving pre-paid debit cards to qualifying residents that can be used on a variety of transportation services and transit. In comparison to TDM programs, UBM is "all carrot and no stick," but should be tailored to those with the greatest need. Project Connect station areas are an ideal place to pilot broader mobility equity programs like UBM.

A national example of this tool is one implemented by the Los Angeles Department of Transportation (LADOT), a leader in this space. The agency launched a Universal Basic Mobility pilot program earlier this year, which includes transportation subsidies for 2,000 residents, an on-demand community shuttle and EV car share expansions. Similarly, Oakland has also launched a UBM pilot, which provides 500 residents with $300 to spend on transportation options. The pilot is still underway, but it has already had an impact on participants – 23% have reported driving alone less frequently.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

CapMetro provides discounted and free fares to certain qualified individuals, and the Transit Empowerment Fund allows eligible 501(c)(3)s and other organizations to apply to obtain free and reduced transit passes. Additionally, Capital Metro is launching a fare capping program as part of the fare structure redesign in the coming months, which could provide the technology/logistical framework for a UBM program for transit. Additionally, the City of Austin is working on implementing a Guaranteed Income Pilot Program, providing participant families and individuals with $1,000 monthly for a year (not for the exclusive use of transportation services, as participants are not restricted on what they can use their funds for). UBM efforts can draw lessons from the Guaranteed Income pilot, and potentially become an addition to future adaptations of this program. MetroBike manages a Bikeshare for All program which partners with the Austin Housing Authority to provide discounted, annual bikeshare passes for $5/year.

Implementation Challenges & Considerations

- The Universal Basic Mobility Pilot could present political challenges to adopt due to its groundbreaking nature, but those can be overcome if project goals are clearly expressed and program is well-designed and managed.
- Define what services will take part in the program (for example, MetroBike, carshare options, ride-hailing services, vanpools, etc.) and aim to make the program work better for every potential trip type.
- Program should be discussed together with other potential changes to fares
- As a pilot program, tracking participant behavior during the pilot will be critical to understanding the program's effectiveness, which will require greater administrative costs.
- A university research partner to monitor and report outcomes could also be included in the UBM pilot. An independent third-party (i.e., a non-profit organization) can take part in the implementation of this policy, providing operational and administrative support. Similarly, surrounding cities can become partners in the pilot, as many of their residents commute into CapMetro's service area and could benefit from proposed improvements.
- Outlining pilot program parameters and identifying potential funding sources is also key for implementation.

Success Metrics

- Impact of the UBM pilot on participant's living situation, measured through a follow-up survey (i.e., what benefit was obtained? Were they able to access jobs/childcare/other services? Did UBM pilot allow them to afford other necessities?) This is considered the primary metric.
- Usage of UBM card and system ridership of program participants
- Change in travel mode usage pre- and post-pilot, measured through a follow-up survey of program participants. Success is not defined solely by non-auto mode shift, however, as many participants may not own a car and may choose to use their UBM budget on carshare, which can extend their mobility – the most important goal of the pilot.

COMMUNITY CAR PROGRAM

Strategy: Transportation Demand Management

Implementation Lead
City of Austin Transportation Department

Partners
Existing private carsharing companies (e.g., Zipcar)

Timeline
Commence Planning and Design: 3-4 Years

Implementation Begins: After Transit Construction

Active Period: Pilot program would last 1-2 years after implementation; Full program would be ongoing

City Council Goals
n

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps

Description

To increase mobility options, City of Austin Transportation Department should consider developing a community car program (with the potential collaboration of existing private carsharing companies). Carshare vehicles could be provided and marketed to ETOD and legacy site users to help provide more resources for households wishing to utilize new transit as a primary mode but needing back-up - essentially making it easier/more feasible for households to go car-free (especially cost-burdened households). Consider requiring car-share and EV parking as part of ETOD zoning regulations. To further enhance mobility options, consider providing bike share programs in conjunction with the community car program. An electric cargo bike share program can also be included to provide residents and small business owners with enhanced options to transport items when necessary.

A national example of this tool is one implemented by the City of Denver, which utilized $300,000 from CARES Act funding to pilot a program that introduced seven electric carshare vehicles to six underserved neighborhoods across the city (https://carshare.org/). In California's San Joaquin Valley, the Valley Air ZEV Mobility Pilot Project (which took place from May 2018 to January 2022) provided project participants in targeted underserved communities the opportunity to rent electric vehicles, by the day or hour, at a low cost. In Boston, the equity-focused Good2Go program has recently been launched, providing electric vehicles through car-share "with sliding scale rates" to provide affordable clean transportation options to underserved communities.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Austin was one of the first cities to allow private carsharing (Car2Go), and currently includes Zipcar and Free2Move (although Car2Go is no longer service in Austin, it has made a comeback in other U.S. markets as of September 2022). Additionally, the City of Austin's Shared Mobility Services program keeps track of micromobility and shared vehicle services in the city. There are no clear statutory barriers to creating a City-led partnership program with a carsharing company. The ASMP also calls for the expansion of carshare, especially in underserved communities (pg. 285), and also identifies carshare as a service that could be located at mobility hubs (pg. 74).

Implementation Challenges & Considerations

- Affordability of the community car program is important to equitably providing more Austinites with this access option. Consider options such as income-based and sliding scale fees, and/or pairing the community car program with the Universal Basic Mobility Pilot.
- Compliance monitoring (ensuring that project partners are following required procedures) will be a key aspect of this policy, as there might be a limited pool of partners available to implement carshare programs.
- The availability of electric vehicle charging infrastructure needs to be analyzed and addressed to ensure that it effectively supports the scale of any chosen community car program.
- Conducting additional community engagement as part of Project Connect outreach can help better gauge the appetite for this type of program.

Success Metrics

- Impact of the community car program on participant's living situation, measured through a follow-up survey (i.e., what benefit was obtained? Were they able to access jobs/childcare/other services?)
- Average travel costs: A program like this would be "successful" if it allowed more residents to reduce their overall travel costs by reducing or eliminating the cost of private car ownership, but this is difficult to track. ATD could distribute surveys to participants to understand how the program has affected their household costs.
- Increase in number of Zero Car Households, as measured by the U.S. Census.

EQUITABLE STATION ACCESS STRATEGY

Strategy: Mobility Infrastructure Improvement

Implementation Lead
City of Austin Transportation and Public Works Departments, CapMetro Facilities Planning, ATP Architecture & Urban Design

Partners
City of Austin Housing and Planning Department

Timeline
Commence Planning and Design: 1-2 Years

Implementation Begins: During Transit Construction

Active Period: Ongoing use of the Strategy

City Council Goals
n, o, p, q, z, aa

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
4. Expand Access to High-Quality Jobs & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs

Description

An equitable station access strategy shapes prioritization and implementation of station access improvements, and it could be developed in collaboration between the City of Austin's Transportation and Public Works Departments, as well as with CapMetro. An equitable strategy should prioritize high impacts to regional travel times of transit dependent households.

The strategy may include station design details that anticipate seamless bus transfers and any bus integration needs (such as layover space, charging capability, and bus prioritization treatments) – this has been an area for improvement in U.S. legacy systems that tended to overprioritize park-and-ride investments at the expense of bus, walking, and biking connections. Existing mobility bonds or other mechanisms in targeted priority areas can be used to rapidly upgrade pedestrian, bus, and bike connectivity within station area, with particular focus on directly connecting existing housing to transit. Setting a goal to reach 100% sidewalk completion within station areas is key. Other considerations should include mid-block access to public sidewalks for greater permeability, crosswalks at the far-side/end of the transit platform for ease of crossing besides crosswalks at intersections, and pedestrian refuge areas in medians when the streets are wide. Also consider strategic purchases of easements for the purpose of sidewalk / trail connection in areas with limited right of way.

Nationally, the MBTA Systemwide Station Access Study highlights station access needs and identifies strategies for the agency and other partners to enhance access to stations; the BART Station Access Policy was adopted in 2016, and was designed to enable safe, comfortable and affordable access while also supporting sustainability and livability.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes - small area planning in Austin has traditionally involved a mobility/access component, including existing TOD station area plans adopted for the Red Line. This effort would involve a more holistic planning process for the entire system to prioritize access recommendations.

Implementation Challenges & Considerations

- Needs to be elevated in station planning process immediately.
- Due to public funding constraints and competing infrastructure priorities, the prioritization of Project Connect station areas will need further coordination and discussions with implementation leads.
- Consider providing incentives and/or requirements for developers to build pick-up and drop-off zones for alternative mobility options to connect with stations. Implement flexibility in design to allow for pivoting to other options as they become available.
- Important to coordinate with impacted Project Connect teams and programs for consistency. Include specific station access priorities as part of ongoing station/station area design and implementation and use the framework consistently to guide future investments as well. It is key to coordinate with Sidewalk, Urban Trail, Corridor Construction Program, and Bicycle Programs for pending, planned, and existing projects. Also consider draft ATX Walk, Bike, Roll Plan and the Transit Enhancement Report for project integration and prioritization.

Success Metrics

- A number of metrics can help demonstrate the extent of the implementation of the Equitable Station Access Strategy
    - % or linear feet of missing sidewalks and % missing sidewalk ramps (however, it is important to note that the ATX Walk Bike Roll project is currently obtaining feedback from the community to determine the feasibility of Shared Streets as a likely alternative to missing sidewalk completion).
    - Linear feet of pedestrian amenities constructed
    - Linear feet of urban trails constructed
- A number of metrics can help show the impact of an Equitable Station Access Strategy, including:
    - System ridership
    - Non-single occupant vehicle (SOV) travel share within Census geographies near stations
    - Number of residential units within a ½ mile walk or 3-mile bike ride of the station area
    - Reduction in regional travel times for transit dependent households.

MODE SPLIT GOAL FOR EACH STATION

Strategy: Mobility Infrastructure Improvement

Implementation Lead
City of Austin Transportation Department

Partners
CapMetro Transportation Team

Timeline
Commence Planning and Design: 1-2 Years

Implementation: During Transit Construction

Active Period: Ongoing tracking of goal, no set end date.

City Council Goals
n, o, q

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
4. Expand Access to High-Quality Jobs & Career Opportunities

Description

CapMetro and ATD should consider implementing mode split goals for each station. Mode split goals for each station area can be identified and tracked. Regular surveys and Census data can be used to track those goals. Past US TOD projects have had a flaw in station area users not using transit as much as previous inhabitants. Mode split, in this way, is partially an equity measure to help answer "are people moving near the station just for higher real estate potential or as a selling amenity?" or "are they using the infrastructure we created to improve lives/access?" Mode split data will help guide future interventions and glean important outcome data.

In Washington, DC, WMATA's Station Area Planning Guide (2017) recommends that "each station site plan should address a site's specific conditions, access mode split, and unique transit oriented development (TOD) goals". The document also includes an overview of the agency's access hierarchy, which "informs the location of various circulation routes and transfer facilities based on prioritized convenience and each access mode" and prioritizes modes of access (with pedestrians being first, followed by bicycles, transit, kiss & ride, and park & ride).

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Somewhat - the city adopted a mode split goal of 50% non-single occupant vehicle (SOV) commute trips by 2039. To reach that goal, transit-rich communities like the ETOD study area will need to have a much lower SOV mode share, but no specific study of a reasonable mode split goal for each station has been proposed. Additionally, the updated Transportation Criteria Manual (TCM) includes trip reduction targets for developments based on their location (trip reduction can be considered related to mode split). Further trip reduction targets could be considered to be amended in the TCM for station areas.

Implementation Challenges & Considerations

- Tracking existing and future mode-share with readily available data such as the Census Bureau's American Community Survey (ACS) lacks precision at smaller geographies (like a ½ mile station area buffer).
- High administrative burden to identifying and tracking mode split using statistically valid survey mechanisms.

- Existing mode split may provide an unreliable baseline given ongoing effects of the COVID-19 pandemic.
- A baseline study can be conducted for program implementation and to help identify mode split goals for each station
- Station-specific improvements can be implemented to help reach mode split goals for station areas
- Determine existing baseline mode split for each station area using statistically significant survey methods.
- Calibrate mode split goals based on coordination with Austin Strategic Mobility Plan updates as needed.

Success Metrics

- Non-single occupant vehicle (SOV) travel share within Census geographies near stations

PHASED PARKING REQUIREMENT REDUCTION IN ETOD ZONES

Strategy: Parking Management

Implementation Lead
City of Austin Transportation Department, City of Austin Housing and Planning Department

Partners
N/A

Timeline
Commence Planning and Design: Within 1 Year

Implementation: Prior to Transit Construction (Parking Minimums)

Active Period: Ongoing to transition through phases

City Council Goals
e, n, p, r, y

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

ATD and the City of Austin's Housing and Planning Department can work towards the phased reduction of parking requirements in ETOD zones. Current zoning regulations provide opportunities for parking reduction in existing TOD zones (up to 60%), and other parking reduction options by meeting various thresholds for non-TOD zoned parcels. However, this process is cumbersome and unpredictable. The City can implement a three-tiered parking reduction plan in stations to reduce parking over time:

(1) **Removing parking minimums altogether** for all parcels in defined ETOD areas would provide a much more streamlined development process and 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 be financially feasible.

(2) **Implementing a maximum parking** cap would be the next step after parking minimums. Further study would be required to determine the appropriate parking maximums in station areas.

(3) **Counting parking provided in new projects toward floor-area-ratio (FAR)** for new projects. That detail currently is not consistently in place in other areas of city with no minimums and creates incentive to build large amounts of new parking in structured parking garages as there is no penalty or trade-off in place. It may be important to establish a parking cap in conjunction to ensure parking does not crowd out housing within the FAR envelope.

Across the country, dozens of cities have removed parking requirements from areas near transit, and many have removed parking requirements citywide altogether (Raleigh, Sacramento, Richmond, Minneapolis, etc.) In Denver, parking counts towards FAR in some central business district (CBD) sub-zones. The City of Charlotte sets parking maximums only in TOD zones.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Removing parking minimums is already in place in Austin. Central Business District (CBD) and University Neighborhood Overlay (UNO) zoned parcels currently don't require parking. However, given the lack of parking maximums, the market has still delivered substantial new parking supply, especially in Downtown. Inclusion

of parking in FAR does not exist in Austin. Parking is exempt from FAR in all existing zones. However, there do not appear to be any statutory limitations on including parking in FAR calculations.

Implementation Challenges & Considerations

- The lack of parking requirements does not necessarily translate to a decrease in parking construction, often due to development financing constraints. Proactively engaging financing institutions, including using local market comparison data, is important to ensure that a significant change in parking requirements can be supported and implemented.
- Should be implemented through a holistic suite of neighborhood zoning changes near stations, which could also include studying other location-appropriate solutions to alleviate concerns with parking reduction. This can be included in any recommended zoning changes that advance through the City's regulatory process after completion of the ETOD study.
- There is potential value in studying past parking reduction rules and their quantitative impact on parking utilization and curb space usage to better inform this policy.
- It is also important to explore potential ties and lessons from the parking requirements in the "Affordability Unlocked" program, which only requires ADA parking, and explore whether those or similar requirements can be adopted in ETOD zones.
- Moving along the spectrum from eliminating parking minimums to instituting maximums to including parking in FAR calculations will need to be considered in a context-sensitive manner for individual station areas in order to ensure that this tool is meeting its goal and not competing with other ETOD priorities such as creating affordable housing and meeting the needs of existing residents (important to consider, since many low-income residents require their vehicles for work-related purposes).
- Important to test development financing implications for including parking in FAR using a variety of scenarios.
- On-site parking strategies must be developed in collaboration with right-of-way parking strategies (such as dynamic pricing) to ensure that parking demand isn't externalized into the right-of-way.

Success Metrics

- Overall parking ratio within the study area could indicate whether this rule is disincentivizing parking construction, but another key outcome would be whether this change encourages increased housing supply – especially at lower price points – and also whether it encouraged transit use.

SHARED PARKING REQUIREMENTS/PUBLIC PARTICIPATION PROGRAM

Strategy: Parking Management

Implementation Lead
City of Austin Transportation Department, CapMetro Transportation Team

Partners
N/A

Timeline
Commence Planning and Design: 1-2 Years

Implementation: Prior to Transit Construction

Active Period: Ongoing, no set end date

City Council Goals
n, p

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

The City of Austin Transportation Department and CapMetro Transportation Team can develop a shared parking program among mixed uses, allowing the participation of legacy entities. The program would primarily involve private sector development agreements: however, in some station areas, public parking resources could be candidates for shared parking agreements. Shared parking has the potential to maximize the use of current facilities and reduce the need for added parking, while also helping to decrease congestion and create more walkable environments.

Shared parking agreements are a very common policy in many cities to reduce parking requirements. The City of Sacramento, California has placed an emphasis on shared parking agreements with private property owners with the goal of better utilizing existing facilities and decreasing the need for the construction of new parking. As a consequence (as of 2015) the city had around 10,000 parking spaces on shared agreements, which resulted in around $1M in revenues and an estimated $40M in savings.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes - developers can enter into shared parking agreements that reduce parking requirements in some zones. Shared parking (allowed by city code) can be located on-site as well as off-site.

Implementation Challenges & Considerations

- Shared Parking agreements are already allowed in existing policy, but they can be updated/adapted through the City's regulatory process via any comprehensive zoning changes in ETOD zones.
- Also relevant to conduct discussions with City of Austin staff to examine how future code amendments can include enhanced shared/off-site parking requirements.
- The costs of developing required site plans for shared parking applications can be prohibitive for small businesses: implementing policies to help mitigate those costs can help make shared parking more widespread.

- On-site parking strategies must be developed in coordination with right-of-way parking strategies (such as dynamic pricing) to ensure that parking demand isn't externalized into the right-of-way.

Success Metrics

Measuring the overall parking ratio within the study area over time could indicate whether this rule is disincentivizing parking construction.

PARK & RIDE PARKING MANAGEMENT

Strategy: Parking Management

Implementation Lead
CapMetro Transportation Team

Partners
City of Austin Transportation Department

Timeline
Commence Planning and Design: 1-2 Years

Implementation: After Transit Construction, with System Opening

Active Period: Ongoing, no set end date.

City Council Goals
n

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation

Description

The CapMetro Transportation Team should develop a Park & Ride (P&R) parking management program with support from the City of Austin Transportation Department. Agencies across the country manage parking supply and demand at Park & Rides by charging for parking. However, CapMetro's P&R facilities are free to use for the public. Parking revenue from stations can be reinvested in access infrastructure on site for all travel modes. If the fee structure creates additional net revenue, it can be dedicated toward station area travel demand management (TDM) programs or other amenities, like restrooms for transit customers or infrastructure for other community related events such as farmer markets, family movie nights, etc.

Most major transit systems charge for at least some of the parking provided at P&Rs. Some agencies, like Denver's Regional Transportation District (RTD), charge different rates for "in-system" users vs. "out-of-system" users based on license plate registration location.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

CapMetro does not currently charge for parking at P&Rs, but there isn't any statutory limitation on them being able to. Additionally, the Affordable Parking Program (from the City of Austin and the Downtown Austin Alliance) is currently in place, providing entertainment and service industry employees downtown with affordable parking at designated garages in the area.

Implementation Challenges & Considerations

- There are equity considerations for residents or employees who may want to use transit but are too far away from stations and have no other reliable means to access stations other than a vehicle. Including P&R fees in a comprehensive Equitable Station Access policy can help ensure that parking costs are not born primarily by low-income riders.
- Concepts similar to fare capping and the City of Austin's Affordable Parking Program could also be implemented for Park and Ride costs. Equity considerations (such as the ability of low-income households to pay for any potential P&R fees) should also be considered when developing any enforcement/towing policy.

- The CapMetro Transportation Team should gather data and study Park and Ride users to better understand and implement equity considerations. Similarly, analyze conditions at each Park and Ride location to determine station-specific ridership and parking needs, and to determine where customer fees are needed. Demand-based fares (i.e., for special events) can also be implemented if appropriate. As new transit options are developed and conditions change, make needed updates.
- Additionally, introducing parking costs can discourage ridership for stations with less accessible transit services or street networks. Coordination is needed with the project design and implementation teams to fine tune fee structure with expected ridership.
- Implement methods to ensure that P&R facilities are indeed being used by individuals accessing transit services.
- Consider technology alternatives to simplify the parking experience -i.e., automatic parking fares based on license plate location.
- CapMetro Transportation Team should coordinate with project design teams on assumptions for P&R fees. It is important to establish comprehensive P&R management policy in advance of the first new P&R opening of the Project Connect System (likely on the MetroRapid corridors), with extensive community engagement to understand tradeoffs of different fee structures and needs.

Success Metrics

- P&R utilization rates
- P&R revenue (if applicable)
- Analysis of P&R user demographics, when available, to track equity considerations of P&R fees for priority populations

LAND USE & URBAN DESIGN

Transit-Supportive Land Use for a Complete Community

- Establish Minimum Land Use Intensity of Transit-Supportive Uses
- Allow More Flexibility in Permitted Ground Floor Building Uses

Develop Incentives, Standards or Regulations

- Establish High Affordable Housing Goals for Publicly Owned Land Within ETOD Area
- Reimagining of Compatibility Requirements
- Incentivize Public Amenities that Improve Community Health & Well-being
- Equity Scorecard for TOD Projects

Invest in Public Realm

- Protection & Promotion of Tree Canopy Cover
- Provision of Civic Space Around Transit Stations
- Engage Community Voices in Public Space Design Process
- Context-Specific Bike-Ped Infrastructure Design Framework

ESTABLISH MINIMUM LAND USE INTENSITY OF TRANSIT-SUPPORTIVE USES

Strategy: Complete Community Land Use Policies

Implementation Lead
City of Austin Housing & Planning Department

Partners
CapMetro Development Services Department, City of Austin Corridor Program Office

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing

City Council Goals
h, n, r, s, y, bb, cc, dd

ETOD Goals
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 & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs

Description

Through development of an equitable transit overlay zoning district (see the Voluntary Inclusive ETOD Overlay tool in the Housing Affordability section), the City of Austin Housing and Planning Department can establish an inclusive mix of transit-supportive uses in ETOD station areas to serve people from diverse income groups and address their needs. Transit-supportive uses encourage convenient and effective use of transit by all income groups, which leads to increased ridership. These uses, typically characterized by higher intensity, mix of uses, supportive to walkable and people-friendly environment, and better managed parking, can include multi-family housing, higher intensity commercial, and services. When clustered around a transit facility, transit-supportive uses work to provide residents and workers access to daily needs, neighborhood services, amenities and recreational opportunities, as well as access to key destinations, like work and school, without the need to get into a car.

Establishing an equitable transit overlay zoning district can be done through studying and establishing a standard for minimum development intensity to create a target level of activity. This also needs specific design guidelines to ensure that the physical built form engages with the public realm. The public realm guidelines should emphasize accessibility of uses for all and help enhance walkability and bikability around transit. Auto-focused uses ~~that~~ tend to rely on car access and do not engage with the public realm should be prohibited in ETOD station areas. Such uses can include gas stations, self-storage, and drive-through retail. This tool would be deployed as a part of the ETOD zoning overlay and would help define what uses would be disallowed as not-transit supportive.

Notably, and receiving national attention for its action, the City of Minneapolis has passed a resolution banning the construction of new drive-throughs which is meant to encourage pedestrian access, safety, and equity in the built environment by limiting this auto-oriented use.

Warm Springs/South Fremont Community Plan for the Bay Area Rapid Transit (BART) station in Fremont (CA) puts in place a flexible framework for transit-supportive compatible uses at sustainable densities that is market-sensitive. This ensures delivery of the full build-out development target while enabling a vibrant,

pedestrian-friendly environment. Mix of eight transit-supportive land uses are proposed into ten geographic Land Use Areas within the station area. Each Land Use Area is assigned a Land Use Typology that determines the mix and intensity of uses best suited to that context. Land Use Standards set the parameters and include Minimum Building Intensity, Maximum Parking, and Jobs/Acre targets. See Figure 2.2 Planning Areas and Land Use Mix Plan and Figure 2.3 Land Use Matrix in the adopted plan here.

Plan and Figure 2.3 Land Use Matrix in the adopted plan.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

There are some policies akin to this type of regulation in overlay zones. The University Neighborhood Overlay (UNO), which promotes high density development in the area west of the University of Texas Campus, prohibits commercial off-street surface parking lots and Commercial off-street parking in a structure in the Outer West Campus Subdistrict. The East Riverside Corridor Regulating Plan also provides an example of encouraging transit-supportive uses, through a density bonus as well as optional shared parking, reduction of minimum off-street parking requirements, parking design standards, and bicycle parking requirements.

Implementation Challenges & Considerations

- Transit-supportive and auto-oriented uses will need to be defined in collaboration with the community and quantitative level of intensity of uses will need to be incorporated into ETOD zoning overlay.
- Both Austin local and national case studies should be used to develop the thresholds and metrics.
- The thresholds and metrics developed through this policy tool need to evolve over time.
- A process for monitoring progress against targets and goals will need to be created.

Success Metrics

- Develop station area typology-informed land use intensity metrics and use these metrics to measure the level of success.
- Track the parameters established in the minimum thresholds and design guidelines during all phases of the ETOD implementation.

ALLOW MORE FLEXIBILITY IN PERMITTED GROUND FLOOR BUILDING USES

Strategy: Complete Community Land Use Policies

Implementation Lead
City of Austin Planning & Zoning Team

Partners
Developers, CapMetro
Development Services Department, City of Austin
Economic Development Department, City of Austin
Corridor Program Office

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Ongoing

City Council Goals
h, i, l, r, s

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

Where active ground floor uses are required by zoning on the site, expand currently allowable ground floor zoning uses beyond typical retail to allow for a wider variety of neighborhood service and amenities. Such uses could include health clinics, childcare, library, community rooms, urban production and maker space, co-working space, etc. In addition to defined uses, there should be flexibility to consider and allow for new types of uses, as space uses are constantly evolving. Provide sample architectural design specifications or other guidance to private developers that facilitates flexibility to accommodate broader types of current and future uses. Code changes such as below can help open up opportunities for a variety of ground floor uses:

- Allowing for 5-foot overall voluntary height bonus added to the ground floor in ETOD districts;
- Limiting ground floor parking within a certain distance to the street frontage;
- Maximizing façade transparency;
- Requiring at-grade entrances.

Several national examples illuminate a more expansive approach to active ground floor uses. Fruitvale Village in Oakland is an equitable TOD precedent integrating a variety of community amenities and services in response to community input during its planning and design. 44% of the total development floor area is dedicated to a health clinic, senior center, day care, preschool, and public library. New York City's "Laying the Groundwork" provides design guidelines for retail and other ground floor uses in mixed-use affordable housing development.

San Francisco created 'Production, Distribution and Repair' (or PDR) zone to encourage the rise of artisanal and craft production, digitally-enabled fabrication and prototyping, and small-scale service and retail. Small retail outlets are now allowed in PDR space and production is now permitted in neighborhood commercial districts, with performance standards to address noise, odors or other potential nuisances.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

No, but it could exist. The current VMU standards requires pedestrian-oriented commercial space to be created along 75% of the building's frontage along the principal street. This policy tool can build upon the VMU standards for ground floor design and allow for additional flexibility in integrating a variety of uses in the ETOD station area to better meet community needs.

Implementation Challenges & Considerations

- An ETOD overlay that allows additional flexibility for ground floor uses compared to base zoning must be established.
- VMU / VMU2 ground floor use categories will need to be updated and modified accordingly.
- Regulatory tools will need to be created to enforce implementation.
- The community will need to be engaged during the early stages of development projects in ETOD station areas to identify desired ground floor uses.
- This policy tool needs to be coordinated with other ETOD policy tools such as Small Business Assistance Fund, Business Relocation Plan, and Affordable Ground Floor Space for Local Businesses + Nonprofits.

Success Metrics

- Square footage of active ground floor frontages along transit corridors and major public space.
- Diversity of businesses and community uses including size, ownership type and demographic representation, service type, etc.

ESTABLISH HIGH AFFORDABLE HOUSING GOALS FOR PUBLICLY OWNED LAND WITHIN ETOD AREAS

Strategy: Development Incentives, Standards or Regulations

Implementation Lead
CapMetro and ATP Development and Real Estate, City of Austin Real Estate & Financial Services, Development Services Department, and Housing & Planning Department

Partners
Developers, Educational Institutions

Timeline
Commence Planning & Design: Within 1 Year

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing

City Council Goals
h, i, l, r, s, x, y, z, bb, cc

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
5. Support Healthy Neighborhoods That Meet Daily Needs

Description

Publicly owned parcels should mandate a minimum percentage or quantity of housing units developed to be affordable and the depth of that affordability. These units should be held as affordable for the entire term of the ground lease to ensure an inclusive station area, with an option to increase the affordable housing requirement in certain station areas as market conditions allow. The affordable housing standard should also address the level of MFI at which units will be affordable, striving for deep levels of affordability when possible. In addition, goals for desired housing unit mix to encourage family units should be established.

There is precedent for this on individual projects within the City of Austin. The Lamar-Justin Lane Station Area Plan included a study by Dana McIver Associates that highlighted the opportunity for 261 units of housing on City-owned land within the station area if developed at medium density, with overall affordable housing demand between 325 and 414 within the district at the time. The broad TOD affordability target of 25% at the time would have meant approximately 62 of those units would be targeted to be developed as affordable, making a small but important dent at the time, but not going nearly far enough with limited public resources and not keeping up with the rapidly growing need for affordable units since the plan was written.

Looking beyond Texas, the San Francisco Bay Area Rapid Transit District TOD Policy explicitly sets a target of an average of 35% of affordable housing across all its property in the BART corridors, with a mandated minimum of 20% affordable housing on any one given property.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Yes. For example, in a recently completed developer RFP for the City-owned parcel along Ryan Drive, performance criteria were established based on City affordable housing goals and site amenities were tailored around community-stated needs. The City, Cap Metro and ATP could build from this example by assessing the effectiveness of this process and delivery of the housing, attempting to set even more ambitious targets. The City of Austin Corridor Program Office

has also developed a methodology to prioritize multi-modal mobility infrastructure and other urban design enhancements that preserve and make direct mobility connections to existing and planned affordable housing.

Implementation Challenges & Considerations

- There is an inherent challenge in achieving a balance between the highest number of affordable units versus depth of affordability achieved with limited public land and public money.
- Market conditions, available resources, ~~or~~ and location or size of any specific public parcel may shift the achievable quantity or percentage of affordable units at the time of development. A minimum target should be established for all properties and then evaluated for any given parcel the potential for greater quantity or depth of affordability at the time of development.
- An inventory of publicly owned parcels, developed as part of the ETOD Existing Conditions Analysis, will need to be maintained in each ETOD area to track development status.
- An expedited development review for developments with income-restricted affordable units in ETOD areas should be considered.

Success Metrics

- Percentage and number of units developed for very low- and low-income households on publicly owned parcels.
- Average length of housing affordability preserved.

REIMAGINING OF COMPATIBILITY REQUIREMENTS

Strategy: Development Incentives, Standards or Regulations

Implementation Lead
City of Austin Housing & Planning Department

Partners
Developers, CapMetro Development Services Department

Timeline
Commence Planning and Design: Within 1 Year

Implementation: Prior to Transit Construction

Active: Ongoing monitoring of policy

City Council Goals
l, r, y, z

ETOD Goals
2. Help to Close Racial Health and Wealth Gaps
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
5. Support Healthy Neighborhoods That Meet Daily Needs

Description

The City of Austin Housing and Planning Department should consider reimagining current compatibility requirements to focus on inclusive growth along transit corridors. Compatibility standards that are triggered by low intensity zones or uses can dramatically limit the allowable height and density of nearby projects, even at a significant distance from the triggering property. This has led to limited development, disincentivizing the voluntary inclusion of affordable units in new developments thereby contributing to Austin's high housing prices. Waiving or relaxing compatibility standards in ETOD station areas in exchange for specific equity and affordability requirements would allow greater heights and densities within the corridor while accounting for compatibility with a more sensible and design-based policy, as opposed to a relatively simplistic height envelope as currently employed.

Specific zones along transit and major commercial corridors within the ETOD station areas should be designated as areas eligible for a waiver. Areas where housing is the predominant use should allow that housing is always a compatible use. A transparent set of gatekeeper requirements, such as an equity assessment and affordable housing requirements, should be set to connect eligibility of a waiver with the affordable housing goals for each ETOD station area.

In cases when a waiver of compatibility standards cannot be implemented, the existing compatibility standards, predominantly limiting height and setback, should be adjusted to account for other forms or performance-based requirements that could allow development to happen at a higher density. Such adjustments include requiring a landscape screening zone, requiring step-backs, managing the bulk of the building, stopping compatibility standards from being triggered by properties on the opposite side of the public right of way, or other agreed upon context-sensitive community benefits.

Portland, facing similar issues to Austin, created a buffer overlay zone accompanied by design guidelines that triggers intentional change on single-family residential zones. The goal is to support redevelopment facing the main transit spine with the appropriate mass and scales. Through a back lot buffer and step-downs, the parcels abutting single family lots in the buffer zone can have

additional height and density to produce middle housing typologies such as row house/quad/duplex type product. Parking requirements are also removed for residential development that contains fewer than 30 dwelling units when development is located near transit.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

There are ongoing efforts at the City Council level to address compatibility, but this policy tool can take this effort to another level by tying it to equity and affordability goals of ETOD station areas. In May 2022, Council directed staff to relax compatibility requirements for projects located on light rail, large, and medium corridors. For these projects, the proposal would reduce the maximum distance for compatibility from 540 ft from a single-family home to 300 feet and offer an additional 5 feet of density by right to properties adjacent to one of these corridor types. Going further to relax compatibility would significantly strengthen development potential along transit corridors and around ETODs. The East Riverside Corridor Regulating Plan is another example of modifying the compatibility standards for designated areas to allow more development types to happen within 300 ft of triggering properties.

Implementation Challenges & Considerations

- This policy tool rests within the existing incentive-based system of negotiating community benefits with private developers, which is done on a project-by-project basis, and would add another layer to the sometimes confusing set of overlays that guide the development process.
- It is also critical to set up a process by which each ETOD station area's equity and affordability goals are used to set standards for a waiver of the compatibility standards.
- With Council considering other changes to compatibility standards, a sample framework for waivers to compatibility standards in exchange for community benefits should be drafted and advanced for consideration.
- Affordability Unlocked has effectively reduced the barriers of compatibility for affordable housing developers. Depending on the affordability and equity benefits sought, the reduction of overall compatibility requirements may induce more development and impact land prices, creating difficulty for affordable housing developers to remain competitive in acquiring new parcels.

Success Metrics

- Higher intensity developments with a higher level of affordable housing and other community benefits are implemented along transit and major commercial corridors.
- Number of people at different income levels added to transit-accessible communities by reducing compatibility. This can be measured more directly by the number of units in development built after compatibility changes, but also indirectly by overall station population growth.

INCENTIVIZE PUBLIC AMENITIES THAT IMPROVE COMMUNITY HEALTH & WELL-BEING

Strategy: Development Incentives, Standards or Regulations

Implementation Lead
CapMetro Facilities Planning and ATP Architecture and Urban Design

Partners
Developers, City of Austin Housing & Planning Department

Timeline
Commence Planning and Design: 3-4 Years

Implementation Begins: During Transit Construction

Active Period: Ongoing, variable with individual projects

City Council Goals
l, s, bb, cc, dd

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
4. Expand Access to High-Quality Jobs & Career Opportunities
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

CapMetro Facilities Planning and ATP Architecture and Urban Design can evaluate potential incentives (programmatic, financial, or administrative) that could be provided for ETOD projects that design public amenities and space to increase access to healthy food, public art, childcare, healthcare, exercise and fitness, mental health support, and other services that can enhance health and well-being of the community around the station area.

There are several precedents for incentivizing public amenities that can help inform incentives in Austin. The City of Chicago's ETOD Policy Plan recommends the development of incentives for services that would benefit young children, families, and pregnant persons in ETOD projects and requires health, arts and culture, and equity considerations in TOD-project level design. Additionally, Oregon's Department of Housing and Community Services manages an affordable housing program utilizing a weighted selection criteria for proposals. Through a series of equity focused criteria, the department grants funding to affordable housing and community services project proposals that meet the certain equity-focused criteria. A similar mechanism can help Austin prioritize development proposals that contribute to health, community ownership, well-being and safety in ETOD station areas.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The Project Connect Racial Equity Anti-Displacement Tool: *Nothing About Us Without Us*, maps out the gap in the community's access to existing amenities and needs including healthy and affordable food, public libraries, public schools, and community recreation centers. This effort laid the ground work for understanding station-area-specific needs for public amenities. and services. Existing or new incentives such as density or height bonuses could be tailored to include specific criteria for public spaces and amenities that enhance community health and well-being. City of Austin has many different land areas that are eligible for density bonus programs that incentivize public amenities such as TODs, Small Area Plans, Downtown, etc. and these programs could be extended into the ETODs. The Corridor Program Office's Complete Communities

Strategy has also prioritized multi-modal mobility infrastructure to address community health and well-being by making site-specific connections to services and amenities and by enhancing the public ROW to address social, health and economic outcomes.

Implementation Challenges & Considerations

- Regulatory tools to enforce implementation will need to be developed in coordination with the ETOD zoning overlay and/or land redevelopment standards.
- The incentives design process will need to include station-specific goals for public amenities related to community health, well-being, and safety. This policy tool needs to be weighed against and coordinated with other incentives such as bonus programs for affordable housing. Need to balance the need to maximize affordable housing buildout and provide civic space around the stations. Incentives should also prioritize maintaining and preserving existing community assets, character, and open space in addition to creating new ones.
- The city's process will need to be modified by creating a scorecard to get to the 'E' in ETOD and provide long-term clarity for private developers on expectation for health, well-being, and safety outcomes. This scorecard is defined further in the "Equity Scorecard for TOD Projects" tool.

Success Metrics

- The community benefit packages offered by development in ETOD station areas are measured against station-specific public amenity goals
- Monitor the feedback and satisfaction level of community members

EQUITY SCORECARD FOR TOD PROJECTS

Strategy: Development Incentives, Standards or Regulations

Implementation Lead
City of Austin Housing and Planning Department

Partners
CapMetro and ATP Development and Real Estate, Neighborhood and Community Organizations

Timeline
Commence Planning and Design: 1-2 Years

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing, No Set End Date

City Council Goals
l, s, bb, cc, dd

ETOD Goals
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 & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

An ETOD scorecard would be developed by the City of Austin Housing and Planning Department in coordination with CapMetro and ATP Development and Real Estate Team. A scorecard prompts City agencies to benchmark proposed development projects against the goals and priorities of Project Connect prior to providing regulatory considerations like compatibility waivers in ETOD areas or the ability to participate in density bonuses in proposed ETOD overlay zones. Having a transparent and accessible ETOD Scorecard will also allow development partners to have a clear understanding of the City's expectations and requirements for accessing any type of ETOD development incentive program and thus result in the inclusion of these equity considerations into the design of development proposals.

As part of the implementation of its ETOD plan, the City of Chicago is designing an ETOD Scorecard that community and government partners can use to assess future projects and programs. The scorecard will include environmental sustainability principles and metrics, such as considering noise, visual and environmental pollution reduction in impact assessments, as part of evaluation and scorecard efforts.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The Project Connect Racial Equity Anti-Displacement Tool was developed to evaluate Anti-Displacement Fund proposals and to inform policy, planning, and program decisions. While it would need to be adapted to fit the ETOD goals, it could be used as a starting place to ensure development projects are community-driven, advance racial equity, and prevent displacement harm. Austin's SMART housing program currently offers permitting waivers and other incentives to developers that meet certain standards for affordability, sustainability, accessibility, and proximity to transit. The ETOD scorecard could build upon the Project Connect Racial Equity Anti-Displacement Tool and the SMART program requirements as a foundation for how to communicate and measure the affordability and equity objectives needed to leverage regulatory incentives.

Implementation Challenges & Considerations

- Changing market dynamics might rapidly make the affordability requirements of a scorecard obsolete if not updated regularly.
- If scorecard is improperly calibrated, it might add to the existing barriers to development for housing, thereby discouraging development or preservation of affordable housing in Austin.
- A set of metrics should be developed to score proposed developments against the ETOD goals and priorities.
- Developers should be engaged regarding the feasibility of the metrics proposed.

Success Metrics:

- Number of affordable housing units developed in projects that were delivered after having been scored by the ETOD scorecard.
- Demonstrated fulfillment of other community benefits committed in development proposals, including accessibility efforts, equity and sustainability measures, and transit proximity.

PROTECTION & PROMOTION OF TREE CANOPY COVER

Strategy: Development Incentives, Standards or Regulations

Implementation Lead
City of Austin Housing and Planning Department

Partners
City Arborist, City of Austin Parks and Recreation Department, CapMetro, ATP

Timeline
Commence Planning and Design: 1-2 Years

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing

City Council Goals
I, n, s, bb

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
2. Help to Close Racial Health and Wealth Gaps
5. Support Healthy Neighborhoods That Meet Daily Needs

Description

To achieve the City of Austin's goal of over 50% citywide tree canopy cover, the City of Austin Housing and Planning Department should consider developing land use and zoning standards that promote the protection of existing tree cover and the planting of new trees in Project Connect stations and in new housing development projects around the ETOD corridor. These standards could be further integrated into the city's suite of development incentives alongside affordable housing density bonuses and other affordable housing financing tools or public land redevelopment programs.

Tree canopy cover is critical for enabling ETOD and improving transit usability and attractiveness since it can substantially reduce street temperatures during hot summer days, thus allowing people to opt for transit, biking, and walking over the use of single-occupancy vehicles, as well promotes environmental equity. ETOD priorities of Project Connect, CapMetro & ATP should avoid development strategies that negatively affect the promotion of the Tree Canopy initiative (ie. expansive surface parking infrastructure, fee in lieu mitigation, variances for Tree Removals, etc.) to set the expected standard for best TOD Development practices.

By setting canopy goals, and requirements or incentives for tree planting and preservation, the City of Austin could integrate the ETOD priorities of Project Connect with the climate goals of the City. This would deliver tangible improvements in areas like usability, energy savings, and emissions sequestration

As an example, the City of Tampa, Florida has established an Urban Forest Management Plan. Through this plan, they have reached a 32.3% percent canopy cover, achieving $7 million in annual energy savings, $121 million in carbon sequestration and storage, and $3.4 million in storm water treatment savings.

While the city's existing total tree canopy cover is approximately 36%, East Austin has lower rates of tree canopy coverage than other parts of the city. Project Connect can help advance both the city's equity and ecological goals by

promoting the protection and creation of tree canopy in stations, and publicly supported real-estate development around the corridors.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The City of Austin's Climate Equity Plan sets a goal of achieving at least 50% citywide tree canopy cover by 2050, focusing increasing canopy cover equitably. The plan outlines 4 mains strategies to accomplish this goal: preservation of existing tree canopy in City lands, promotion of tree protections in landscape regulations, increasing community tree planting with an emphasis in communities of color and low-income communities, and promoting tree health and resilience across the Austin. The City of Austin already has regulations regarding tree preservation and removals. Heritage trees, including all oaks, pecans, Texas ash, and more are protected and cannot be removed. The City Arborist Program administers the City of Austin's Tree Ordinance and issues permits to remove or impact regulated trees. On private property, the City regulates three classifications of trees: 8- to 18-inch diameter, Protected Trees, and Heritage Trees.

Efforts to align this vision with the transit efforts of the city include the program designed by the City's Corridor Program Office and Development Services Department to plant ~2,000 street trees along the corridor to encourage a mode-shift among other outcomes. The team has developed provisional tree details that improve on the existing city standards, improve the longevity of street trees, and is vetting these details with utility departments for use in the Corridor Construction Program. Additionally, CPO is issuing a solicitation for growing, installing, and establishing trees so that larger caliper shade trees are installed in coordination with new bike/ped infrastructure on the corridors.

The City could go further by setting station-level canopy assessments and goals as well as incentives to increase the preservation and planting of trees along the ETOD corridor. Project connect would thus forward both the ETOD priorities and the environmental goals of the City, CapMetro, ATP.

Implementation Challenges & Considerations

- Enforcement of tree preservation regulations can be challenging given the impunity of illegal tree cutting.
- Tree planting initiatives take years to yield large shade-producing trees, and tree replacement regulations take years for new trees to produce enough shade as old trees are cut down.

- The City needs to consider the capacity of the City Arborist Program to administer further responsibilities if new canopy regulations or programs are created as part of Project Connect.
- Tree canopies near rail infrastructure poses challenges to rail operations and to long term maintenance and resiliency of the public infrastructure.
- Maintenance requirements for tree mitigation material should be considered and enforced to ensure long-term implementation success.
- The City provides annual grant opportunities for planting and maintaining trees. Project Connect teams may consider applying for these grant opportunities to mitigate their tree impacts.
- Project Connect design teams could incorporate designs that mitigate impacts to trees, tree relocation, or designated areas for tree plantings.
- The preservation and expansion of tree canopy should be balanced with the viability of affordable residential units.

Success Metrics

- Number of trees protected around the ETOD transit corridor, with a focus on the number of trees protected in ETOD station areas experiencing displacement.
- Number of trees planted around the ETOD transit corridor, with a focus on the number of trees planted in ETOD station areas experiencing displacement.
- Percentage tree canopy cover of the ETOD transit corridor, as measured through satellite imagery.
- Percentage tree canopy cover of station areas experiencing displacement within the ETOD transit corridor, as measured through satellite imagery.

PROVISION OF ENGAGING CIVIC SPACE AROUND TRANSIT STATIONS

Strategy: Invest in Public Realm

Implementation Lead
CapMetro Facilities Planning and ATP Architecture and Urban Design

Partners
City of Austin Department of Parks and Recreation, Community Organizations, Developers

Timeline
Commence Planning and Design: Within 1 Year

Implementation Period: During Transit Construction

Active Period: Duration of Transit Construction

City Council Goals
s, z, aa, bb, cc

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
5. Support Healthy Neighborhoods That Meet Daily Needs
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

CapMetro Facilities Planning and ATP Architecture and Urban Design can strive to anchor transit stations with inviting, vibrant, high-quality civic spaces, such as entry plazas, public squares, pocket parks, outdoor waiting areas, and sidewalks, that provide flexible areas for a range of activities and an opportunity for public art that instills a sense of pride and belonging for diverse communities. while improving transit legibility and contributing to intuitive wayfinding within stations areas. Civic spaces should also include basic services such as seating, restrooms and drinking fountains. Establish a set of guidelines to guide the design, operation, and maintenance of these spaces. This requires public and private entities around the station to collaborate in providing, programming, and activating engaging civic space.

Anchored by a 0.45-acre transit plaza framed by mixed-use development, the BART station at Fruitvale Village in Oakland is carefully designed to engage with features and programs that activate the station and represent the cultural identity of the surrounding communities. The plaza leads pedestrians from the BART station to International Boulevard, the main street, activating the retails lining the plaza.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Red Line stations have succeeded in this to varying degrees. The City of Austin Corridor Program Office's Complete Communities Program is investing in placemaking infrastructure along corridors and at transit stops with the aim of encouraging transit ridership by making mobility connections to stations, investing in community amenities and shade trees to increase comfort and community identity. ATP is embarking on an effort to develop detailed guidelines for system-wide station and urban realm design.

Implementation Challenges & Considerations

- The lack of transit agency-owned land or the presence of physical site constraints at some stations can significantly limit the provision of a high-quality civic space. In these cases, private owners and developers will need to

step in, potentially in exchange for certain incentives (e.g. expedited review), to provide the civic space needed to support a pedestrian-friendly environment around transit.

- The design and planning of these civic spaces need to go beyond fulfilling the minimum requirements for ADA and minimum needs of transit riders navigation. The design should reflect the identity of the larger community around the station and support the specific needs of residents.
- It is important to balance the need to maximize affordable housing and provide civic space around the stations.
- Development and business community should be engaged to develop transit-oriented commercial models with inclusive civic space that is compatible with the equity and accessibility priorities of Project Connect.
- Crafting a narrative that highlights the value-add that civic space brings to the activation of local business and commercial real estate will be important.
- A plan should be developed for the maintenance, preservation, and activation of existing civic spaces that are important to the community.
- Lively, safe, and inviting public spaces broadcast the benefits of transit and incentivize long term usability, that is crucial to the transit business case.

Success Metrics

- Monitor community feedback on the quality of the space in supporting a wide range of activities including community gathering, farmers markets, pop-up events, etc. CapMetro and ATP can gather this feedback through surveys or tabling events.

ENGAGE COMMUNITY VOICES IN PUBLIC SPACE DESIGN PROCESS

Strategy: Invest in Public Realm

Implementation Lead
CapMetro Facilities Planning and ATP Architecture and Urban Design

Partners
City of Austin Department of Parks and Recreation, Community Organizations

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Before Transit Construction

Active Period: Throughout Station Area Design Process

City Council Goals
h, i, l, m, s, bb

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

CapMetro Facilities Planning and ATP Architecture and Urban Design teams can coordinate to establish processes that encourage design elements in ETOD station areas that celebrate art, craft, culture, and history. Establish a framework to give communities power to influence design decisions and engage and compensate artists and craftspeople, especially those from communities of color and low-income households. Both CapMetro and ATP's Community Engagement Teams can play key roles in soliciting community input throughout the ETOD development process.

Destination Crenshaw has done this admirably in the creation of a community-inspired, 1.1-mile-long, outdoor museum dedicated to celebrating and preserving the history and culture of Black Los Angeles. This "place-keeping" project is an effort to use intentionally designed art and open space to combat possible gentrification prompted by LA Metro's decision to bring the Crenshaw/LAX Line to street level at the location of the site.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Existing public input processes can be tailored to focus on influencing the design and naming of public space around stations. A great example of this is the CoA Corridor Program which, as a result of the 2016 Mobility Bond, has engaged with local communities along improvement corridors to implement projects in conjunction with the CoA Art in Public Places program to reflect these communities as construction moves forward.

Implementation Challenges & Considerations

- With so many parallel public engagement efforts on-going, it will be important to carefully craft the right message and avoid engagement fatigue. Community input could potentially be streamlined by using the Equity Scorecard to provide initial accountability for ETOD project proposals meeting ETOD goals.
- The station design team should be engaged to identify opportunities to include public art in Project Connect stations.

- The cost of art interventions should be quantified and funding mechanisms identified to support the creation and maintenance of public art in transit stations.
- Standardized scopes and contract templates should be developed to facilitate the procurement of public art.

Success Metrics

- Participation of diverse audience in public space design process, that is at a minimum representative of the demographic makeup of the neighborhood and seeks to engage BIPOC residents at a level above that share represented in the city's demographic breakdown.
- Similarly, station area design should seek to engage BIPOC artists at a level above the share represented in the city's demographic breakdown.

CONTEXT-SPECIFIC BIKE-PEDESTRIAN INFRASTRUCTURE DESIGN FRAMEWORK

Strategy: Invest in the Public Realm

Implementation Lead
City of Austin Department of Transportation

Partners
City of Austin Department of Parks and Recreation, CapMetro, ATP Corridor Program Office

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Transit Construction

Active Period: Duration of Transit Construction

City Council Goals
z, aa, cc

ETOD Goals
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
4. Expand Access to High-Quality Jobs & Career Opportunities
5. Support Healthy Neighborhoods That Meet Daily Needs

Description

Through a Context-Specific Bike-Pedestrian Infrastructure Design Framework, the City of Austin Transportation Department can avoid a "one size fits all" approach to streetscape design along the corridor and at station areas. The Framework can help design with context in mind instead of forcing the same streetscape facilities into each ROW. For example, while some areas may have separate bike lanes/paths on either side of the street, other areas may be more conducive to large multi-use trail facilities on one side. Work to create aesthetically pleasing, experientially pleasant, compact, and functional multi-use paths where extensive separate multi-modal street section is not possible.

One notable example of context-sensitive bike and pedestrian design is the Ohlone Greenway along the BART elevated tracks in east San Francisco Bay Area which repurposes at-grade BART easement area to provide bike/pedestrian infrastructure, and opportunities for public art, community gardens, outdoor exercise area, sports courts, tot-lots among other active and passive recreation elements.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

Bike/pedestrian infrastructure design is in implementation across the city in different contexts. Although the majority of the current bicycle infrastructure is separate from sidewalks, there are examples where multiuse paths or shared use conditions are provided within a corridor, including the context-sensitive integration of the Red Line Trail between Highland and Crestview stations. The updated Transportation Criteria Manual also has updated bicycle/pedestrian design criteria which can include a shared use path under certain conditions.

Implementation Challenges & Considerations

- Work with property owners along the corridors, particularly small businesses owners, to understand opportunities and challenges associated with particular facility interventions
- Best practices that optimize for pedestrian and bicyclist safety should be identified and considered within context of each station. Provide

collaborative opportunities to work with the station design team to develop a set of accessibility and connectivity goals for Project Connect stations. (Ex: to be able to walk and bike to restaurants/ancillary services around a .5 mile radius or 10 min walk/bike form Project Connect stations).

- Create and seek approval from ATD and PWD context-sensitive bike/ped infrastructure typologies that can be used alongside ETOD station typologies.

Success Metrics

- Increased bike and pedestrian connectivity in the surrounding community for an expanded quarter and half-mile walkshed around each station, which could be measured by length of new / improved sidewalk or bicycle facilities.
- Reduced collisions and bicyclist and pedestrian fatalities, measure at both the City level and station level to determine success of specific infrastructure improvements.

REAL ESTATE & FINANCE STRATEGIES

Leveraging Publicly Owned Land

- Developer Solicitation & Procurement Framework

Acquisition Strategies for ETOD

- Strategic Real Estate Portfolio Analysis
- Land Acquisition Plan

Gap Financing

- City-Led Innovative & Gap Financing

DEVELOPER SOLICITATION & PROCUREMENT FRAMEWORK

Strategy: Leveraging Publicly Owned Land

Implementation Lead
CapMetro Development and Real Estate

Partners
Developers (including Non-Profit Developers)

Timeline
Commence Planning and Design: 1-2 Years

Implementation Begins: Prior to Transit Construction

Active Period: Ongoing, No Planned End Date

City Council Goals
u, v

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

CapMetro can streamline the developer solicitation and procurement process for future ETOD parcel solicitations and Joint Development projects by creating a standard process, Request for Proposals (RFP) template, and transaction term sheet. In addition to a template, it will be valuable to confirm the agency's internal perspective on which disposition mechanisms will be under consideration for different types of projects, which could include: Public-Private Partnerships (P3s) and Joint Ventures, Land Swaps, and Reverse RFPs. Creating a standardized term sheet and framework for the agency's financial and process goals can help CapMetro to expedite transactions with developers and avoid repeatedly seeking customized Board approvals. Decisions should be reached for CapMetro's preferred approach to key terms within a standardized term sheet, including: *Transaction Type (sale vs. lease), Base Rent or Sales Price (market vs. below-market value, Administrative Fee (*Upfront payment(s) for ground leases), Base Rent and *Participation Rent, Capital Event Participation.*

As an example, the Los Angeles County Metropolitan Transportation Authority (LA Metro) has a streamlined Joint Development framework. Their Transit Oriented Communities Team developed a Joint Development Policy—adopted in June 2021--with a goal to streamline the collaboration process with developers to deliver projects faster without compromising on the quality of the projects and community benefits produced. The Joint Development Policy also serves as a public document to inform communities and developers on what to expect through solicitations. It prioritizes projects that will produce the most housing units for transit riders, increasing both ridership and affordable housing opportunities in LA. The Policy also outlines LA Metro's preferred methods for selection of developers, project requirements, criteria for site prioritization, project scoping process, and proposal evaluation criteria. LA Metro is currently pursuing a number of joint development projects using this framework.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

This framework does not currently exist within CapMetro, which instead has followed a more customized approach for each approval. CapMetro's Development and Real Estate team is capable of creating a standardized solicitation template and term sheet, as well as designing a clear process for its

use. Conversations with the City and related entities with more experience in these disposition processes can inform CapMetro in designing its approach.

Implementation Challenges & Considerations

- The relevant CapMetro staff should discuss essential elements of a standardized solicitation template and the overall solicitation process for ETOD parcel solicitations and Joint Development projects associated with Project Connect and other CapMetro growth. Establishing a set of realistic transaction structures is a prerequisite to looking at potential structures on a station or site level.
- CapMetro's Development and Real Estate Team should work with its Board of Directors to determine which standards and objectives can be universal across transactions versus in which situations these need to be customized. An educational tutorial session should be provided to the Board to review the advantages, disadvantages, and other considerations associated with different types of transactions to better equip Board members to provide guidance on standardization opportunities. The Developer Solicitation and Procurement Framework should be informed by CapMetro's overall equity goals.

Success Metrics

- Average length of time from RFP issuance to closing, aiming to reduce the average amount of time down to 12-18 months. CapMetro should estimate the average length of time from the last few years, if timelines are available, and compare results over time as the new framework is used.
- Net present value of financial returns to CapMetro from Joint Development projects. CapMetro's Development and Real Estate team can measure financial returns from past deals as a benchmark for future solicitation and joint development deals.

STRATEGIC REAL ESTATE PORTFOLIO ANALYSIS

Strategy: Leveraging Publicly Owned Land

Implementation Lead
City of Austin Housing & Planning Department, City of Austin Real Estate & Financial Services, City of Austin Economic Development Department, CapMetro Development and Real Estate, Travis County

Partners
Austin Economic Development Corporation

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: Short Term, Completed Within 2 Years

City Council Goals
u,v

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

By creating a framework for prioritizing publicly owned sites for disposition and development, CapMetro, City of Austin, and Travis County can make more effective decisions and create a more predictable timeline for ETOD. For example, a framework can outline the different criteria (e.g., location, size) that make a site a priority for disposition for ETOD projects to accompany the implementation of Project Connect. The framework should use a strategic facilities approach to evaluate how buildings and sites can be used for existing functions and any surplus City, County, and CapMetro properties should be repositioned or disposed. It will be imperative that there is coordination across entities.

Sound Transit's ETOD Policy adopted in 2018, while flexible and successful in many respects, does not establish cohesive prioritization for ETOD projects. In response, Sound Transit is developing a strategic plan that will offer a priority tool to inform future site dispositions and planning decisions.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

For the City of Austin, this type of portfolio analysis was done through an interdepartmental team led by Financial Services Department (FSD) and Economic Development Department (EDD) consisting of Housing, Office of Sustainability, Office of Real Estate, and City Strategic Facility Governance Team. For individual parcels, the City of Austin has moved forward with strategic disposition processes intended to generate community benefits, e.g., the ongoing development process for Ryan Drive, which has led to an Exclusive Negotiating Agreement that includes community benefits such as affordable housing, parks and open space, community-serving commercial space, and pedestrian and bicycle connections to transit. The City has not yet determined a definitive course of action for some large sites that remain in its portfolio, including One Texas Center, though affordable housing is anticipated to be part of any redevelopment efforts on portions of the site. CapMetro has not recently undertaken a strategic property portfolio analysis.

Implementation Challenges & Considerations

- The City has recently completed an analysis of its existing inventory of spaces and its projected office space needs and is currently in the process of

evaluating which spaces should be redeveloped or repurposed. CapMetro similarly has a Facilities Master Plan that includes its inventory of spaces and Travis County has the Comprehensive Facilities Planning Process, which has identified underutilized parcels and assessed space opportunities. These analyses can be used to identify potential disposition opportunities for affordable housing development and other community benefits.

- The ETOD Typologies and Policy Prescription Sets identify stations where affordable housing should be prioritized, including those that offer ample access to job and neighborhood amenities, a lower current inventory of affordable housing, lower population levels with room for overall new development, and higher land availability.

Success Metrics

- Total housing units and affordable housing units delivered on sites transferred by CapMetro, the City of Austin, and Travis County
- Each implementation lead can also measure additional community benefits generated in developments through strategic disposition, such as acres of open space, miles of sidewalk improvements, and square footage of affordable retail/ground floor space. These metrics can be found in development plans and agreements and confirmed with developers upon completion of the project.

LAND ACQUISITION PLAN

Strategy: Acquisition Strategies for ETOD

Implementation Lead
CapMetro and ATP Development and Real Estate, City of Austin Real Estate & Financial Services

Partners
Austin Economic Development Corporation
City of Austin Economic Development Department

Timeline
Commence Planning and Design: Within 1 Year

Implementation Begins: Prior to Construction

Active Period: As Needed Before and During Project Connect Construction

City Council Goals
a, b, c, d, x

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable

Description

The construction of Project Connect will require ATP and CapMetro to acquire staging land to support the construction of transit infrastructure. This strategically purchased land should be repurposed for affordable housing development and other ETOD priorities as Project Connect gets built and the land is no longer needed for its original use. The plan must take into account state restrictions on the repurposing of land for economic development if the purchase required condemnation. The land acquisition plan should 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. Importantly, the plan should equip ATP and CapMetro with a purchasing framework that provides flexibility to quickly obtain an option on potential purchases, identify funding, and complete the acquisition.

An example in Seattle demonstrates the benefits of strategic land acquisition and partnerships. Sound Transit saw an opportunity to create affordable housing and services for seniors on a parcel close to its Capitol Hill station area, but the parcel was owned by Seattle Central College. Sound Transit and Seattle Central College agreed to swap land parcels in the Capitol Hill station area to support this opportunity. After acquiring the land parcel closer to the station, Sound Transit provided a $6 million property discount to Community Roots Housing, a nonprofit developer that will build an 8-story mixed-use development, "Pride Place," offering 118 units for low-income seniors earning 30-60% AMI.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

As part of the $300 million anti-displacement investment package approved in November 2020 by Austin voters, the City of Austin earmarked an initial $23 million to acquire land, including $8 million in loans to support affordable housing preservation and development projects by non-profits. The remaining $15 million is being used by the Austin Housing Finance Corporation to acquire existing multifamily properties along Project Connect corridors. This land acquisition plan could help coordinate land purchases around Project Connect stations and infrastructure, as well streamline the City's and CapMetro's processes for developing land into affordable housing.

Implementation Challenges & Considerations

- CapMetro and ATP should continue to explore the legal limitations on allowed uses for sites acquired through eminent domain. Confirming the legal options should be fast-tracked in order to move forward with an effective Land Acquisition Plan.
- The CapMetro Board of Directors should weigh in on the priorities for land acquisition in a session dedicated to the Plan, including on the types of parcels, purchasing framework, and partnership structures sought.
- The acquisition of parcels for operations and maintenance facilities should also be considered in CapMetro's land aquisition plan.

Success Metrics

- Affordable housing units ultimately delivered on sites acquired by CapMetro and ATP. This metric will need to be tracked beyond the period of Project Connect construction to affirm the overall number of units delivered in the long-term.

CITY-LED INNOVATIVE & GAP FINANCING

Strategy: Land Value Capture and Innovative Finance

Implementation Lead
City of Austin Housing & Planning Department, Austin Economic Development Corporation, City of Austin Real Estate & Financial Services

Partners
CapMetro Planning & Development; residents, community stakeholders, and elected representatives

Timeline
Commence Planning and Design: 3-4 Years

Implementation Begins: During Construction

Active Period: Ongoing, No Set End Date

City Council Goals
f, h, v

ETOD Goals
3. Preserve and Increase Housing Opportunities That are Affordable and Attainable
4. Expand Access to High-Quality Jobs & Career Opportunities
6. Expand Austin's Diverse Cultural Heritage and Small, Minority-Owned, and Legacy Businesses

Description

A suite of innovative finance tools exist that can be used to help fill funding gaps and allow for public and public-private development to support the community benefits required for Equitable TOD.

- **Tax Increment Reinvestment Zones (TIRZs):** TIRZs are special zones created by City Council to attract new investment in an area. These zones help finance costs of redevelopment and promote growth in areas that would otherwise not attract sufficient market development in a timely manner. Taxes attributable to new improvements (tax increments) are set-aside in a fund to finance public improvements or community benefits within the boundaries of the zone. While TIRZ is traditionally associated with the funding of infrastructure like roads and parking, in ETOD areas TIRZs could also be created for the specific purpose of funding community benefits like affordable housing as long as the TIRZ meets the requirements of State Law.
- **Public Improvement Districts:** Cities may levy and collect special assessments on property within a particular area in order to fund a range of improvements including infrastructure, mobility, parks, landscaping, and affordable housing. Creation of a public improvement district requires the support of at least 50% of the property owners in the district and must meet the requirements of Chapter 372 of the Texas Local Government Code.
- **Bond Finance**: Cities may issue bond debt to support infrastructure investments, economic development gap financing, affordable housing, and other public purposes. General Obligation Bonds are backed by the overall tax base of the City. Revenue Bonds are backed by a particular revenue stream which could include fees, tolls, or tax increment established through a TIRZ. Issuance of General Obligation Bonds requires support from the voters.
- **Federal Transit Administration Joint Development:** Cities and property owners can partner with the Federal Transit Administration to develop Equitable TOD in concert with federally funded transit investments through the FTA Joint Development Process**.**
- **Federal Loans and Grants:** Various departments of the Federal Government provide gap financing through federally backed loan and grant programs. The Build America Bureau within the US Department of Transportation currently oversees several low interest loan programs that could be used to provide

gap financing for private development and infrastructure projects that deliver certain community benefits.

These tools have been used in many cities in Texas , including Austin, San Antonio, Dallas, El Paso, Galveston, Houston, Lubbock, Waco, Corpus Christi, and Fort Worth. According to the City of Dallas Department of Economic Development, TIRZ-funded public improvements include: wider sidewalks, buried utilities, landscaping, lighting, environmental remediation, demolition, and historic preservation. Dallas's TIRZ policy also establishes a general requirement for 20% affordable units (80% AMFI or less) in housing developments that receive TIRZ funding. Fort Worth also has a 20% affordable housing requirement for projects receiving TIRZ funding.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

The City of Austin's TIF policy currently allows the use of TIF funds for affordable housing, and requires that any housing development that is part of a TIF project plan must provide for at least 20% of the units to be affordable to households earning at or below 60% of median family income for rental housing and 80% of the median family income for ownership housing for at least the duration of the TIF project plan. TIRZs that exist in Austin include Mueller, Waller Creek, Seaholm, and Second Street. The Mueller Airport redevelopment Master Development Agreement required that 25% of the housing units be affordable for families earning less than 60% MFI for rental units and 80% MFI for owner-occupied units. The TIF used the tax increment revenue to support infrastructure that helped facilitate the 25% affordable housing set aside.

The City of Austin has enacted a Downtown Public Improvement District which supports the activities of the Downtown Austin Alliance and has supported numerous improvements to Downtown.

Implementation Challenges & Considerations

TIRZ:

- Creation of a TIRZ is more challenging with multiple landowners in a station area. Further analysis should be conducted to determine where TIF and TIRZ would have the greatest positive impact.
- The City could coordinate with CapMetro to discuss the feasibility and desirability of creating new TIRZs around certain station locations to support community benefits. To establish a TIRZ, CoA must follow the 8-step TIRZ

process outlined by the Texas Comptroller, meet the "but/for" analysis required by State law (Texas Tax Code Chapter 311) for TIRZ creation, and remain below the City limits on how much property value can be under a TIRZ.

- There are competing financial demands for revenues diverted from the general fund into a TIRZ fund, particularly in the current environment of state-imposed 3.5% tax rate cap on municipalities. As project development costs escalate, land value capture may be needed to fund the transit infrastructure itself. This will limit the remaining value available to be used for housing and other community priorities.

Public Improvement District:

- Implementing a Public Improvement District requires a supplmenetal tax on property owners, which can be passed down to tenants and place a high rent burden on small, legacy, and minority-owned businesses in particular.

Federal Partnerships, Grants and Loans

- Applying for these grants and loans can be time intensive and dollars may be tied to specific federal requirements, but they provide an important option for gap financing.

Success Metrics

Success metrics will vary based on the financing tool used.

For TIRZ or Public Improvement District:

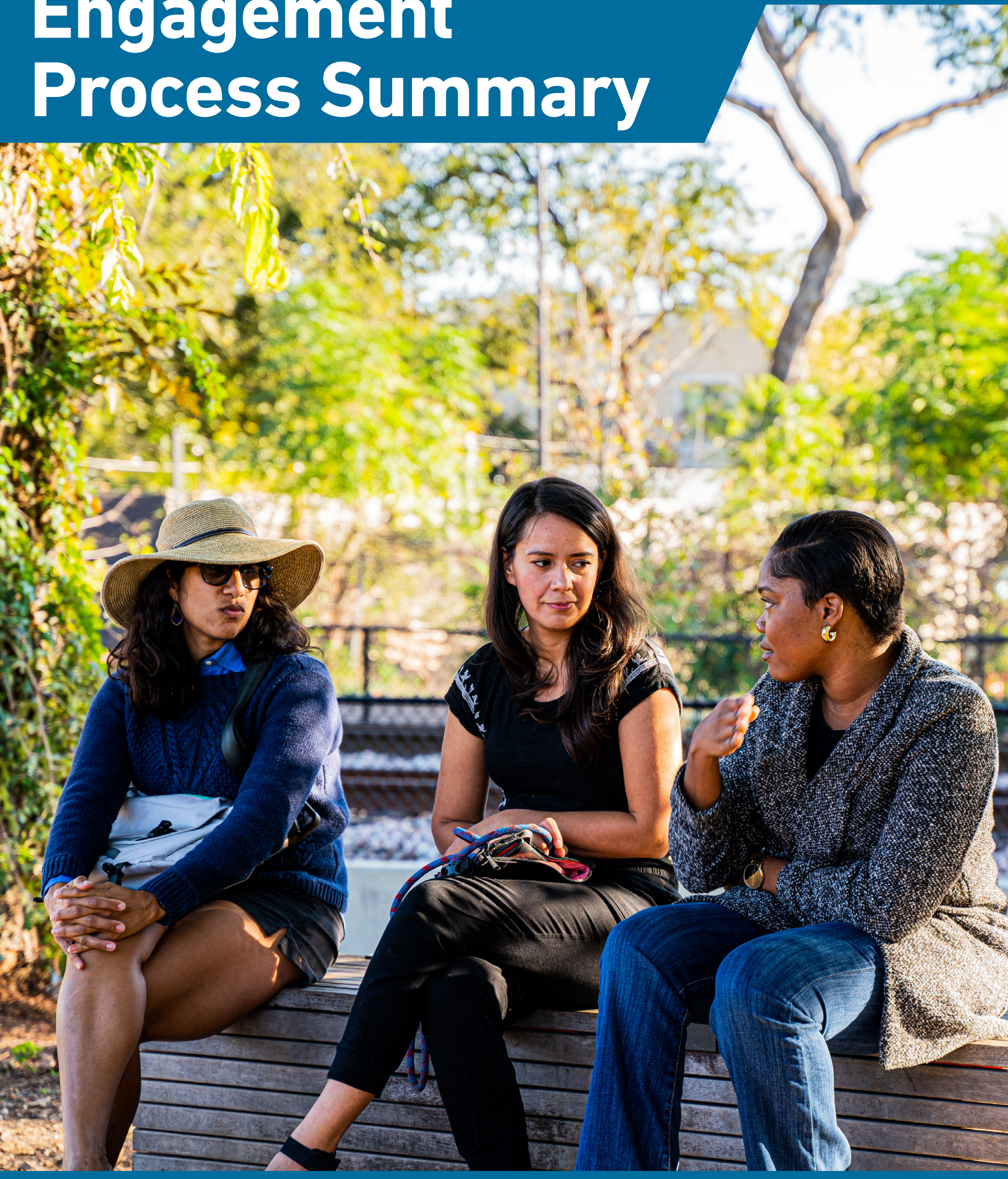
- Revenue generated from the TIRZ or Public Improvement District.

For all:

- Dollars invested in public improvements/community benefits as a result of the TIRZ, Public Improvement District, bond, or federal loan or grant contribution. This metric can be estimated in terms of the actual cost of community benefit projects, but the City can also track the individual community benefits created through the projects (e.g. number of total housing units produced, number of affordable housing units, miles of sidewalks improved, etc.).

Appendix B:

Engagement Process Summary



PHASE I-IV ETOD ENGAGEMENT BY THE NUMBERS

Total Engagement Counts

Engagement Method	Phase 1: Goals and Objectives	Phase 2A: Verify Goals & Discuss Policies	Phase 2B: Policy & Program Application	Phase 3: Station Area Vision Plans	Total Counts
Timeline	Winter 2021	Spring 2022	Summer 2022	Spring 2023	Winter 2021 - Spring 2023
Survey Responses	211	502	281	120	**1114**
Focus Group Sessions	10	15	11	7	**43**
Focus Group Attendees	52	74	44	28	**198**
Focus Group Compensation	$2,669	$4,400	$1,750	$1,400.00	**$10,219**
Public Meeting/Workshop Sessions	1	NA	NA	4	**5**
Public Meeting/Workshop Attendees	268	NA	NA	47	**315**

Engagement Participants by Race

Engagement Method	Surveys	Focus Groups	Combined Methods	Citywide Comparison (Census 2020)
White (Non-Hispanic)	49%	24%	**45%**	47%
Hispanic or Latino(a)	31%	49%	**34%**	32%
Asian and Pacific Islander (Non-Hispanic)	6%	3%	**6%**	9%
Black (Non-Hispanic)	10%	19%	**12%**	7%
Native American (Non-Hispanic)	1%	1%	**1%**	0%
Other or Two or More Races (Non-Hispanic)	2%	3%	**2%**	4%
Total	**100%**	**100%**	**100%**	**100%**

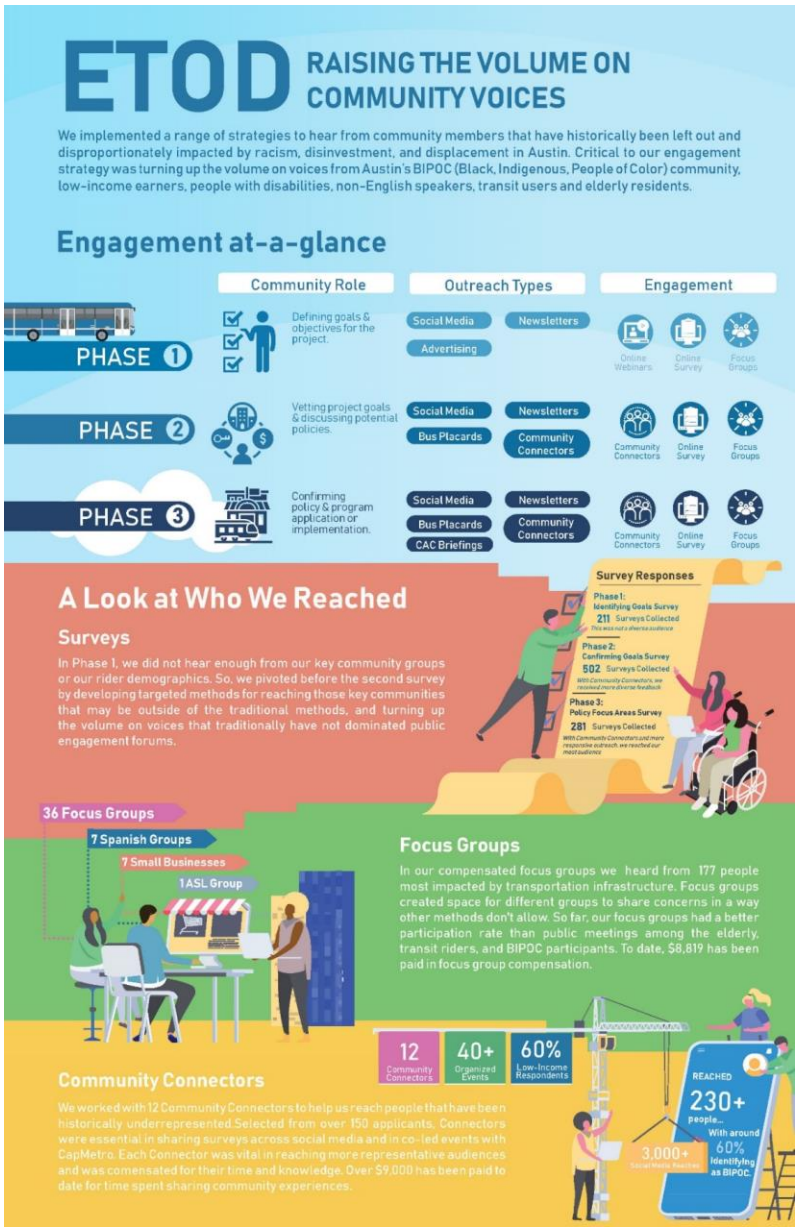
Engagement Participants by Income

Engagement Method	Surveys	Focus Groups	Combined Methods	Citywide Comparison (ACS 2021)
Less than $25,000	17%	17%	**18%**	14%
$25,000 to $49,999	22%	22%	**25%**	17%
$50,000 to $74,999	19%	19%	**19%**	17%
$75,000 to $99,999	11%	11%	**10%**	13%
$100,000 to $149,999	17%	17%	**15%**	18%
More than $150,000	14%	14%	**12%**	22%
Total	**100%**	**100%**	**100%**	**100%**

Engagement Participants by Age

Engagement Method	Surveys	Focus Groups	Combined Methods	Citywide Comparison (ACS 2021)
Under 18	1%	0%	**1%**	19%
18-25	9%	5%	**10%**	N/A
26-35	30%	28%	**34%**	N/A
36-45	16%	24%	**20%**	N/A
45-55	12%	23%	**15%**	N/A
56-65	9%	9%	**10%**	N/A
66-75	6%	8%	**7%**	N/A
Over 75	1%	2%	**2%**	3%
Total	**83%**	**100%**	**100%**	**100%**

PHASE I-III ENGAGEMENT-AT-A-GLANCE




What We Heard
A closer look at community members' main priorities around ETOD issues.
Focus Group Responses
INCOME
ACCESS
"I struggle to afford housing on a fixed income, especially since I need to live central for transit. I don't know where to go, this has been my home."
"Getting access to affordable housing and assistance programs is hard and complicated."
"Folks in the blind community look for bus routes when choosing housing."
"Rents are at least $2,500, even if you go far north or south. What can people do?"
SENIOR CITIZENS
"Focus on offering senior residents the ability to stay and age in place."
"We need more shaded seating areas with benches, especially for older residents."
CAC
"The priority should be getting affordable housing and deeper tiers of housing."
"Expanding home repair is one of the most important programs to help sustain people in place."
"Some affordable housing is owned by people out of state. Landowners don't necessarily care about what's happening in the state they own land in."
994 TOTAL REPONSES
Survey Responses
INCOME
40% respondents earn less than $50,000
"The city of Austin needs to remain affordable and accessible to long time residents. Rent, transit, and green spaces need to be subsidized and made a priority to keep residents from losing their homes and livelihoods."
SENIOR CITIZENS
19% respondents over 55 years old
"The needs of people with disabilities must be centered here. This includes blind people, deaf people, and wheelchair users, but also cognitive disabilities and the many people who need safe, sanitary rest and bathroom areas."
RACE
50% BIPOC respondents
"We need to preserve the small businesses especially of minority groups in Austin. It is hard with so many big businesses coming to town...maybe small minority businesses can get special loans or grants."
3 Languages
- English
- Spanish
- Hindi
Looking Ahead...
Next Steps
ETOD Key Concerns
The engagement for this study informed two deliverables —the ETOD Policy Toolkit and Priority Tool which will serve as key content for the City Council-directed ETOD Policy Plan.
We will continue to use the community-established goals as guiding principles in the station area planning process as well as the lessons learned from our engagement strategies. Ensuring we hear from traditionally underrepresented communities will continue to influence our engagement efforts and if we fall short of that goal, we will once again pivot our methods to ensure BIPOC, low-income earners, people with disabilities, non-English speakers, transit users and elderly residents are heard and prioritized.

PHASE I IDENTIFYING ETOD GOALS SURVEY SUMMARY

ETOD Public Input Data Summary

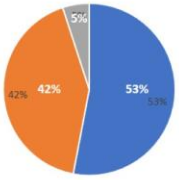
- **Public meeting participants**
  - 157 Total Participants
    - 80 Tuesday Nov 16, 2021
    - 77 Wednesday Nov 17, 2021
  - 5 Breakout Groups Per Meeting
    - Appx 9 ppl/room on Tuesday Nov 16
    - Appx 7 ppl/room on Wednesday Nov 17
- **Survey respondents**
  - 212 respondents between 11/12/2021 and 1/19/2022

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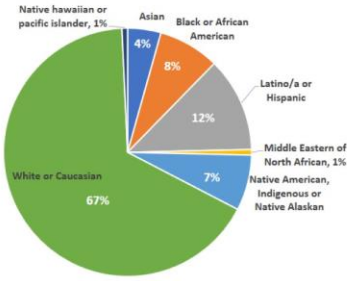
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Survey Demographic Summary

Gender Self-Identity:



Race or Ethnicity

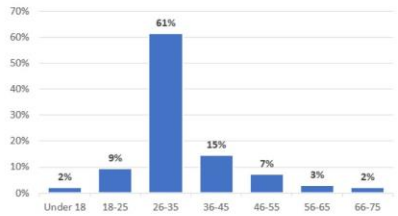


Equitable Transit Oriented Development

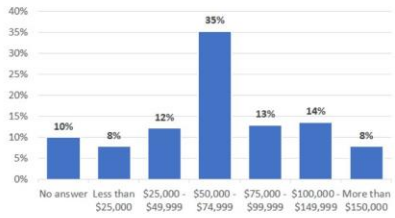
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Survey Demographic Summary

Age:



Household Income:

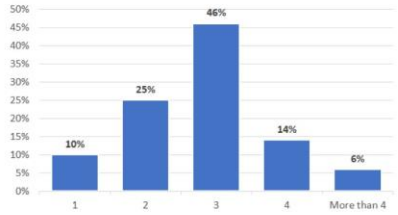


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Survey Demographic Summary

Household Size:



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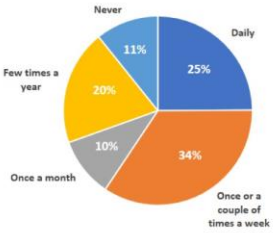
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Data Results

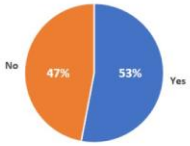
Stations that participants are most likely to use (times selected):



Transit use frequency:



Project Connect Prior Public Meeting Participation:



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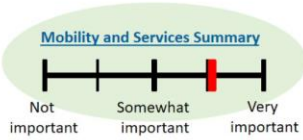
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Ranked Importance Statements: Mobility and Services

Mobility and Services Results by Metric

Mobility and Services Metric	Average Ranking
Making walking, biking, and public transit easy and convenient options for getting around	
Transit options to help me move around without a vehicle	
Enhancing community health through access to services and opportunities (schools, clinics, grocery stores, quality childcare, etc.)	
Having access to a variety of employment choices	
Having access to parks and open spaces	

Mobility and Services Summary



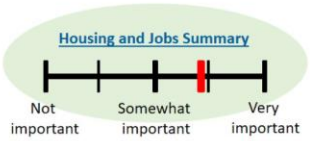
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Ranked Importance Statements: Housing and Jobs

Housing and Jobs Results by Metric

Housing and Jobs Metric	Average Ranking
Housing affordability for new and existing community members	
Proactive action/policies to prevent displacement of current residents and businesses	
Helping small businesses grow and thrive, specially those owned and/or operated by BIPOC, women, people with disabilities, and members of the LGBTQIA+ community	



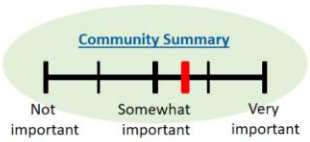
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Ranked Importance Statements: Community

Community Results by Metric

Community Metric	Average Ranking
Centering the aspirations and realities of historically excluded communities	
Depth and breadth of community engagement	
Maintaining the look and feel of my neighborhood	



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Open-Ended Question Summary

Other important community priorities?



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Open-Ended Question Summary

Previous question, ranked in order of frequency, for accessibility

- Housing
- Transit
- Access
- More
- People
- Live
- Near
- Shade
- Options
- Residents
- Users
- Areas
- Community
- Displacement
- Land
- Able
- Affordable
- Around
- Better
- Communities
- Cultural
- Ensuring
- Existing
- Food
- Healthcare
- Incomes
- MFI
- Process
- Rail
- Stops
- Those
- Voices
- Accessibility
- Affordability
- Considered
- Design
- Equitable
- Families
- Green
- Local
- Mixed
- Neighborhoods
- Opportunities
- Parking
- Public
- Renters
- Retail
- Safe
- Station
- Stations
- Through
- Urban
- Work
- Zoning
- Across
- Actually
- Air
- Airport
- Allow
- Area
- Art
- Assets
- Austin
- BIPOC
- Bonding
- Businesses
- Capacity
- Care
- City
- Close
- Connectivity
- Construction
- Core
- County
- Demolitions
- Development
- Diverse
- Drive
- During
- Engagement
- Engaging
- Environment
- Environmental
- ETODs
- Full
- Future
- Heat
- Income
- Incorporate
- Increasing
- Jobs
- Kids
- Landscaping
- Levels
- Lighting
- Listening
- Move
- Nature
- Needs
- Online
- Park
- Pavement
- Physical
- Places
- Plan
- Prioritize
- Quality
- Reduce
- Right
- Room
- Safety
- Services
- Small
- Social
- Stop
- Street
- System
- Today
- Traffic
- Trees
- Uses
- Values
- Within
- YIMBY
- Young

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Open-Ended Question Summary

Participants and respondents were asked to think about the buildings, the streets, green space, and businesses around the places where you live, work/go to school, and hang out and discuss their thoughts on the following questions:

1. What is it that you like about these places?
2. What is it that you don't like, or wish was different, about these places?
3. What is it missing from these places that would make them more complete for you? (Services, housing choices, green space, transit and mobility, etc...)
4. What is the most important outcome you would like to see as a result of this ETOD study?
5. Who benefits and who is burdened by "traditional" TOD? What demographic factors should be prioritized in ETOD to achieve different outcomes? (Income, Race, (Dis)ability, Immigration Status, Gender, Age, Household/Family Size, Sexual Orientation and Gender Identity, etc.)

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METRO AUSTIN TRANSIT PARTNERSHIP

Open-Ended Question Summary

Question 1: What is it that you like about these places?

- An abundance of trees and greenery
- Quiet, calm, peaceful streets, where traffic noises are not above all
- Access to frequent transit
- Access by walking/biking to different places such as grocery stores, restaurants, local businesses, and trail heads nearby
- Human-scale with interesting and unique features



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Open-Ended Question Summary

Question 1: What is it that you like about these places?

- Access to neighborhood parks and the Greenbelt
- Enjoyable for children
- The provision of safe crossings, wide sidewalks, and bike lanes
- Activated streets with people-watching opportunities
- Rich community resources



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Open-Ended Question Summary

Question 2: What is it that you don't like about these places?

- Street Design
  - Places feel like they are designed for cars, not people
  - Sidewalks and intersections do not have adequate level of protection for pedestrians
  - High traffic speeds
  - Lack of sidewalks, connectivity, traffic calming features, and comfortable biking facilities



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Open-Ended Question Summary

Question 2: What is it that you don't like about these places?

- Housing
  - Lack of variety in housing types and housing affordability in walkable areas, particularly around station areas
- Transit
  - Lack of diversity around current TODs, shade and lighting, transit access, and some amenities at some transit stops
  - Too many transfers to get where I want to go



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Open-Ended Question Summary

Question 3: What is it missing from these places that would make them more complete for you? (Services, housing choices, green space, transit and mobility, etc...)

- Businesses/Mixed-Use Development
  - More flexible spaces for businesses in mixed-use developments
  - Mixed-use developments that support businesses and services reflective of the community and meet community needs
  - Neighborhood-scaled retail
  - Incentives for businesses to grow along TOD corridors
  - Better variety of housing types and housing gradients from TOD areas



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Open-Ended Question Summary

Question 3: What is it missing from these places that would make them more complete for you? (Services, housing choices, green space, transit and mobility, etc...)

- Street Design
  - Better lighting, shade, and facilities for walking and biking
  - Safer streets
  - A more straightforward street network
- Access & Connectivity
  - Better walking/biking access to grocery stores and farmers markets, access to parks and medical services, first/last mile connections
  - More frequent transit and network connectivity
  - Diversity of people on the streets - Age, Race, Ability, Culture



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Open-Ended Question Summary

Question 4: What is the most important outcome you would like to see as a result of this ETOD study?

- Housing Affordability
  - The availability of deeply affordable housing
  - Housing affordability for students and renters near high-frequency transit
- Multimodal Experience
  - An emphasis of the transit rider experience
  - Safer pedestrian and bicycle connectivity to transit
  - Lessen the stigma of transit riders
  - Clear communication and accessible public outreach efforts
  - Better access to health services



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Open-Ended Question Summary

Question 4: What is the most important outcome you would like to see as a result of this ETOD study?

- Anti-Displacement & Preservation
  - Identification and preservation of cultural assets
  - Identify gentrification pressures and actively work against them
  - Include businesses in anti-displacement efforts
  - Preservation of the natural environment and greenspaces
  - Ongoing anti-displacement policy and effort
  - For Austin to incorporate TOD while maintaining affordable single-family homes & neighborhoods



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METRO AUSTIN TRANSIT PARTNERSHIP

Open-Ended Question Summary

Question 4: What is the most important outcome you would like to see as a result of this ETOD study?

- Outreach
  - Transparency
  - Clear communication
  - More inclusive outreach including people with varying abilities
- Other
  - Diversity of those living in TOD: Income, Age, Family Structure, Race, Etc.
  - TODs that encourage community
  - Sustainability, green energy, new mobility technology incorporated into TOD
  - Zoning changes extended beyond station area



Equitable Transit Oriented Development

METRO AUSTIN TRANSIT PARTNERSHIP

Open-Ended Question Summary

Question 5: Who benefits and who is burdened by "traditional" TOD? What demographic factors should be prioritized in ETOD to achieve different outcomes?

- Easing parking requirements should be considered to encourage housing affordability
- Consider housing affordability for low income and middle income
- Protect, give visibility, and create transit connectivity to vulnerable mobile home parks
- Support for those who have been displaced
- Develop a list for those needing affordable housing
- Affordable housing considerate of life circumstances



Equitable Transit Oriented Development

METRO AUSTIN TRANSIT PARTNERSHIP

Open-Ended Question Summary

Question 5: Who benefits and who is burdened by "traditional" TOD? What demographic factors should be prioritized in ETOD to achieve different outcomes?

- Smaller firms including minority- and woman-owned construction businesses to be hired for ETOD development
- Existing local businesses reflective of community character
- Seniors
- Vulnerable transit users and existing dependent transit users
- Displacement potential beyond station buffers
- Spanish-speaking communities
- Renters
- Young adults coming out of the foster care system
- Individuals with varying abilities
- Those displaced from last year's winter storm



Equitable Transit Oriented Development

METRO AUSTIN TRANSIT PARTNERSHIP

PHASE II CONFIRMING ETOD GOALS ENGAGEMENT SUMMARY

1 HOW WE ENGAGED THE COMMUNITY

SURVEY

The Project Team developed the Phase II survey to gain a better understanding of how well the six established ETOD policy goals meet the needs of Austin residents. The six policy goals were determined by input gathered in the Phase I engagement cycle and establish the intended outcomes of the ETOD policy toolkit. The survey purpose was to determine if the goals directly address potential impacts of ETOD implementation and would have a positive impact on the issues facing Austin community members. The six ETOD policy goals are the following:



The survey, provided in English and Spanish, was designed to be easy for community members to respond to quickly while providing key insights that help steer the project direction. The survey participants were asked a series of demographic questions including information about their age, household income, race and ethnicity, and frequency of transit use. Participants were then asked whether the six policy goals relating to the impact of ETOD were important to shaping their communities. Possible responses were “Yes,” “No,” and “Somewhat,” and participants were also given the option to provide an open-ended response. In general, the majority of respondents said that the policy goals were important in shaping their community. The open-ended responses were insightful and included important feedback for the ETOD study and identification of policies that meet the communities needs.

In addition to understanding the community impact of the policy goals, the survey was intended to be an opportunity to inform the public. The survey provided an overview of the ETOD study

and a description of the components of ETOD. The survey included graphics illustrating what ETOD and the outcomes of the policy goals could look like in Austin.

Sharing the Survey

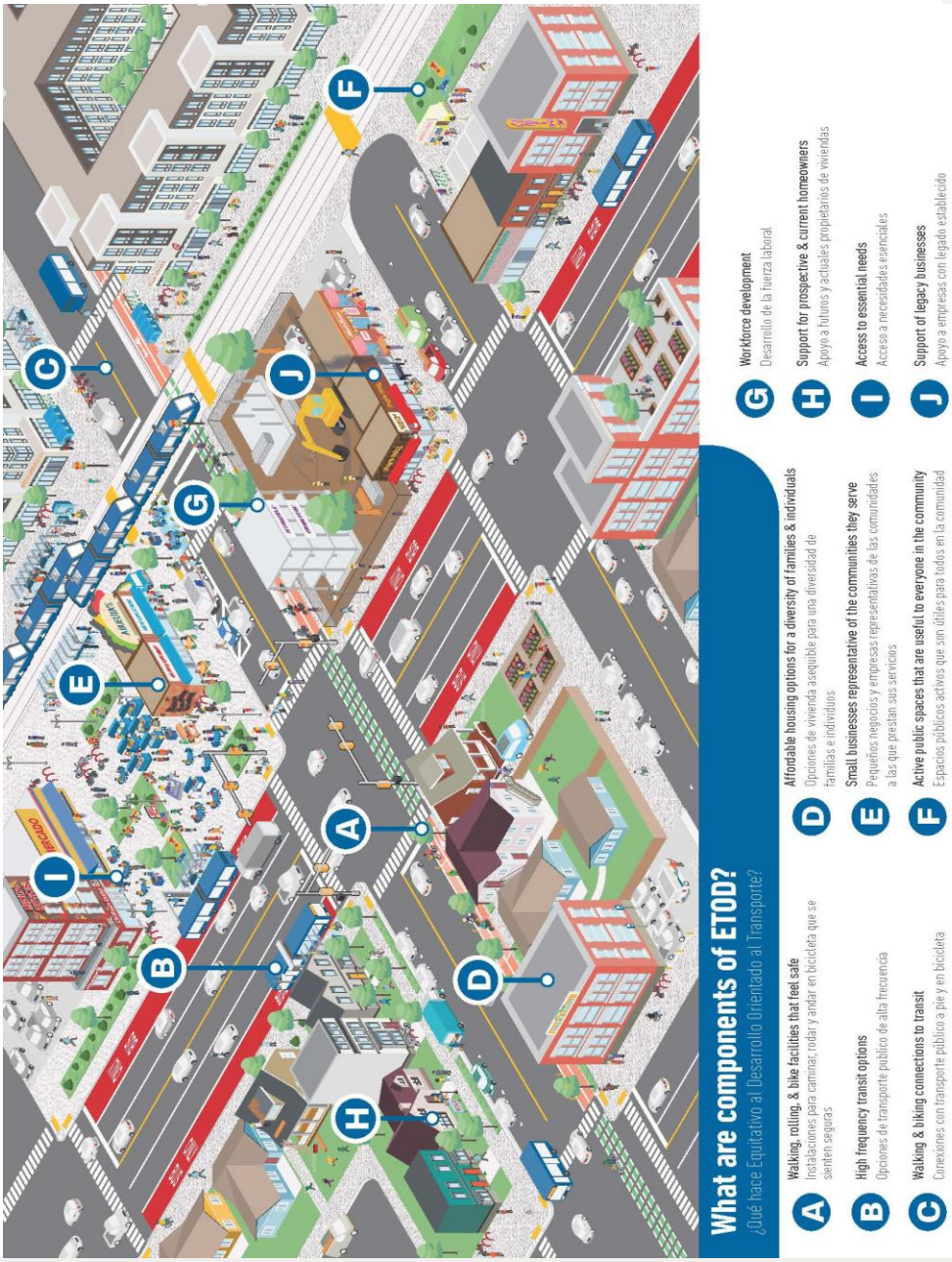
The survey was hosted online from mid-April through mid-June 2022. Information for how to participate in the survey was posted to CapMetro's ETOD study page and the Project Connect ETOD study page. The survey information was also shared through CapMetro's social media channels. Given the channels connect to a wide audience including people living outside of Austin, the survey was a cornerstone of the tabling events to ensure we received our target audience's input.

We scheduled tabling events based on the events' assumed attendees and made a strategic effort to meet our target audiences in their spaces. At the tabling events, staff spoke with attendees, asked them to take the survey, and handed out brochures. The brochures served as both a method to share the survey and as an educational tool. A printed version of the survey in English and Spanish were distributed when an alternative to the online version was needed. The brochure language was provided in English and Spanish translation as well. In addition to these outreach efforts, focus group attendees were also given the survey information and encouraged to respond and share with friends. To incentive responses, survey respondents could choose to provide an email address to be entered into a raffle for a $50 gift card.

Figure 1 Distributed brochure with information related to ETOD



Figure 2 Promotional material describing components of ETOD



Survey Participants

The survey garnered 1,312 responses. From those responses, 502 lived in zip codes within CapMetro's service area. The large number of responses from people outside of the service area was likely due to the survey information being shared through social media channels. The three demographic questions regarding age, household income, and race and ethnicity were optional and included a "Prefer not to answer" option. These demographic questions help determine whether the study's commitment to reaching and hearing from our target audiences was successful.

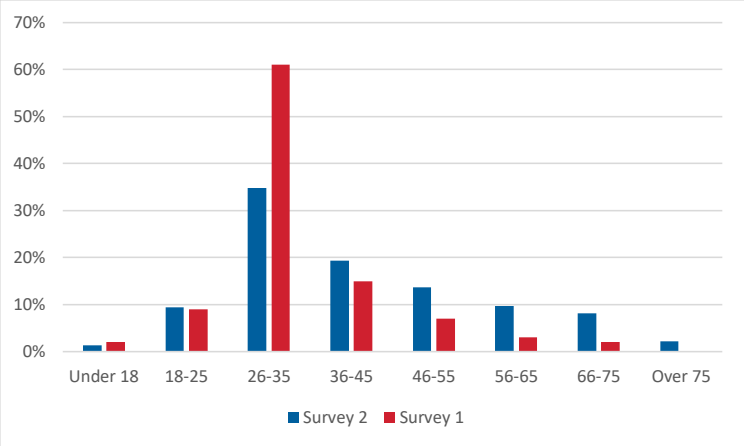
Age

The age of survey participants ranged from under 18 to over 75 years old and were generally distributed across the age ranges. The group with the greatest representation was the 26-35 years cohort, with 175 participants or 35% of all responses. The ages of participants were much more evenly distributed across age categories than the first survey hosted in Phase I round of engagement, in which 61% of respondents were between the ages of 26 and 35. Importantly, this round of survey responses incorporated more responses from the elderly community – survey participants between the ages of 66-75+ made up 10% of respondents. The age spread across respondents more closely aligned with the study's goals of elevating voices across the age spectrum than in the Phase I survey. The age of survey participants is summarized in the table and figure below.

Table 1 Distribution of survey respondents by age group

Category	Survey #2 Count	Survey #2 Percent
Under 18	7	1%
18-25	47	9%
26-35	175	35%
36-45	97	19%
46-55	69	14%
56-65	49	10%
66-75	41	8%
Over 75	11	2%
Prefer not to answer	6	1%
Total	**502**	**100%**

Figure 3 Survey respondents by age



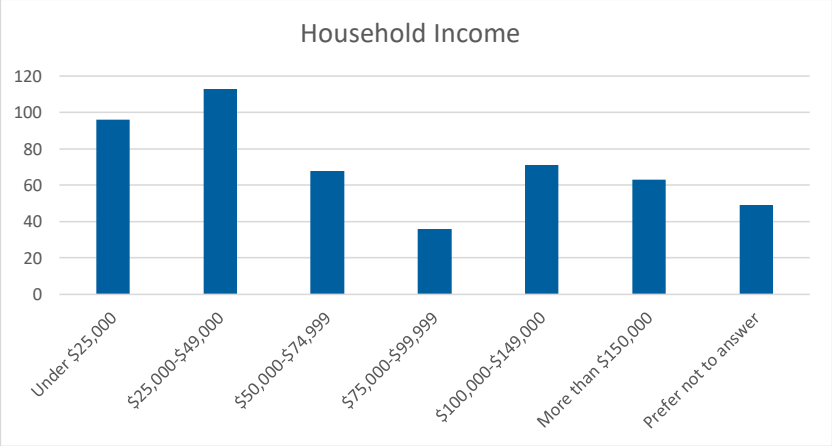
Income

While the household income of survey participants ranged from under $25,000 to over $150,000, participants making less $75,000 represented over half (56%) of the survey respondents. The number of participants with a household income of less than $50,000 was over 40%, which was more than double the share from the Phase I survey responses. The representation of lower-income residents in this survey more closely aligned with the project's commitment to elevating lower-income residents' voices than in the first round of surveying. The household income of respondents is summarized in the table and figure below.

Table 2 Distribution of survey respondents by income

Category	Count	Percent	Survey 1 Percent	Austin*
Under $25,000	96	19%	8%	14%
$25,000-$49,999	113	23%	12%	18%
$50,000-$74,999	68	14%	35%	17%
$75,000-$99,999	36	7%	14%	13%
$100,000-$149,000	71	14%	13%	18%
More than $150,000	63	13%	8%	20%
Prefer not to answer	49	10%	10%	N/A
(Blank)	6	N/A		N/A
Total	**496**	**100%**	**100%**	**100%**

Figure 4 Survey respondents by income



Race and Ethnicity

Participants were asked to provide their ethnicity and select all that apply from the following groups: “Asian or Pacific Islander,” “Black or African American,” “Hispanic or Latino(a),” “Native American,” and “White.” Because participants were allowed to select multiple categories, the total number of identifications with a race or ethnicity (541) was greater than the number of survey responses (502).

The racial and ethnic demographics of survey respondents aligned with Austin’s population demographics. People who identified as White, including both Hispanic White and non-Hispanic White, made up slightly over half of survey respondents, while people who identified as Hispanic made up one-third of respondents. People who identified as Asian or Pacific Islander, or Black or African American, made up 8% and 13% of survey respondents, respectively. Two percent of respondents identified as Native American. This was a significant improvement over the first round of the survey where two-thirds of respondents identified as White and nearly all other groups were underrepresented. The racial and ethnic identities of respondents are summarized in the table below.

Table 3 Distribution of survey respondents by race and ethnicity

Category	Count	Percent	Survey 1 Percent
Asian or Pacific Islander	40	8%	--
Black or African American	61	13%	8%
Hispanic or Latino(a)	162	34%	12%
Native American	10	2%	7%
White	244	52%	67%

Asian	--	--	4%
Native Hawaiian or Pacific Islander	--	--	1%
Middle Eastern or North African	--	--	1%
Prefer not to answer	18	4%	--
Other	6	1%	--
Total	**541**	**115%**	**100%**

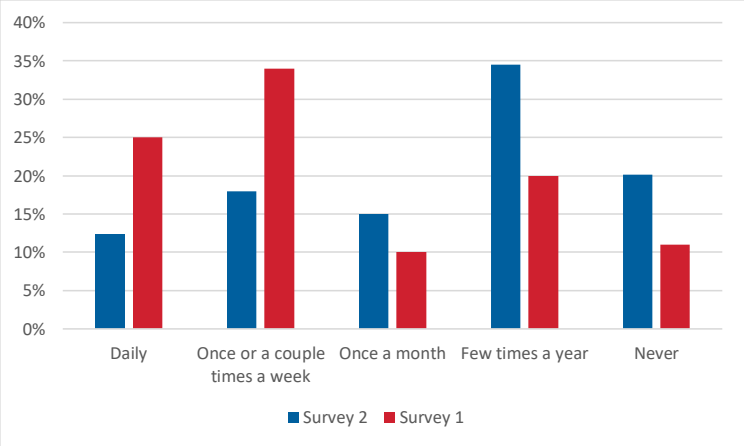
Transit Use

Transit use amount among survey respondents was more common than not. Just under half of survey respondents identified as transit users. Nearly a third of respondents answered that they used transit at least weekly. One-fifth of respondents indicated that they never use transit. Transit ridership was more prevalent among Phase I survey participants. While transit ridership among respondents was less than in the Phase I survey, transit users were still more represented than those who never used transit. This range of transit users offered an ideal range of perspectives concerning the policy goals. Participants' frequency of transit use is summarized in the table and figure below.

Table 4 Distribution of survey respondents by transit use

Category	Count	Percent	Survey 1 Percent
Daily	62	12%	25%
Once or a couple times a week	90	18%	34%
Once a month	75	15%	10%
Few times a year	173	35%	20%
Never	101	20%	11%
Total	**501**	**100%**	**100%**

Figure 5 Survey respondents by transit use



TABLING

Tabling gave the Project Team the chance to meet Austinites where they already are. The Project Team worked alongside Capital Metro staff to set up ETOD tabling at events targeting our priority communities as attendees across the city. The ETOD tabling effort included passing out ETOD brochures, assisting attendees to take the survey (with print and online versions available), and talking with attendees about the ETOD effort and how they can continue to stay involved. Capital Metro swag was given away to those who participated in the survey which included but not limited to sunglasses, toys, tote bags, and t-shirts.

Given the strategic effort to attend events catered towards our priority communities, tabling events allowed the Project Team to increase survey participation among those key communities. This helped combat the potential for white and affluent survey participants to be overrepresented given the nature of access to the internet.

Figure 6 Photo of Tabling Event led by CapMetro



COMMUNITY FOCUS GROUPS

Approach

The project team designed the Phase II Focus Groups framework to ensure that participants had an opportunity to provide in-depth feedback. The conversational nature of the focus groups meant that the team was able to capture community sentiment about key topics by asking a few opening questions. These conversations were rich in insights and nuance in a way not captured by public meetings and surveys. Between late April and May 2022, the Project Team hosted at total of 11 Community Focus Group meetings including two sessions held in Spanish.

Participants

The community focus groups consisted of two key groups – Grassroots and Grasstops. Table 5 further describes the participants, demographic composition, and compensation for the Grassroots and Grasstops focus group participants. While these groups were originally intended for separate focus group meetings, participation was blended across the meetings to better accommodate scheduling challenges for participants.

The Project Team met with 53 community members representing over 25 community organizations (Table 5). All participants in the Community Focus Group meetings were compensated with a $50 gift card for one hour of interview time.

Table 5 Composition of focus groups

Focus Group	Description	Demographic Composition	Compensation Model
Grassroots	Public participants recruited from Connectors, survey, and Round 1 outreach. Examples include Community Connectors, people the Community Connectors invite, and members of the public recruited from survey and word-of-mouth outreach.	Recruiting priority populations with a goal to increase representation of minority groups and meet or surpass city-at-large demographic makeup	All participants were offered a $50 gift card for one hour of interview time.
Grasstops	Employees of non-government organizations (NGOs) and informal advocacy organizations. Examples include minority chamber of commerce groups, disability advocates, Latinx community advocates, etc.	Not recruiting with a goal of a particular demographic makeup (though participants often speak for the interests of traditionally under-represented groups)	All participants were offered a $50 gift card for one hour of interview time.

Format

While the ETOD team was planning Phase II, Austin was recovering from a spike in COVID-19 cases due to the 2022 Omicron variant. Phase I focus group participation did not suffer from online format so the team opted to host all the meetings online. This had the added benefit of helping to collect the following demographic information at registration while also accommodating the participants' busy schedules.

Table 6 Schedule of focus groups

#	Date	Language	# of Attendees	Community/Representatives
1	Thursday, April 28 at 12-1PM	English	4	UT Students
2	Wednesday, May 11 at 2PM – 3PM	English	5	ADAPT of Texas, ACC Student, Dove Springs Proud, Community Connector
3	Thursday, May 12 at 2PM – 3PM	English	3	American Gateways, National Federation of the Blind
4	Thursday, May 12 at 7PM – 8PM	English	2	Communities In Schools Of Central Texas, Chariot (formerly Drive a Senior Central Texas)
5	Wednesday, May 18 at 11AM – 12PM	English	14	Black Leaders Collective, Austin Urban League, ACC Student, Vivent Health, Sober Living Communities, ADAPT of Texas, etc.
6	Thursday, May 19 at 11AM – 12PM	English	8	Austin Area Urban League, Colony Park
7	Jueves, 19 de mayo a las 2 PM – 3PM	Español	4	Todos Juntos Learning Center, Austin Voices
8	Wednesday, May 25 at 11AM – 12PM	English	3	Chariot, ACC Students, Austin Area Urban League, Recovery Assisted Living
9	Miércoles, 25 de mayo a las 2 PM-3PM	Español	5	Madre de Familia, Austin Voices, Con Mi Madre
10	Thursday, May 26 at 11AM – 12PM	English	5	Community First Village Resident, Colony Park
11	Friday, May 27 at 3:30PM - 4:30PM	English	12	Austin Urban League Unhoused Committee
		Total:	**53**	

To best emulate the experience of an in-person workshop and live collaboration, the Project Team used an online Google product, Jamboard, to facilitate discussion. The Jamboard allowed for real time participation and an interactive element during the discussion. Additionally, the Jamboard tool created a physical copy of participants' feedback that is easily referenced post-meeting.

Figure 7 Photo of focus group held online



LOCAL BUSINESSES

To ensure the recommended ETOD policies uplift Austin's local economy, the Project Team incorporated small business owners into their outreach strategy for Phase II. The core strategy for engaging small business owners was to engage them through focus group meetings. The focus groups were held from late May to June 2022 in the same manner as those for the Community Focus Group meetings. The Project Team held 4 Local Businesses Focus Group meetings with 17 participants that represented over 8 small business-related organizations including the Asian and Hispanic Chamber of Commerce. These meetings were held virtually and included an interactive Jamboard for attendees to interactively provide feedback. Small business owners and the Chamber representatives provided their direct experience and insights as to how ETOD can better support local businesses.

To recruit participants for the Small Businesses, Focus Group meetings as well as share project awareness and access to the survey, the Project Team reached out to listserves of small business owners.

Table 7 Schedule of small business owner focus groups

#	Date	Language	# of Attendees	Community/Representatives
1	Thursday, May 26 at 8AM – 9AM	English	2	Greater Austin Asian Chamber of Commerce Greater Austin Hispanic Chamber of Commerce, Better Business Bureau
2	Friday, June 10 at 9AM - 10AM	English	5	Engineering/Planning/Construction Firms, Mama Mangos Care
3	Friday, June 10 at 10AM - 11AM	English	4	Engineering/Planning/Design Firms
4	Friday, June 10 at 12PM - 1PM	English	6	Engineering/Planning Firms, Janitorial Services, Local Restaurant
		Total:	**17**	

DEVELOPERS

To gain a critical understanding of the needs and impacts of the ETOD policy toolkit on housing and development in Austin, the Project Team made a strategic decision to engage the developer community in Phase II. The Project Team held one-on-one meetings both in-person and virtually to garner candid experiential feedback from Austin developers that informed the ETOD policy toolkit. The meetings were held between May and June 2022 and included attendance by 19 local leaders, executives, and experts in the following categories:

Market Real Estate Developers (5 meetings): Leadership from private developers with expertise in commercial and residential construction in Austin.

Affordable Housing & Community Service Providers (10 meetings): Leadership from (1) non-profit housing developers with experience working with local public agencies on Austin affordable housing projects and (2) organizations that serve historically marginalized communities in Austin through affordable housing, senior housing, accessible housing, homelessness services, and more.

Legal & Industry Experts (4 meetings): Thought leaders in the field of Austin and Texas zoning regulation and housing legislation.

COMMUNITY CONNECTORS

Moving Towards a Community Co-Designed Approach

Understanding the engagement gaps present in the Phase I engagement cycle, the Project Team sought to incorporate more community-rooted engagement strategies to better reach the project's priority communities across Austin. A primary effort in this change of approach included working with 12 compensated Community Connectors, paid $25 per hour, who each represent unique networks around the city, and who consistently connect with those networks to share and collect information about ETOD priorities, concerns, and aspirations. Throughout Phase II, Community Connectors not only engaged with their networks, but also regularly attended Project Workshops, inputting ideas and considerations essential to guiding the direction of the ETOD policy, design, and programs.

Community Connectors Selection Process

Selected from a competitive pool of over 150 applicants across Austin, each of the 12 selected Community Connectors have continuously engaged residents and businesses to ensure historically disenfranchised communities are represented in the ETOD planning process. The focused Community Connector selection process weighted the geographic, socioeconomic, demographic, and lived experiences of each applicant to ensure that the final team of Community Connectors represented a range of historically underrepresented communities that could be consistently engaged throughout this process. Our selected team of Connectors represent everyone from longtime Austinites, to populations who don't speak English as a first language; from Austin's deaf community to Austin's LGBTQ+ community; from disablility rights advocates to students and faculty. Overall, these Community Connectors are helping shape ETOD policy, programs, and frameworks to lessen the displacement of local communities, preserve and encourage more housing affordability, stimulate small business growth, and create a more equitable quality of life for all regardless of race, income, abilities, or background. Each of the 12 Community Connector profiles are detailed below:



Gabriel Arellano

Gabriel Arellano has lived in Austin for a total of 5 years, and is the founder of STEM, an organization promoting education within Sign Languages. He represents the South Austin neighborhood, Deaf/ASL Communities, and is a part of TADSC (Texas Deaf Senior Citizens)



Kathryn Broadwater

Kathryn Broadwater has lived in Austin for 5 years, and is currently working as a paralegal. She rides transit routes Burnet/South Lamar Route 803, and 300. Kathryn represents the South Austin neighborhood and is a part of the Mayor's Committee for People with Disabilities and Project Connect Advisory Committee.



Gavino Fernandez Jr.

Gavino Fernandez Jr. has lived in Austin for 67 years and has been committed to community advocacy across the city for many decades. Gavino works with 8 Neighborhood Associations and understands the need for innovative engagement to address hardships exacerbated by the pandemic.



Odett Garza-Witherspoon

Odett Garza-Witherspoon has lived in Austin for 14 years, and is currently working at Austin Community College. She represents the Southwest Austin neighborhood and works with many different communities throughout Austin and sees first hand how the current state of Austin's public transportation affects people throughout the city.



Ariel Marlowe

Ariel Marlowe has lived in Austin for over 2 years, and has previously worked in education and recreation. While his main mode of transit is biking and he devotes much of his time to organizations like Black History Bike Ride, Austin's Yellow Bike Project, and Explore Austin, Ariel believes that public transit provides opportunities for community members to feel free!



Leland Murphy

Leland Murphy has lived in Austin for 3 years, and is currently a Resident Assistant at the University of Texas at Austin. He rides the transit lines 1, 3, 801, and 803 frequently. Leland represents the student body at UTexas Austin and is a part of the Senate of College Councils, Texas Blazers, Always Texas, and Students for Financial Relief.



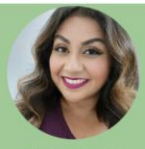
Pierre Nguyen

Pierre Nguyen has lived in Austin for almost 5 years. He is in the Coast Guard Reserves and works for a private ambulance company and a local nonprofit. Pierre is also a current student at a local community college. He currently resides in the Walnut Creek/Eubanks Acres neighborhood. He regularly volunteers and is a part of many organizations, which include local Neighborhood association, being a mentor for Big brothers and big sisters, and several others.



Rashmikant Shah

Rashmikant Shah has lived in Austin for 4 years, and is a retired Energy Engineering Coordinator. He represents the Asian Indian community, and is a part of an Asian Senior citizen group and volunteers for the Homeowners Association in Cedar park Texas.



Stephanie Trevino

Stephanie Trevino is a native Austinite currently working for the City of Austin in the Austin Public Health Department. She is a resident of Dove Springs (78744), and is a part of Chi Upsilon Sigma National Latin Sorority, Inc., Safe Kids Austin Coalition, National Community Health Worker Association, Texas Association of Community Health Workers, and Austin NAACP Chapter.



Stephanie Webb

Stephanie Webb is a native Austinite who has spent most of her life here. She currently works as a freelance researcher and maintains a blog on race and the built environment, *DecipherCity.Org*. Stephanie rides the transit routes 300, 310, 20, 7, 350, and 311 lines frequently, and is also a resident of the East Riverside/Oltorf Neighborhood Planning Area.



Naomi Wilson

Naomi Wilson has lived in Austin for the majority of her life. Naomi is a community advocate who recently founded Black Trans Leadership of Austin, a new Black and Trangender needs-focussed nonprofit. Naomi also consults with Transgender Wellness, a program from Outyouth. She frequently rides the 3 and 333 transit lines.



Fabian Wood

Fabian Wood has lived in Austin for 11 years, is currently working in the mental health field as an executive director of a local nonprofit and consulting on mental health equity. He rides the transit routes 10 and 1 periodically. Fabian represents the African American community, and is a part of the D. Wood Foundation and the Austin-Area African American Behavioral Health Network.

Training & Ongoing Touch Points

To ensure adequate preparation for fieldwork and ongoing outreach, Community Connectors attended two virtual training sessions centered on introducing ETOD concepts, vocabulary, different engagement strategies, and level setting expectations for the program. Throughout both sessions, Community Connectors were able to not only acquaint themselves with the Project Team at large, but also develop rapport as a cohort, finding points of connection and opportunities for combined outreach efforts with one another. In addition to these initial two, 2-hour sessions bolstering the majority of “formal” training, monthly 1:1 conversations were also held between one Project Team member and one Community Connector to offer a candid channel for feedback and to solicit thoughts on program improvements that could be implemented throughout the course of Phase II and ongoing iterations. All-Connector meetings were also held regularly at the end of each month to ensure Community Connectors had a space to collectively share insights on outreach strategies and discuss their thoughts on current happenings related to ETOD across their Austin communities.

In addition to receiving compensation for all outreach and engagment efforts, the Project Team also compensated Connectors for any time spent on trainings, post-training excercises, or monthly meetings. Understanding that for most Connectors, this program is an added committement to their already bustling schedules, it was essential to ensure their time was adqueately valued so as to avoid becoming an added burden, but rather a unique employment and community outreach opportunity.

Figure 8 Image of virtual session for Community Connectors



Community Connector Engagement

Understanding the different existing knowledge and expertise shared among this Community Connector cohort, each individual was presented with different engagement avenues to choose between based on approaches they thought would work best for their communities. Connectors were able to have candid conversations with friends and neighbors, attend programmed tabling events, collaborate on focus groups led by the Project Team, or attend ongoing activities and events in their neighborhoods. All feedback, comments, and efforts were documented in "Event Logs", tailored to the input approach of each Connector. For those that preferred to write longer accounts of interactions, Word Document templates were used, and for others who preferred a more regimented entry system, a categorized spreadsheet was provided.

Engagement findings based on submitted Event Logs indicate that without including additional outreach efforts from project-wide tabling events, Community Connectors engaged with 313 Austinites while reaching over 3,000 more via email or social media. More specifically, Connectors held:

31 one-on-one conversations reaching 81 people

10 community gatherings or small group events reaching 232 people

Events attended or hosted by Connectors include:

- ASL Earth Day Event at Rio Grande
- Millennium Skate Night
- ACC Accelerator
- Rundberg Youth Summit
- Montopolis Resource Fair & Celebration
- Asian American Community Health Fair

Older Americans Month Event
Avance Graduation at River Oaks ES
Blackstar Co-op
APH Pre-Juneteenth Event

Figure 9 Community Connector during CapMetro Tabling Event



BOARD COMMITTEES AND COUNCIL COMMISSION BRIEFINGS

Throughout the course of the engagement process the ETOD Project Team engaged with a variety committees and city commissions via regularly scheduled meetings as well as ETOD specific presentations. These groups included:

- African American Resource Advisory Commission
- Asian American Quality of Life Advisory Commission
- Bicycle Advisory Council
- College Student Commission
- Commission on Immigrant Affairs
- Commission on Aging
- Community Development Commission
- Early Childhood Council
- Environmental Commission
- Hispanic/Latino Quality of Life Resource Advisory Commission
- Pedestrian Advisory Council
- Planning Commission

- Small Area Planning Joint Committee
- Urban Transportation Commission
- Zoning and Platting Commission
- Access Committee
- Planning, Sustainability, Equity & DBE (PSEC) Committee
- Customer Satisfaction Advisory Committee
- DEI Steering Committee Meeting
- DEI Advisory Meeting

AUSTIN INDEPENDENT SCHOOL DISTRICT

The Project Team connected with the Austin Independent School District's Parent Support Specialists (PSS). The PSS work generally with Spanish-speaking parents and represent 64 Title I campuses. The Project Team joined the PSS virtual meetings on May 12, 2022, and January 10, 2023, to bring awareness of the ETOD planning efforts, recruit community focus group participants, and share the online survey.

2 WHAT WE HEARD

SURVEY INSIGHTS

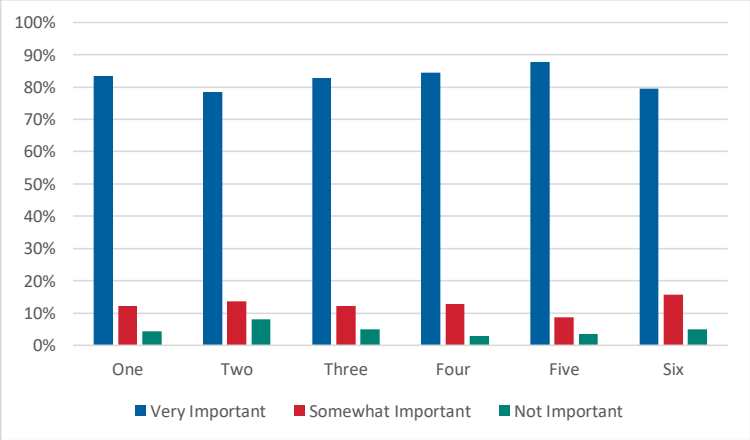
ETOD Policy Goals Impact

Survey respondents overwhelmingly agreed that policy goals would impact their community. For each of the six goals, participants were asked "How important is this goal in shaping your community?" with the option to answer, "Very Important," "Somewhat Important," or "Not Important." Participants overwhelmingly indicated that the goals were "Very Important," with some slight variation between goals. Goal 5 generated the greatest support among participants, with 88% indicating that it was "Very Important." Goals 2 and 6 were the least popular by this metric, with 79% of participants indicating the same. However, the range in opinion was relatively small and support for the goals was strong across the board. Respondents were also much more likely to indicate that a goal was "Somewhat Important" than "Not Important." Participants' response rate to the goal questions are summarized in Table 8 and Figure 10 below.

Table 8: Policy Goal Support

Goal	Very Important	Somewhat Important	Not Important
1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation	83%	12%	4%
2. Help to Close Racial Health & Wealth Gaps	79%	14%	8%
3. Preserve & Increase Housing Opportunities that are Affordable & Attainable	83%	12%	5%
4. Expand Access to High-Quality Jobs & Career Opportunities	84%	13%	3%
5. Support Healthy Neighborhoods That Meet Daily Needs	88%	9%	4%
6. Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses	79%	16%	5%

Figure 10: Policy Goal Support



Open-Ended Responses

To ensure we heard the community's full thoughts concerning the ETOD policy goals, the survey included an open-ended response section for each of the policy goals to allow participants to provide additional insights. A total of 554 comments were left on qualifying survey responses. The responses were categorized into twelve main categories, including nine themes, a category for general support, a category for general dissent, and a miscellaneous category. Comments were coded according to which themes they most strongly pertained and in the absence of obvious categorization were coded as general support, general dissent, or miscellaneous. Each comment was coded to at least one category and some comments were coded to multiple themes. The categories are detailed in

Table 9 below.

Goals Survey Insights:

- Goal 1 - Enable all Residents to Benefit from Safe, Sustainable and Accessible Transportation received the most comments, likely due in part to its place as the first option to provide a comment.
- Goal 3 - Preserve and Increase Housing Opportunities that are Affordable and Attainable also received a significant number of comments.
- Goal 6 - Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses. Figure 11 demonstrates the number of comments received by goal.

Themes Occurring:

- The most common theme addressed in the comments was Expanded & Enhanced Transit Service at 16%, followed by Business and Economic Opportunities at 12%. The theme with the fewest comments was Urban Design, Character & Preservation with 5%. Many themes dominated a specific goal but were less commonly referenced in response to other goals. For example, Active Transportation Safety & Infrastructure was referenced in 45 comments responding to Goal 1 and a total of 19 other times across the other five goals. This finding aligns with the wording of each goal.
- The comments coded as General Support and General Dissent were more evenly spread across the goals; the slight exception being that Goal 5 - Support Healthy Neighborhoods That Meet Daily Needs garnered 20 General Support comments, nearly double the number for any other goal. General Support comments outnumbered general dissent comments over 4 to 1. See Figure 12 below for a breakdown of the prevalence of each theme.

Table 9: Comment Themes and Descriptions

#	Theme	References
1	Displacement, Gentrification & Affordability	Displacement and its risks, the effects of gentrification, and the impacts of the housing affordability crisis
2	Land Use, Zoning, Parking & Density	Exclusionary zoning practices, mixed-use development, parking lots, street parking, and impacts of development density
3	Expanded & Enhanced Transit Service	Transit, including its importance, its relationship to other aspects of ETOD, service issues, and requests for new stops or lines
4	Active Transportation Safety & Infrastructure	Walking, biking, sidewalks and bike lanes
5	Providing Affordable Housing & Housing increases	Need for or impacts of increasing the amount of housing and increasing housing affordability
6	Social Equity	Concern for the opportunities, outcomes, and mobility options for People of Color, the elderly, children, people with disabilities, and other historically disadvantaged groups
7	Safety (Personal, Traffic) & Health	Traffic safety issues especially as they relate to experiences as a pedestrian or cyclist, personal safety issues including experience with or fear of assault, access to healthcare, and how ETOD may impact the health of communities
8	Business & Economic Opportunities	Business opportunities (especially for small businesses), preferences for commercial establishments, types of jobs provided through ETOD, and access to jobs through transportation
9	Urban Design, Character & Preservation	Street or building design, the relationship between architectural and design elements (especially ETOD elements and the existing urban fabric), and preservation of existing buildings and infrastructure
10	General Support	Comments in support of the project that did not reference specific concerns
11	General Dissent	Comments dissenting to the project that did not reference specific concerns
12	Misc.	Comments that were constructive but did not fit any of the above themes and comments as well as non-constructive comments (e.g., “N/A”)

Figure 11 Total comments received by goal

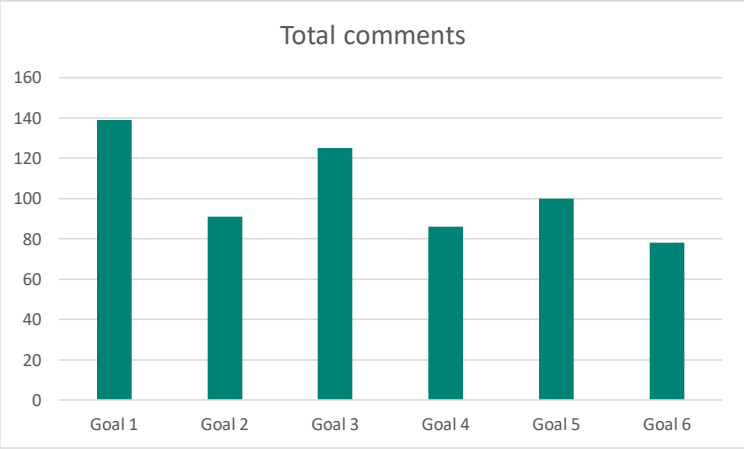
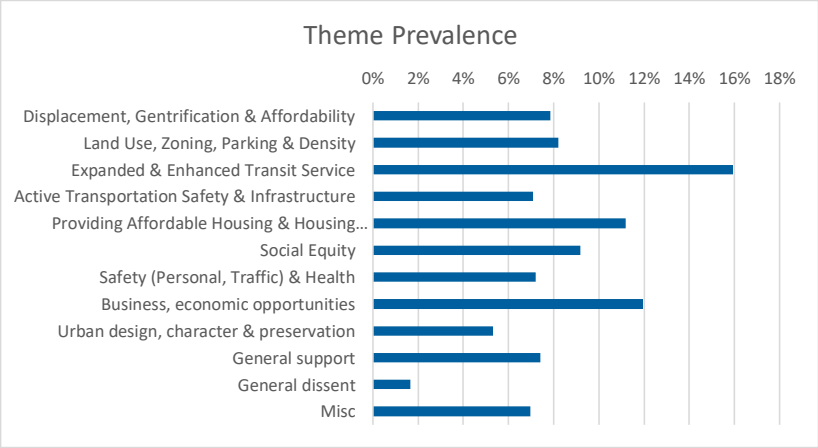


Figure 12 Theme Prevalence



The most common theme addressed in the comments was **Expanded & Enhanced Transit Service** at 16%, followed by **Business and Economic Opportunities** at 12%. The theme with the fewest comments was **Urban Design, Character & Preservation** with 5%. Many themes dominated a specific goal but were less commonly referenced in response to other goals. For example, Active Transportation Safety & Infrastructure was referenced in 45 comments responding to **Goal 1** and a total of 19 other times across the other 5 goals. This finding aligns with the wording of each goal.

Key comments were identified that provide a range of perspectives in response to the project goals. Comments that provide specific and actionable policy or design suggestions were also identified.

In general, participants support the following statements, and their supporting comments are also provided below:

Increasing the frequency, accessibility, and quality of transit service

"Transit schedules should also expand if possible, to accommodate people who work late or have a hard time getting home after a night out."

"Really essential that Cap Metro goes in the direction of greater, not lesser accessibility. I almost lost my neighborhood stops in the last revamp of routes and had to fight to keep them."

"Frequency is the most important issue. The bus doesn't operate enough to generate public interest in using them. It is still much faster to use a car."

"Transit should enable access in all directions, not just to a central hub (i.e., Republic Square)."

Making walking, rolling, and biking safer and easier through physical infrastructure investments

"If Austin had more safe biking infrastructure (bike lines divided from cars with barriers), I would be able to bike nearly everywhere I want to go as this is a geographically small city."

"Please use more healthy streets and car free streets to allow us to walk safely given the lack of sidewalks in many neighborhoods."

"Traffic calming measures and complete streets, with physically protected bike lanes and raised crosswalks show that cars are guests in these areas"

Ensuring that the needs of historically disadvantaged populations are addressed

"The needs of people with disabilities must be centered here. This includes blind people, deaf people, and wheelchair users, but also cognitive disabilities and the many people who need safe, sanitary rest and bathroom areas."

"What is being done to document and assist the minority community that has been displaced from Central East Austin? Most homes in my neighborhood are worth $500K- $1Million without a way to assist senior or low-income communities in this area."

Increasing the availability of housing, housing options, and ensuring housing is affordable

"Austin's growing cost should be a warning sign. We need to follow a Montreal style design with more 'Missing Middle' homes to provide affordable housing to younger people."

"Encourage dense development to provide as many units as possible - make sure a certain percentage of them are affordable in exchange for developer entitlements."

Providing opportunities to new small and/or local businesses

"We need opportunities for innovative small business minded people, especially young people, creativity in everyday life skills."

"Small businesses are the backbone of good transit-oriented development. Plus placemaking, art, and community centers that enhance our city and our cultural heritage."

"Should help small businesses not conglomerates"

Participants held more varied opinions on:

The preservation of existing housing that may be replaced with other development, including higher density and/or more affordable housing

"I worry about the word "residents" and hope that this can be interpreted as "as many people as possible." A crucial element of ETOD is allowing for as many people as possible to live within walking distance of high-quality transit and for a majority of our region's growth to be allowed to occur where affordable, low-carbon lifestyles are possible… The City of Austin, ATP, and Capital Metro should be welcoming and inclusive to all the people of the region, not just existing residents."

"Affordable housing is very important, at a range of moderate and low income levels, but not at the expense of displacing legacy residents"

"The affordable housing we build and preserve needs to be dense and make good use of the land. Preserving low density housing near transit would be a mistake."

The preservation of existing businesses, including those that are small and/or local, that may be replaced with other development

"My community is not going to get a transit station. I don't think cultural heritage and small business opportunities need to be focused at transit stations."

"It is just as important to enable new businesses - local or not - to thrive. Compromising our transit system and the other ETOD goals just to preserve some supposed "iconic" businesses mostly just panders to people who oppose transit."

"We need to preserve the small businesses especially of minority groups in Austin. It is hard with so many big businesses coming to town and rent/property becoming more expensive. Maybe small minority businesses can get special loans or grants."

Many participants simply note a lack of infrastructure, service, or affordability without commenting further on the goal or providing suggestions:

"I live in an area that has no sidewalks, no bus stops, and no rail."

"Unable to afford housing on two incomes"

"Transit does not feel easily accessible where I live."

Some participants supported the goals on paper but were concerned about their implementation. One participant writes:

"No me queda claro COMO van a hacer esto? Podemos decir que el objetivo va a resolver problemas en teoría, pero quien sabe como sin dar mas información."
(Translation: "It is not clear to me HOW you will do this? We can say that this goal will solve problems theoretically, but who knows without all the information.")

Many participants included recommendations for policies to be considered. Actionable policy recommendations are summarized below and categorized according to the ETOD policy toolkit themes:

Business & Workforce Development

- Develop an app that highlights local businesses near each bus stop
- Remove parking minimums for commercial and office space
- Provide relocation or colocation assistance to small businesses that will be displaced by development
- Provide special loans or grants for small, minority-owned businesses
- Require new developments to provide concessions (such as retail space, parking, dumpster access, etc.) to local small business
- Provide a program where local businesses can register for benefits
- Eliminate parking minimums for commercial developments
- Provide small spaces for incubator businesses

Housing affordability

- Provide 3–4-bedroom options in affordable housing
- Avoid attaching conditions to density in development
- Reconsider what constitutes "affordable" - 80% Median Family Income (MFI) not as affordable as 50-60% MFI
- Provide purchasing options in new affordable housing developments
- Leverage PPPs to advance affordable housing and other services

Mobility

- Add lighting and emergency call buttons to transit stops
- Provide protected sidewalks
- Issue tickets for parking and loading in bike lanes
- Provide grade-separated right-of-way
- Design car-free pedestrian/transit malls
- Divert taxpayer funds from roadway projects and towards transit
- Expand transit schedules to accommodate those who commute at "non-peak" hours
- Display stop information in the bus
- Have businesses and facilities provide bus passes/discounts

Land Use & Urban Design

- Eliminate parking minimums (echoed by many participants)

Eliminate Subchapter F
Eliminate Neighborhood Conservation Combining Districts
Reduce/eliminate setbacks
Eliminate single-family house zoning.
Reduce but do not eliminate parking to avoid overcrowding transit
Limit FAR.
Exclude compatibility and exclusionary zoning from TOD
Convert 2-way streets to 1-way to allow for street parking, which enables a variety of housing options
Remove parking minimums for commercial and office space
Eliminate cul de sacs
Eliminate security fences around apartments
Zone for small grocery stores
Eliminate neighborhood parking program
Do not provide parking at station areas
Provide commercial space for daily uses at station areas (e.g., grocery, pharmacy as opposed to medical)
Preserve natural features - vegetation and water
Provide shade
Prioritize small square footage commercial spaces

Real Estate Strategies

Divert funds from homeless agencies to Section 8 assistance

FOCUS GROUP INSIGHTS

Key Concerns

The following addresses key concerns heard from the community and small businesses focus group meetings. The Project Team found that the key concerns and solutions offered in Phase I were further elaborated in the Phase II focus group meetings.

Rising Rent

Phase I Concern: Rising Rent

Focus group participants expressed that the pace of rent increase feels out of control for both commercial and residential properties.

Phase II Elaboration:

Perception that development is responsible for driving up prices

Frequently mentioned frustration that newcomers are responsible for displacement

The way MFI is calculated does not reflect reality of being low-income in Austin

Waitlist for affordable housing is too long

Incomes are too low

People are moving away from (or not coming to) Austin due to affordability challenges

Not enough diversity in housing types (especially affordable housing), lack of family housing

Lack of awareness of affordable housing

Phase I Solutions Offered:

Participants offered several suggestions on ways to cap rent.

Phase II Solutions Elaborated:

The MFI threshold is too high and "affordable" options should be closer to 50% MFI, or calculated based on zip code

Building more inventory is so case-by-case that carrying costs and permitting drive up costs and passed on to residents

Incentivize developers to renovate existing properties

Provide housing types in addition to renting apartments

Reduce barriers to entry (3x income, background check, etc.)

Minimize parking to maximize affordable housing

Companies should offer workforce housing if they cannot pay adequate wages

House people experiencing homelessness in hotels

Provide specific housing types: homelessness, addiction, workforce, etc.

Development Uprooting Small Businesses

Phase I Concern: Development uprooting small businesses

Focus group participants expressed that retail formats do not fit the needs of the community and that new development pressures are displacing small local business.

Phase II Elaboration:

Same issues that plague residential affordability affect commercial, but the issue is

exacerbated because in addition to their own overhead, small business have a hard time hiring

due to lack of affordability for employees to live in Austin

Big businesses displace local businesses

Funding access is a barrier

Phase I Solutions Offered:

Focus group participants felt that creating more small format retail and giving the City more control over those commercial properties would help this issue.

Phase II Solutions Elaborated:

- Addressing housing affordability will benefit small employers
- Expanded access to commercial kitchens and small/temp spaces
- Expand right-to-return to businesses that have been displaced
- Encourage the development of micro/shared/flex businesses spaces
- Implement rent control for local companies
- Promote or highlight small businesses
- Reduce barriers to entry (permits, etc)

Lack of Transit Use

Phase I Concern: Lack of Transit Use

Many participants cited reasons why transit is not part of their life. These reasons included no bus shelters, that headways were not frequent enough, and that stops were too long to walk to.

Phase II Elaboration:

- Transit is not frequent enough to live near it
- Businesses near transit stations do not offer affordable products/services
- Suburban transit service is limited to commuter routes
- Bus stops are not comfortable/family-friendly
- People are attached to their cars/driving lifestyle
- Bus stops exhibit hostile architecture
- First/last mile is challenging

Phase I Solutions Offered:

Participants suggested that they would use transit if it were more reliable.

Phase II Solutions Elaborated:

- If building near transit means offering less parking, provide ample pickup/drop-off
- Provide better infrastructure for walking to transit (sidewalks)
- Provide more seating, lights, and shade at transit stops
- Provide Wi-Fi in buses
- Implement a fare free program (e.g., downtown zones)
- Connect transit to job areas
- Increase service frequencies to at least 30 mins

- Universal passes (bus/train)
- Provide additional assistance to people with disabilities
- Companies can subsidize transit
- Consider service hours – should not just be 9 to 5 schedules

Lack of Good Government Action on Affordability Crisis

Phase I Concern: Lack of Good Government Action on Affordability Crisis

There was frustration that interventions were too late, not timely, or culturally insensitive. There was also an expression of the current state of the affordability crisis, making a preventive approach impractical.

Phase II Elaboration:

- The MFI threshold is too high and "affordable" options should be closer to 50% MFI
- COA makes processes too cumbersome for developers, fumbles the ball on getting affordable housing
- Waiting lists are too long for affordable housing
- Lack of awareness of existence of affordable housing
- Housing/job production are mismatched

Phase I Solutions Offered:

The participants suggested ways to cap rent and expressed conviction that it would solve the problem.

Phase II Solutions Elaborated:

- Need for measures to allow people to stay in place
- Need to reduce the development permitting time and carrying cost
- Property tax reform

Lack of Family Housing

Phase I Concern: Lack of Family Housing

Phase II Elaboration:

- Overarching desire to live in a single family home
- Enthusiasm for multifamily that is well-suited for families
- Existing affordable housing does not have enough space/bedrooms

Phase I Solutions Offered:

One solution participants suggested was to accommodate families through offering stay-in-place subsidies.

Phase II Solutions Elaborated:

- Build more multi-bedroom units
- Make open space and playgrounds mandatory
- Provide ample pickup/drop-off
- Provide a sliding scale based on income
- Provide green & safe space for children
- Provide duplex/triplex in addition to single-family homes/apartments
- Housing should reflect culture of people living there (design/amenities)

Key Challenges

Additionally, focus group participants frequently mentioned key challenges and elaborated on why they believe the issue exists. These insights are detailed below.

Housing is too expensive

Focus group participants felt like the reason housing is too expensive is directly related to new development driving up prices and that new units are not affordable. They expressed that long term residents have been and are continuing to be displaced by newcomers.

Lack of housing for families

Focus group participants said that families want to live in single-family houses or multiple-bedroom apartments with family friendly amenities. Both are not currently available to families in Austin.

Lack of housing for seniors and disabled community

Focus group participants expressed that affordable housing options are further limited for seniors, people with disabilities, and low-income families that rely on the bus network. Access to affordable housing near accessible and frequent transit is very low.

Transit is not frequent enough to live near it

A lack of frequent transit that services where people need to go is a general reason why focus group participants felt like trying to live near transit isn't helpful.

Spanish-Speaker Concerns

Given that the concerns of Spanish speakers may be slightly different from those of English speakers, key takeaways from the focus group meetings that were conducted in Spanish are highlight below:

Affirmed the need for improved bus stop infrastructure

Affirmed the need for day-to-day services within close proximity to affordable housing

Affirmed the need for increased public transit

Greater emphasis than other groups on providing information and support to small businesses (e.g. accessibility, language services)

Greater emphasis than other groups on reducing/minimizing parking in favor of increasing affordable housing

Greater emphasis on proportion of housing that should be affordable: ~50%

DEVELOPER INSIGHTS

Through the interviews with local leaders, executives, and experts in the Austin developer community, the following themes and key insights were heard.

Barriers to Affordable Housing Development

Rising land costs erode the feasibility of affordable development

Across the board, developer stakeholders pointed to rising land costs as the main barrier to affordable housing development in Austin. The feasibility of affordable development has been deeply eroded by the 90% increases in home values that the city has experienced in the last 5 years.

Project Connect Corridor: The market is rapidly internalizing the value created by the future construction of Project Connect. Stakeholders suggested that the City should immediately take a role in purchasing land around planned transit stations to preserve the option for affordable development before prices continue to rise.

Compatibility requirements severely limit the supply of affordable housing development

Most stakeholders expressed that compatibility requirements hinder the feasibility of affordable housing development by preventing projects to take advantage of density incentive programs like VMU and area-specific density bonuses. Deep reforms are needed to legalize the creation of density in Austin, thereby allowing for more and deeper affordability.

The City's permitting process can take up to 18 months

Developer stakeholders highlighted the City's permitting process as another primary barrier to affordable development, as it increases project uncertainty and financing costs. Stakeholders report having to wait up to 18 months to finalize the permitting process for affordable multifamily development. Securing financing commitments for such an extended lead time proves challenging given the high opportunity costs of not pursuing alternative office, retail, and market housing projects. Streamlining this process could facilitate affordable development by reducing project uncertainty, financing costs, and investor return requirements.

The City's affordable housing financing tools are generally effective, but timing can increase uncertainty

Developer stakeholders agree that the City's low-cost financing, land leases, and other forms of direct subsidies have been effective in enabling the development of affordable housing.

However, stakeholders expressed that funding and financing opportunities often take too long to materialize (sometimes up to 8 months). This lag increases project uncertainty and creates a market disadvantage for non-profit developers competing with private developers when purchasing land. Furthermore, some stakeholders expressed concern that City requirements are often incompatible with other financing programs like LIHTC. Creating expedited funding processes or strike funds for land purchases and aligning requirements with other federal programs could help developer partners seize land purchasing opportunities while also decreasing the project risks and financing costs.

Density Bonuses and other Affordable Housing Incentives

Affordability Unlocked has been an extremely effective program

Stakeholders flagged Affordability Unlocked as one of the most effective programs for enabling affordable housing development.

Density Bonuses need new changes to be more effective

However, other area-specific bonuses can be better designed and calibrated to demand greater and deeper affordability. Both the Downtown and the Riverside Density Bonus programs were flagged as in need of changes to either recalibrate to the current market or enhance clarity and ease-of-use. One developer did note that the market is beginning to “catch up” to the Riverside Density Bonus program, i.e., whereas in previous years it was underutilized, market dynamics have evolved such that it is now more attractive to leverage.

SMART Housing has been helpful, but needs updates

Stakeholders have expressed that the SMART housing requirement has been very helpful in promoting affordability in the past since it waives fees. However, the program has not been updated to consider recently imposed permitting and planning fees. Furthermore, stakeholders expressed that SMART Housing requirements need to be updated to support the preservation of affordable housing as opposed to new development only. According to stakeholders, there are too many requirements such as energy efficiency standards that make rehabilitation and preservation of affordable units too cost prohibitive, accelerating the erosion of the city’s affordable housing stock.

Land leases and property tax abatements are an essential subsidy sources

Developer stakeholders expressed that city-owned land represents an important source of subsidy as it provides low-cost land and a substantial property tax abatement which increase the feasibility of affordable housing development. Developers also expressed significant interest in future opportunities to develop CapMetro-owned sites along transit lines.

Affordable housing preservation and conversion through joint ventures is a critical tool, but needs further affordability targeting

While some stakeholders expressed enthusiasm regarding the AFHC's efforts to convert market rate housing into deed restricted housing through joint ventures with developers, others expressed two main concerns:

Some stakeholders argued that the market units being converted into deed-restricted affordable housing were already naturally occurring affordable units. They raised concerns about establishing affordable targets of around 80% MFI which might have been higher than the market rents on some developments.

Some stakeholders also raised concerns around the calibration of these programs and suggested that the city might be getting too few affordable units in exchange of a very large tax abatement.

Community land trusts are an impactful tool, but are not targeted towards low-income residents

Some stakeholders expressed excitement around community land trusts and other forms of shared equity models. However, they expressed concern regarding the targeting of these programs, arguing that the opportunities to purchase homes at a discount were only accessible to those who had enough resources to navigate the system (often college-educated young people with a high degree of upward mobility).

Direct rental assistance is a necessary anti-displacement measure

Some stakeholders expressed that direct rental assistance is needed given the deficit of deed-restricted affordable housing in Austin. Even as the number of affordable units increases in the next year, communities will need to be supported long enough for affordable housing to be built around Project Connect corridors.

Access to Affordable Housing and Supportive Services

City programs feel inaccessible for marginalized communities

The application process to receive city support is often cost prohibitive and does not consider the challenges faced by marginalized communities. Housing programs are particularly challenging to navigate for the elderly, people experiencing homelessness, people with disabilities, and people with a criminal record. Streamlining processes and redesigning applications with the help of community partners and relevant stakeholders could improve the accessibility of housing programs.

Affordable Retail

Difficult in commercial developments, likely requiring subsidy

Some developer stakeholders expressed skepticism at the feasibility of affordable retail and commercial space development. They expressed that including both affordable housing and retail would be challenging since retail can be a small source of offsetting subsidy for the affordable housing.

Community partners and non-profits that offer in-residence services like childcare, counseling, and elderly care depend on substantial public and philanthropic support.

Parking

The market will continue to require parking

For the most part, stakeholders agree that parking is required by the market. Eliminating parking requirements would not have an outsized impact in affordability since even the affordable housing market requires at least a 1 to 1 ratio of units to parking. Senior housing might be the exception. While some households might be able to reduce car dependency by living next to Project Connect stations, there are still too many job opportunities in Austin disconnected from transit.

Community Benefit Agreements and Coalition Buildings

Austin needs a housing coalition leader

Stakeholders expressed that private firms, particularly tech companies, have not shown interest to invest in the city's affordability.

Joint efforts between local non-profits, leaders, and stakeholders could help pressure private firms to provide effective commitments to invest in mitigating the city's affordability crisis. The main barrier to coordination and coalition-building is a lack of leadership and capacity. It is unclear which actor or organization can serve as the leader of this effort.

There have been powerful precedents of community groups pressuring developers and private firms to deliver community benefits. One example flagged was the $3.2 million affordable housing investment made by Austin FC near its stadium after being pressured by local leaders and non-profits.

COMMUNITY CONNECTORS INSIGHTS

While all Community Connectors did not share demographic information for their respondents due to privacy or comfort concerns, the distribution of reported individuals engaged with is detailed in the figures below. As indicated in the graphs, Community Connectors significantly reached more Black residents than traditional Phase II surveying methods (66% vs. 13%), and reached more lower income Austinites (54% under $49,999 vs. 42% under $49,000). As a result of their multi-faceted backgrounds, Community Connectors were also able to effectively engage other critical, historically underrepresented groups like service workers, Historically Black Colleges and Universities students, transgender individuals, disabled folks, and more. Opportunities for more directed efforts in Phase III may include tailoring outreach to more specific geographic areas embedded within the radius of proposed station areas, connecting with other underrepresented groups of color, and meeting with more youth and senior community members.

Figure 13 Community Connector respondents by age

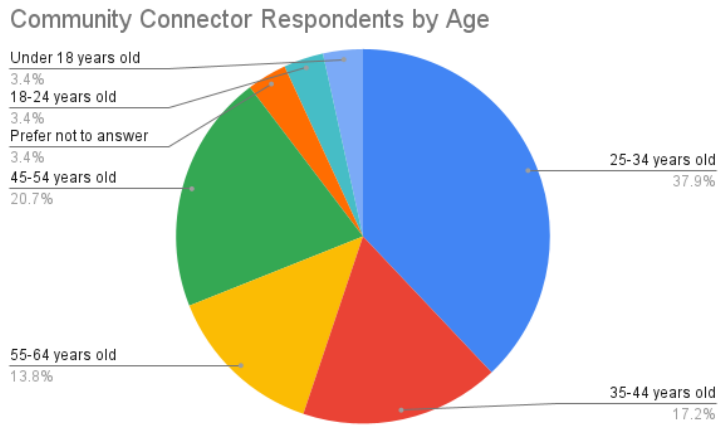


Figure 14 Community Connector respondents by race

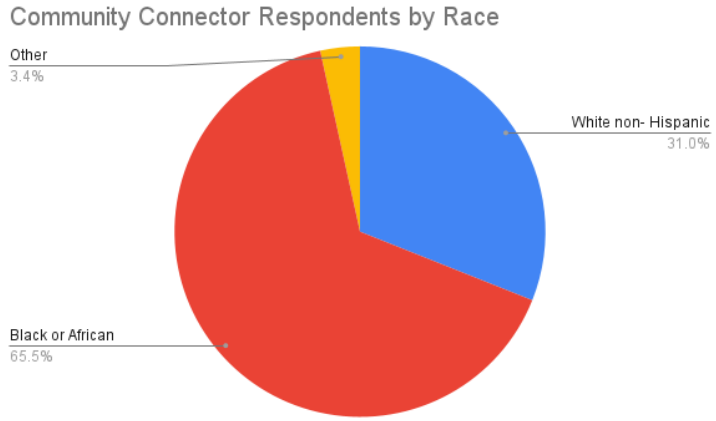


Figure 15 Community Connector respondents by ZIP code

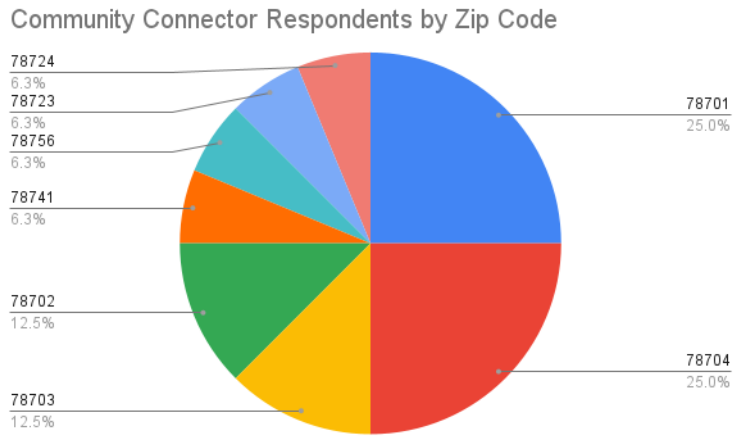


Figure 16 Community Connector respondents by income

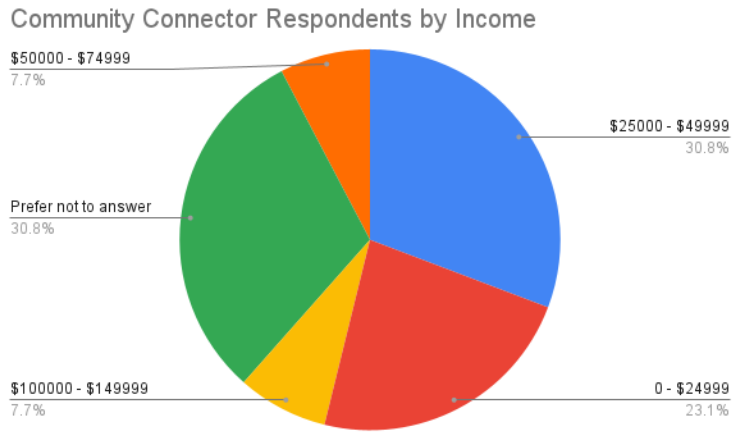
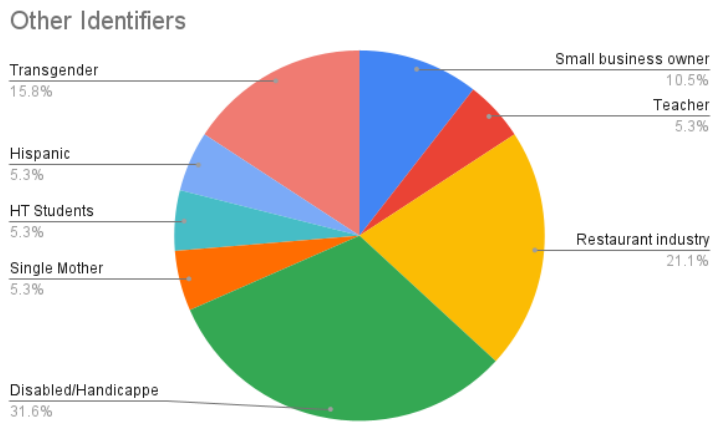


Figure 17 Community Connector respondents by other identifiers



Some of the key themes and comments captured across Community Connector outreach efforts include:

Affordability/Displacement

"[I] co-own an art gallery downtown and am starting a nonprofit, so [I am] very concerned about housing prices & am in danger of eviction and losing transit."

"There is no bus connectivity in West Austin, implying that the most expensive housing should not be accessible by the working class. There are ways to access the outskirts, but the community clearly did not want to have buses running through their community."

"The Black Male bus operator who picked me up …his first question to me was if I had heard any news about the increase of my rent, and I responded that I had already been displaced this year. He mentioned that he had made $70k last year, was poised to make more money this year, lived in 78723, and was still barely able to afford rent."

"I was discussing the cost of living and transportation with my Black Female co-worker who had come from New York and lived in Round Rock. She lived in Round Rock because she was able to rent a 2/2 for $1000/month, and ***based on looking around housing in Austin, she was willing to sacrifice access to transit for affordable housing****. Nonetheless, she currently works full-time at night and full-time during the day—which is very common for most of my government co-workers who work for different branches of the government."*

Transit Accessibility and Safety

"Basically, commuting late at night with CapMetro is only possible because I live in the downtown area; most other places are completely shut off from public transportation access. There used to be a text service to get stop information in the event that people lacked WiFi connection, but I have not been able to use that service for over two months. This means that people are at the mercy of either being near RapidBus stops (with only two routes) or not knowing when the bus is coming. On the majority of Congress Avenue, there were no lights at the bus stops unless the stops were close to businesses that ran their lights all night, which means reliance on private entities to remain in business. Service workers need safe transportation, and if businesses are going to remain open, there needs to be safe commuting by transit."

"Most of my coworkers cannot access public transit and live far outside the city limits. Some of them use van pools, but many of them are forced to maintain multiple jobs and private vehicles."

"When I arrived at Republic Square for the last mile commuting home, I was surrounded by pedicabs, scooters, and single-occupancy vehicles... My conclusion is that because so many people cannot afford to live in Austin, many have no choice but to drive or use private methods (scooters, driver services) to get home because of the limited availability of public transportation."

"We received a lot of feedback related to comfort and safety of riding transit for teens and teens not wanting to have anxiety about riding public transit. There is an underexposure to services provided and those that are going to be provided for young people. Timing is also an issue; we

need to be able to get dedicated lines and options that are customized for the areas they serve. None of the kids we spoke to took public transit regularly and maybe only 40% only utilized public transit ever. A lot of them aren't even thinking about transit but just wanting it to be safe."

"Wants there to be more awareness around safety for the trans community. Increasing diversity in its advertising / photo campaigns and brochures would address the issue before LGBTQ passengers would get on. Also the amount of time it takes to get somewhere on a bus is too long if you are not near a rapid line or red line, times taking up to 2 hours or more on bus depending on where they are headed making uber a more cost effective option because of the amount of time saved."

Heat and Shade

"The reluctance of many makes sense because there was little to no shade on the adjacent sidewalks surrounding the stops, and the temperature was over 100 degrees. Not all of them were near either water fountains or convenience stores, and any potential passenger would need to plan 30 minutes in triple-digit heat, deterring people from using public transit. The end of my route was not even the end of my journey, but I had family come and pick me up since it would be another 2 miles in triple-digit heat, and I had already gone 2 cumulative miles in the heat as it was. This is the main problem with developing suburban communities with a single bus stop at the periphery, especially allowing such developments to become labeled as "transit-oriented development."

PHASE IV STATION AREA PLANNING ENGAGEMENT SUMMARY

North Lamar Transit Center & South Congress Transit Center

PHASE 1 ENGAGEMENT PURPOSE

The ETOD Station Area Plans will set priorities for land uses and neighborhood-level policy recommendations within a half mile of the North Lamar Transit Center and South Congress Transit Center (This ½ mile radius is about a 10-minute walk from the station). The project team implemented this round of engagement to understand what is most meaningful to the community regarding the future of these station areas. This round of engagement was conducted from January-March 2023. The community feedback collected during this phase will directly influence the North Lamar Transit Center and South Congress Transit Center station area plan and design concepts, the next step in the planning process.

HOW WE HEARD FROM THE COMMUNITY

An equitable approach to TOD would not be so without intentional, meaningful and inclusive community engagement. One of the primary objectives of the community engagement effort for all phases of ETOD planning is to create opportunities and methods to engage residents and transit users that have been historically underrepresented while compensating them for their time and knowledge. To accomplish this, it meant coming up with targeted methods for reaching those key communities that may be outside of the traditional methods.

In this round of engagement, the channels implemented to hear these voices included small, compensated focus groups with targeted participation, an online survey, and four public virtual workshops. CapMetro also hired Community Connectors, a diverse, engaged and compensated group of grassroots community members that helped us reach their networks. These channels are further explained below.

Focus Groups

In February 2023 to March 2023, the project team sought community input on the Equitable Transit Oriented Development (ETOD) study through a series of virtual focus groups. Community engagement through these virtual focus groups will help inform the project team on the community's needs and priorities for both the North Lamar Transit Center (NLTC) and South Congress Transit Center (SCTC) station areas. The purpose of the focus groups was to:

- Connect with and receive feedback from priority populations (including Black, Indigenous, People of Color (BIPOC), Spanish-speaking, and low-income residents), users

of the transit centers, neighborhood community groups and organizations, and local businesses.

- Share with focus group members CapMetro's ETOD study goals, station evaluation criteria, best practices, and existing conditions.
- Build trust and demonstrate transparency around the ETOD study.

In total, there were six virtual focus groups held, four English speaking and two Spanish-speaking, and each focus group lasted one hour. The focus groups were hosted as virtual Zoom meetings. The interactive presentations were displayed on Google Jamboard slides where the assigned notetaker would live capture participants feedback by applying virtual "sticky notes" throughout the discussion. Each participant received a $50 HEB e-gift card within 24 hours of the focus group concluding. All text and content used in the presentations for the Spanish-speaking focus groups were translated to Spanish.

Survey

To inform the station area planning, an online survey tool on Social Pinpoint was used to engage area communities and transit users to help define the vision and set priorities for the future of each station area. The Social Pinpoint survey was open from February 13, 2023 to March 23, 2023, and offered two different ways for area residents and transit users to give their input:

1. Station Area surveys were offered for both North Lamar Transit Center and South Congress Transit Center, where respondents could provide input on station specific questions and help guide the project team's understanding of each Transit Center's unique characteristics and needs.
2. An interactive map of North Lamar Transit Center and South Congress Transit Center Station Areas that allowed users to drop comment pins on specific points within each Station Area to highlight existing community assets, areas for improvement, and community needs.

Over the course of the open survey period, the survey saw:

- 120 Unique Users
- 50 Surveys for North Lamar Transit Center
- 60 Surveys for South Congress Transit Center
- 244 Station Area Mapping Comments
    - 156 Comments for North Lamar Transit Center
    - 88 Comments for South Congress Transit Center
- 77 Responses to Other Comments Placed on the Map

Virtual Public Workshops

Virtual Public Workshops were held to extend the project engagement reach by providing an additional forum for community members to hear about the ETOD Station Area Planning and provide their feedback in an interactive discussion. Four total virtual workshops were held

across February 28th and March 1, 2023. Two of the workshops covered the North Lamar Transit Center Station Area, one hosted in the afternoon and the other one hosted in the evening. Similarly, two of the workshops covered the South Congress Transit Center Station Area, one hosted in the afternoon and the other one hosted in the evening. American Sign Language and Spanish interpretation were provided at all workshops. The project team provided an overview of ETOD planning to date, explained the purpose of the Station Area plans, and shared the current context specific to the Station Areas. The project team then led an open discussion with attendees that included live notetaking on Google Jamboards.

Community Connectors

In an effort to expand community participation and increase engagement from priority populations, Cultural Strategies worked with Capital Metro and its consultant team to expand the Capital Metro Equitable Transit Oriented Development (ETOD) Community Connector Program, a public engagement effort that has been successful in reaching historically underserved communities and residents. The primary objective was to support a community-led public input and planning process for the "Desire and Discover" phase of development for the North Lamar Transit Center (NLTC) and South Congress Transit Center (SCST) Station Areas.

Collectively, Community Connectors represented daily transit riders, connections to cultural organizations, college-aged student governance/leadership, differing abilities/disabilities, and housing and affordability advocates. Each Connector was equipped with accurate information about the project and active support to effectively engage their personal networks and local community.

Connectors participated in regular scheduled meetings and one-to-one calls, attended the 2/28 and 3/1 Virtual Workshops, supported the business walk activities, shared survey and workshop links, explored opportunities to reach and engage their networks, and provided key-insights reports. The Community Connectors program provided residents and small businesses adjacent to the station areas with an opportunity to learn about ETOD Project planning. Overall, their engagement in the process helped amplify the community's priorities, challenges, and visions for the two Station Area plans.

WHAT WE HEARD FROM THE COMMUNITY

Below is a summary of what the project team heard from all the engagement channels implemented across this engagement phase. The key themes have been identified from the community input and are organized by the community established ETOD goals.

North Lamar Transit Center Key Takeaways

	**Enable All Residents to Benefit from Safe, Sustainable, & Accessible Transportation** • More improvements to pedestrian and bike infrastructure, with emphasis on better sidewalks, protected crosswalks, protected bike-lanes, and overall greater pedestrian connectivity. Streetscapes should be safe and accommodating for all. • There is a need for more accessibility in general. More walkability and greater safety considerations, including more pedestrian or bike trails, bike storage, and safer US-183 crossings. • Currently there are many unsafe crossings in the area: there is a need for safer crossings. • Green space and beautification efforts are needed. • Lack of shade makes it difficult to move around, especially in the hot season. • Need for graphic wayfinding, including in a variety of languages. • Late night services are needed. • Free and affordable bus and transit passes. • Shuttle parking to increase use of public transportation. • Bike/scooter rental stations and charging stations for electric cars.
	**Preserve and Increase Housing Opportunities that are Affordable & Attainable** • Affordable housing is missing. • More apartments needed. • Having affordable housing will bring a sense of community and people.
	**Help to Close Racial Health & Wealth Gaps** • Mixed-use housing, a variety of home types and apartments. • Keep cultural diversity despite gentrification. • Investors should not buy all the housing – people, not just businesses. • Keeping families and kids safe.
	**Support Healthy Neighborhoods That Meet Daily Needs** • Need more apartments/affordable housing. • Safety and security, accessibility, and walkability. • There is a need to increase density. Also, car dependency makes it difficult to have strong community centers. • There is a need for more grocery options, healthy/affordable food.

	Individuals would like to see more grocery stores, corner markets, and farmers markets, with a focus on healthy food and local ownership. • There is interest in seeing more restaurants and food-related services, including food trucks, coffee shops, and patios with outdoor seating. • More park spaces and green features, including outdoor play spaces/playgrounds for children, native plantings, shade canopy, and more greenspace overall. • Need to have attractions for seniors. • Important to include spaces to celebrate and to host events (i.e., community event space/wedding space).
	**Expand Access to High-Quality Jobs & Career Opportunities** • Retail component is important: means to activate the space and attract people. • Variety of business/service options easily reached via transit. • Job training/business incubators located in the station area. • Language training (ESL). • More education and high-quality employment opportunities. • A mix of large and small businesses.
	**Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses** • Help small businesses and renters. • There is a current lack of community feel/integration. However, the area does have notable places beloved by the community, including a variety of restaurants and local businesses. • This area has a large international community/confluence of different cultures. • There is no real connection for the people who live in the area to the things to do there. • Need to make area friendly to non-English speakers. • Access to small businesses during construction is important.

South Congress Transit Center Key Takeaways



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

- There is a need for better access and mobility in the area. Improvements needed mentioned included betters/safer sidewalks, crossings, and more protected/comfortable bike lanes.
- More walkability and greater safety considerations, including more pedestrian or bike trails, bike storage, and safer South Congress crossings.
- An important section of the station area is north of Ben White/Highway 290. However, it is very unsafe to cross this section. There is a clear need for safer pedestrian/bike crossings in this section.
- It is very difficult to move from the Transit Center to the area around The Yard: dangerous/difficult to cross streets and move around the area.
- Individuals are concerned with the safety/safety in the area.
- Concerns with long wait times, transfers, and transit delays were shared.
- It would be great to capitalize on the Bergstrom trail.
- There is a need for shade in the area for more comfortable mobility.
- Rental facilities for bikes and scooters.
- Incentivize daily public transport use.



Preserve and Increase Housing Opportunities that are Affordable & Attainable

- St. Elmo area is growing. However, there is nervousness about new developments. Housing costs are increasing exponentially, and there are concerns related to displacement with new developments.
- Affordable housing tends to be more accepted when it isn't concentrated: spread it around instead of being concentrated.
- People are struggling with housing and need more affordable options.
- More dense housing is needed.
- There is potential to utilize existing buildings to create more affordable housing.

	**Help to Close Racial Health & Wealth Gaps** • Increasing housing stock could help displacement for working class. • Misconception that new is always better. There are established businesses currently being driven out: newer development pushing out others. • More housing for working class people. • Everyone from all incomes and backgrounds to live together. • Prioritize people who are already here and trying to make a better living for themselves.
	**Support Healthy Neighborhoods That Meet Daily Needs** • More green space and outdoor play space is needed. Parks and recreation features, including dog parks, exercise facilities, shade trees. Important to make Zilker more accessible as well. • There is a need for more community amenities, including high-quality health care, libraries and childcare. • Grocery options are needed. • Mixed-use development often misses basic needs: need more complete neighborhood businesses. • Services for all commuters. • More grocery stores/local food vendors, corner markets, and farmers markets, with a focus on healthy food and local ownership.
	**Expand Access to High-Quality Jobs & Career Opportunities** • Would like to see redevelopment: make it easier to make changes to improve the area. • Need more stores that meet daily needs, restaurants, pet stores, grocery stores. • Avoid chains, more support for local businesses. • Need more employment opportunities; people are travelling far for work.
	**Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses** • The area has many notable businesses and restaurants that people like to visit. • Concerns that established businesses are being pushed out. • Security and safety are important. • Lacking southeast Asian cultural presence. • Need smaller businesses near bus stops.

	• More cultural arts and music venues, such as performance theaters, art vendors, music venues, and art galleries.

APPENDICES LIST

APPENDIX A: ETOD STATION AREA PRIORITIES FOCUS GROUPS SUMMARY (PAGE 12)

APPENDIX B: ETOD STATION AREA PRIORITIES SURVEY (PAGE 24)

APPENDIX C: ETOD STATION AREA PRIORITIES VIRTUAL PUBLIC WORKSHOPS (PAGE 42)

APPENDIX D: COMMUNITY CONNECTORS PROGRAM (PAGE 24)

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APPENDIX A: ETOD STATION AREA PRIORITIES FOCUS GROUPS SUMMARY

Last Updated: March 23, 2023
Rifeline, LLC

Focus Groups Approach

In February 2023 to March 2023, the CapMetro team sought community input on the Equitable Transit Oriented Development (ETOD) study through a series of virtual focus groups. Community engagement through these virtual focus groups will help inform the CapMetro team on the community's needs and priorities for both the North Lamar Transit Center (NLTC) and South Congress Transit Center (SCTC) station areas.

The purpose of the focus groups was to:

- Connect with and receive feedback from priority populations (including Black, Indigenous, People of Color (BIPOC), Spanish-speaking, and low-income residents), users of the transit centers, neighborhood community groups and organizations, and local businesses.
- Share with focus group members CapMetro's ETOD study goals, station evaluation criteria, best practices, and existing conditions.
- Build trust and demonstrate transparency around the ETOD study.

Outreach for the focus groups included sending coordinated e-blasts to a list of contacts who are located near both transit centers, social media posts, and promotion on CapMetro's ETOD webpage. People were directed to two landing pages (one for North Lamar Transit Center and one for South Congress Transit Center) to register for a focus group. On these landing pages, people were asked to answer and submit demographic questions and their relationship to the corresponding transit center. Respondent's answers were then screened – if a potential participant was selected, they received a confirmation email with instructions on how to register for the virtual focus group. If a person indicated they wanted to be a part of the Spanish-speaking only focus groups, all communication was sent in Spanish.

Focus Groups Details

In total, there were six virtual focus groups held, four English speaking and two Spanish-speaking, and each focus group lasted one hour. The focus groups were hosted as virtual Zoom meetings. The interactive presentations were displayed on Google Jamboard slides where the assigned notetaker would live capture participants feedback by applying virtual "sticky notes" throughout the discussion. Each participant received a $50 HEB e-gift card within 24 hours of the focus group concluding. All text and content used in the presentations for the Spanish-speaking focus groups were translated to Spanish.

The virtual focus groups for the NLTC were held on these dates:

- Session 1: Tuesday, February 28th from 11 AM to 12 PM
- Session 2: Wednesday, March 1st from 5 PM to 6 PM

- Session 3 (Spanish only): Thursday, March 2nd from 5 PM to 6 PM

The virtual focus groups for the SCTC were held on these dates:

- Session 1: Wednesday, March 8th from 11 AM to 12 PM
- Session 2: Wednesday, March 8th from 5 PM to 6 PM
- Session 3 (Spanish only): March 9th from 5 PM to 6 PM

Each focus group began with giving all participants a brief 10-to-15-minute introductory presentation on Project Connect, the purpose of ETOD and its goals, a timeline of the process, station-specific details, and how the participants feedback will help set priorities for land uses and neighborhood-level policy recommendations for each station area.

After the introductory presentation, the following Jamboard slides each featured an ETOD goal with corresponding questions posed to the participants to engage in discussion. At the end, a concluding slide encouraged participants to take the ETOD Station Area Survey and reach out to the ETOD if they had any follow-up questions.

Below are the questions featured on each Jamboard slide with their corresponding ETOD goal. Please see the appendix for visuals of the Jamboard slides used for the focus groups.

Please note: These questions were used for both the NLTC and SCTC focus group presentations.

Goal: Support Healthy Neighborhoods That Meet Daily Needs

- What is one area near NLTC that you feel a sense of community and cultural celebration?
- What important daily needs (like childcare, quality groceries, or outdoor play space) are missing from the area?

Goal: Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses

- What small business or service near NLTC do you visit frequently?
- What do you think would help these small and local businesses remain and succeed?
- What business or service near NLTC helps you feel connected to your cultural heritage?

Goal: Preserve and Increase Housing Opportunities that are Affordable & Attainable

- What types of housing would you like to see more of in this community?
- How reliant are you on parking currently? If your neighborhood saw an increase in public transportation, do you think your dependence on parking could change? How so?

Goal: Help to Close Racial Health & Wealth Gaps

- In order to have an inclusive and mixed income community, there needs to be a mix or market rate and affordable housing.
- Do you feel there is a greater need for more housing in general, or affordable housing more specifically? How do you imagine this balance working best?

Goal: Expand Access to High-Quality Jobs & Career Opportunities

- How important do you think it is to attract and retain high-quality employment opportunities near NLTC?
- Does there need to be more employment opportunities?

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

- Where are the gaps in the active transportation network? Where would additional transportation options surrounding NLTC be helpful?
- Which approach could make transportation more exciting and accessible for you and your neighbors?
    - Bike lanes
    - Car share programs
    - Free transit pass programs
    - All of the above

Participation Summary

A total of 78 people were approved to participate in the focus groups. Out of those, 48 people registered for the corresponding focus group they were confirmed to participate in. In total, 28 people attended, participated, and received compensation for being a part of the focus groups. All communications Spanish-speaking focus group participants received were translated into Spanish. Notes were taken for each focus group to capture the feedback on the "sticky notes" and any outstanding questions.

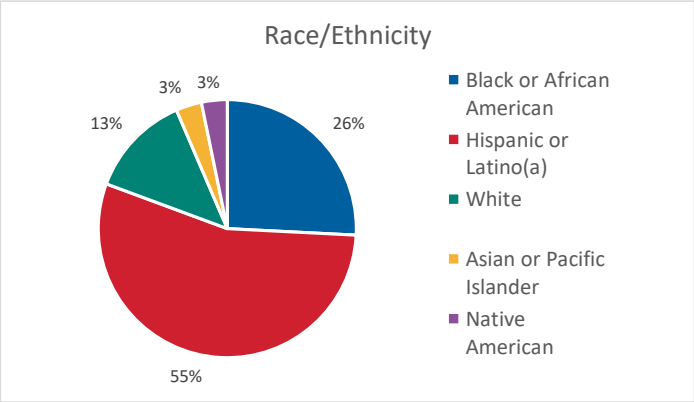
North Lamar Transit Center (NLTC) participant breakdown:

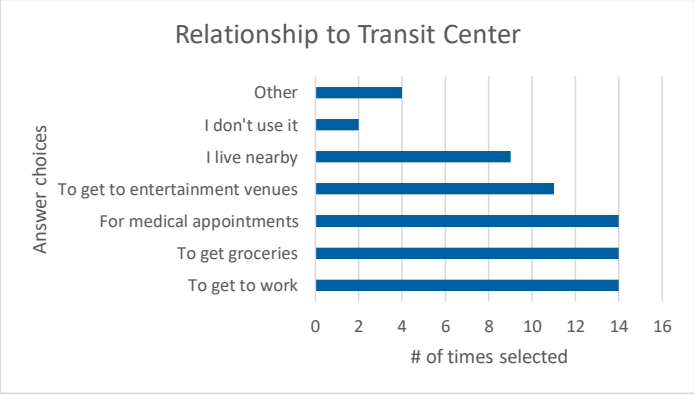
Focus Group	Approved	Registered	Attended	Zip Codes Represented	# Gift Cards
Session 1	16	12	9	78753 78665 78758	9
Session 2	16	9	5	78752 78713 78767 78758 78653	5
Session 3 (Spanish)	15	8	6	78270 78212 78753 78759 78754 78724	6
TOTAL	47	29	20	14	20

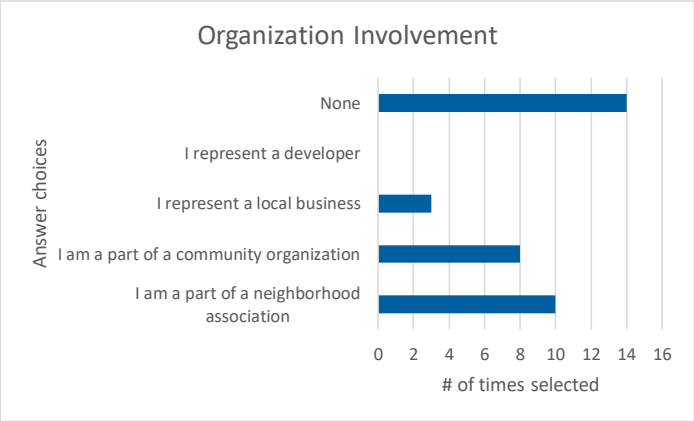
South Congress Transit Center (SCTC) participant breakdown:

Focus Group	Approved	Registered	Attended	Zip Codes Represented	# Gift Cards
Session 1	8	4	2	78660 78741	2
Session 2	9	7	2	78724 78704	2
Session 3 (Spanish)	14	8	4	78610 78748	4
TOTAL	31	19	8	6	8

Demographic questions answered by those who participated in the focus groups:







Feedback Summary

ETOD Goal	Questions	Themes/Takeaways
Support Healthy Neighborhoods That Meet Daily Needs	- What is one area near NLTC/SCTC that you feel a sense of community and cultural celebration? - What important daily needs (like childcare, quality groceries, or outdoor play space) are missing from the area?	NLTC: • Food trucks, grocery stores, local YMCA • Safety and security, accessibility, and walkability • Need more apartments and affordable housing SCTC: • Starbucks, South Congress shopping, downtown, St. Elmo development • Need more pedestrian crossings – US 290 creates barrier for walkability • Need playground or area for kids
Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses	- What small business or service near NLTC/SCTC do you visit frequently? - What do you think would help these small and local businesses remain and succeed? - What business or service near	NLTC: • HEB, museums, convenience stores, food trucks/stands, flea market

	NLTC/SCTC helps you feel connected to your cultural heritage?	• Help small businesses and renters • Access to small businesses during construction SCTC: • Security and safety is important • Lacking southeast Asian cultural presence • Need smaller businesses near the bus stops
Preserve and Increase Housing Opportunities that are Affordable & Attainable	- What types of housing would you like to see more of in this community? - How reliant are you on parking currently? If your neighborhood saw an increase in public transportation, do you think your dependence on parking could change? How so?	NLTC: • Public transportation as solution for people not to rely on cars • Need more apartments • Need more greenspace, better lighting, water stations/vending machines/trash and recycling bins SCTC: • People are struggling with housing, need more affordable options • Need more dense housing, utilize existing buildings to create more affordable housing • More greenspace for families and children
Help to Close Racial Health & Wealth Gaps	- In order to have an inclusive and mixed income community, there needs to be a mix or market rate and affordable housing. - Do you feel there is a greater need for more housing in general, or affordable housing more specifically? How do you imagine this balance working best?	NLTC: • Keep cultural diversity despite gentrification • Mixed-use housing, a variety of home types and apartments • Keeping families and kids safe SCTC:

		• More housing for working class people • Everyone from all incomes and backgrounds to live together • Prioritize people who are already here and trying to make a better living for themselves
Expand Access to High-Quality Jobs & Career Opportunities	- How important do you think it is to attract and retain high-quality employment opportunities near NLTC? - Does there need to be more employment opportunities?	NLTC: • More education and high-quality employment opportunities • Hybrid pedestrian hubs • A mix of large and small businesses SCTC: • Need more stores that meet daily needs, restaurants, pet stores, grocery stores • Avoid chains, more support for local businesses • Need more employment opportunities; people are travelling far for work
Enable All Residents to Benefit from Safe, Sustainable & Accessible Transportation	- Where are the gaps in the active transportation network? Where would additional transportation options surrounding NLTC be helpful? - Which approach could make transportation more exciting and accessible for you and your neighbors? *Options: Bike lanes, Car share programs, Free transit pass programs, All of the above*	NLTC: • Free and affordable bus and transit passes • Shuttle parking to increase use of public transportation • Bike/scooter rental stations and charging stations for electric cars SLTC: • Rental facilities for bikes and scooters • An urban trail, make the area more walkable

		• Incentivize daily public transport use

APPENDIX

APPENDIX A – Demographic questions answered by NLTC focus group participants | Page 9

APPENDIX B -- Demographic questions answered by SCTC focus group participants | Page 10

APPENDIX C – NLTC Feb/March ’23 ETOD Focus Group Jamboard Slides 1-11 | Pages 11-16

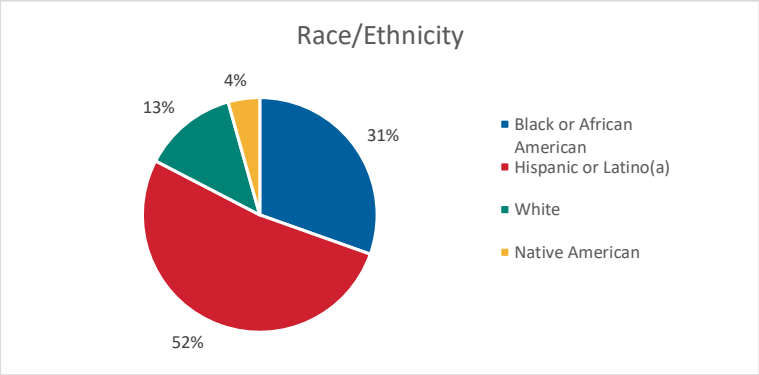
APPENDIX D – SCTC Feb/March ’23 ETOD Focus Group Jamboard Slides 1-11 | Pages 17-22

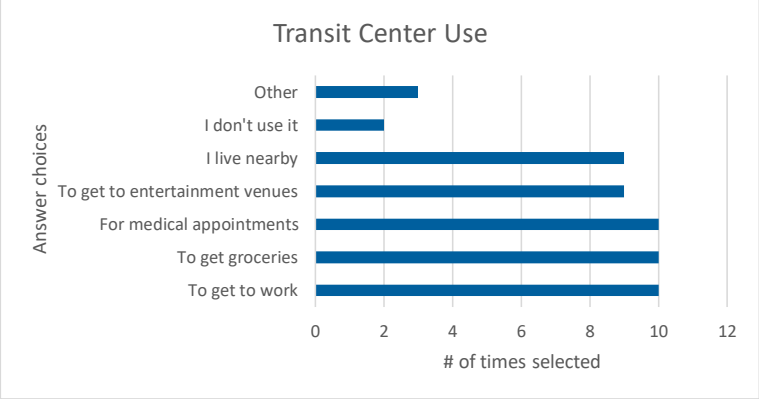
APPENDIX E – NLTC Feb/March ’23 Spanish ETOD Focus Group Jamboard Slides 1-11 (NLTC - Grupo de
Discusión ETOD Febrero/Marzo '23) | Pages 23-28

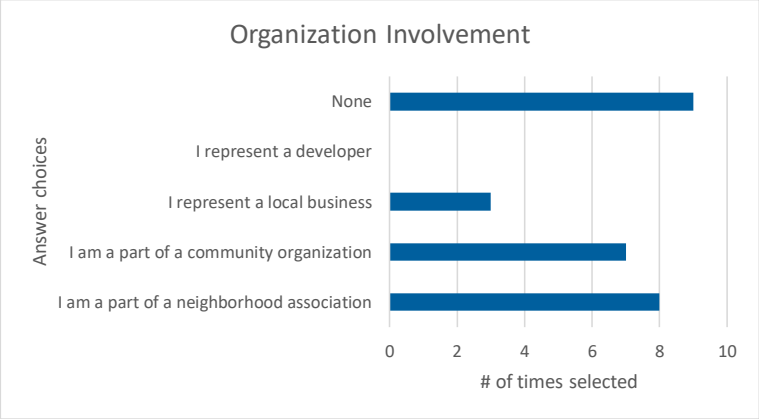
APPENDIX F – SCTC Feb/March ’23 Spanish ETOD Focus Group Jamboard Slides 1-11 (SCTC - Grupo de Discusión ETOD Febrero/Marzo '23) | Pages 29-34

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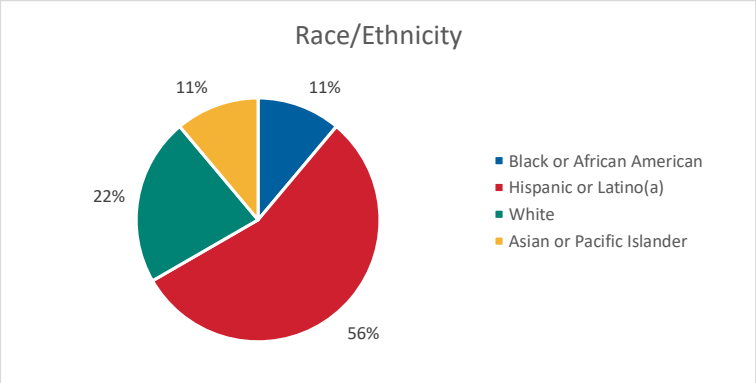
APPENDIX A – Demographic questions answered by NLTC focus group participants

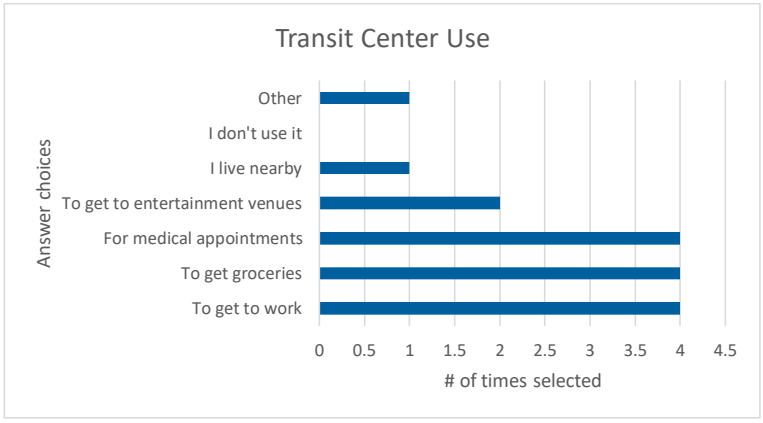


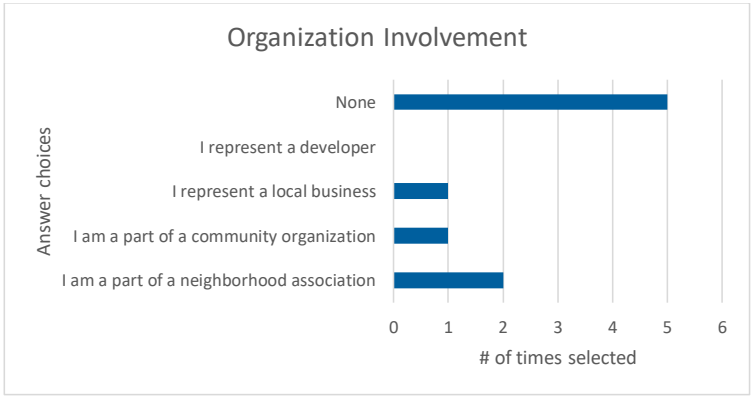




APPENDIX B – Demographic questions answered by SCTC focus group participants




Transit Center Use
Answer choices
Other
I don't use it
I live nearby
To get to entertainment venues
For medical appointments
To get groceries
To get to work
0
0.5
1
1.5
2
2.5
3
3.5
4
4.5
# of times selected


Organization Involvement
Answer choices
None
I represent a developer
I represent a local business
I am a part of a community organization
I am a part of a neighborhood association
0
1
2
3
4
5
6
# of times selected

APPENDIX B: ETOD STATION AREA PRIORITIES SURVEY SUMMARY

ETOD Description

Traditional transit-oriented development, or TOD, builds cities that prioritizes tightly connected neighborhoods with a mix of residential and commercial uses. TOD is not a building or a project; it's a pattern of development that builds vibrant and walkable neighborhoods that offer residents more choices in how to get around, whether walking, biking or riding transit, and more destinations for retail, dining and entertainment. In this way, TOD supports our goals for environmental sustainability and economic development.

While TOD has brought significant benefits to many communities, connecting residents & businesses to jobs and housing and attracting investment in walkable, mixed-use developments, subsequent growth around a lot of these developments has caused the displacement of nearby communities. So, as Austin becomes increasingly more unaffordable, building equity principles into TOD approaches presents a distinct opportunity to support communities at risk of displacement. In response, working across engagement channels and with local partners like Community Connectors, CapMetro and the City of Austin are connecting with communities around Project Connect's transit corridors, developing policies and principles for equitable transit-oriented development (ETOD).

ETOD Study Overview

To ensure that equity is deeply embedded into future transit-oriented development efforts in Austin, CapMetro is leading an Equitable Transit-Oriented Development Study alongside the City of Austin (COA) and the Austin Transit Partnership (ATP) that will guide future ETOD planning efforts.

Fundamentally community-centric, the study is informed by intentional and inclusive community engagement that is vital for establishing a meaningful equity component for TOD. Further attention is paid to the unique characteristics and community needs of a diverse range of stations in Austin's existing transit network that must inform future ETOD efforts.

This study will seek to meet these CapMetro, City of Austin, and community-defined key objectives for Equitable Transit Oriented Development (ETOD):
Goal 1 - Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation
Goal 2 - Help to Close Racial Health and Wealth Gaps
Goal 3 - Preserve and Increase Housing Opportunities That are Affordable and Attainable
Goal 4 - Expand Access to High-Opportunity Jobs and Career Opportunities
Goal 5 - Support Healthy Neighborhoods that Meet Daily Needs
Goal 6 - Expand Austin's Diverse Cultural Heritages and Small, BIPOC-Owned, and Legacy Businesses

ETOD Social Pinpoint Survey Overview

As part of the ongoing ETOD study, CapMetro in partnership with the City of Austin is developing ETOD Station Area Vision Plans for the North Lamar and South Congress Transit Center areas. When adding equity as a key consideration of Transit-Oriented Development (TOD), development in these station areas can protect people who may otherwise be unintentionally harmed by major infrastructure investment.

With these outcomes, impacts are minimized while opportunities are maximized. The ETOD Station Area Plans will set priorities for land uses and area characteristics within a half mile of each station (which is a ½ mile radius or 10-minute walk from the station). To inform these Plans, an online survey tool **Social Pinpoint** was used to engage area communities and transit users to help define the vision for the future of each station area.

Survey Features

The Social Pinpoint survey was open from February 13, 2023 to March 23, 2023, and offered two different ways for area residents and transit users to give their input:

1. Station Area surveys were offered for both North Lamar Transit Center and South Congress Transit Center, where respondents could provide input on station specific questions and help guide the Study team's understanding of each Transit Center's unique characteristics and needs.
2. An interactive map of North Lamar Transit Center and South Congress Transit Center that allowed users to drop comment pins on specific points within each Station area to highlight existing community assets, areas for improvement, and community needs.

Survey Outreach

The team underwent an extensive community outreach effort in order to make the survey as accessible and inclusive to all as possible. The following is an overview of these outreach efforts:

- 150 emails and phone calls to stakeholders, including:
    - Affordable Housing Developers, Real Estate and Urban Planning Organizations
    - City of Austin Staff and Task Forces
    - Environmental Groups
    - Equity/Community and Social Service Groups
    - Senior & Individuals with Disabilities
    - Transit Advocacy Groups
    - Veterans Groups
- 60 emails to small businesses/employers located at the North Lamar Transit Center
- 60 emails to small businesses/employers located at the South Congress Transit Center
- Email blasts to more than 8,500 recipients from the Project Connect newsletter subscriber list and station specific community organizations

Survey Response Overview

Over the course of the open survey period, the survey saw:

- 120 Unique Users
- 50 Surveys for North Lamar Transit Center
- 60 Surveys for South Congress Transit Center
- 244 Station Area Mapping Comments
    - 156 Comments for North Lamar Transit Center
    - 88 Comments for South Congress Transit Center
- 77 Responses to Other Comments Placed on the Map

Survey Demographics

Chart 1. What is your age?

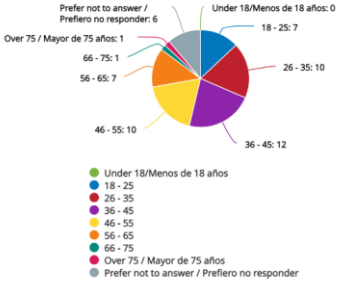


Chart 2. What is your household income?

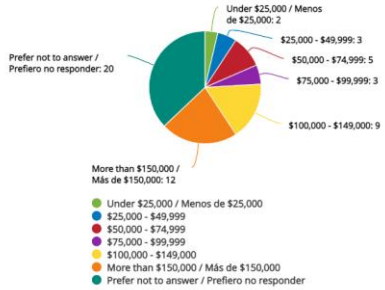


Chart 3. What is your race/ethnicity?

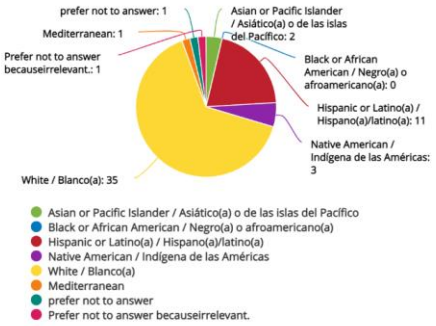
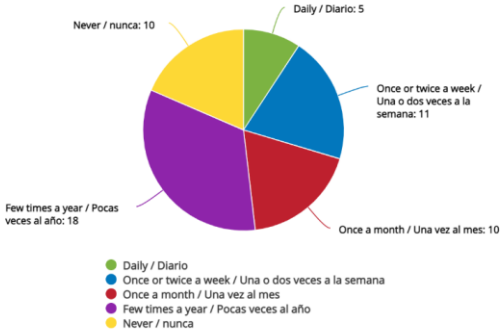


Chart 4. How often do you ride public transportation?



Relationship to Station

The Survey collected information about the relationship of each respondent to the Transit Center they were answering questions about. These relationships for each Transit Center are presented below:

Chart 5. North Lamar Transit Center Relationship to the Station

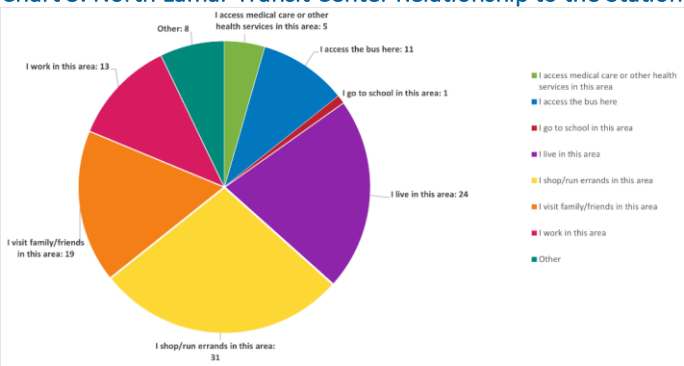
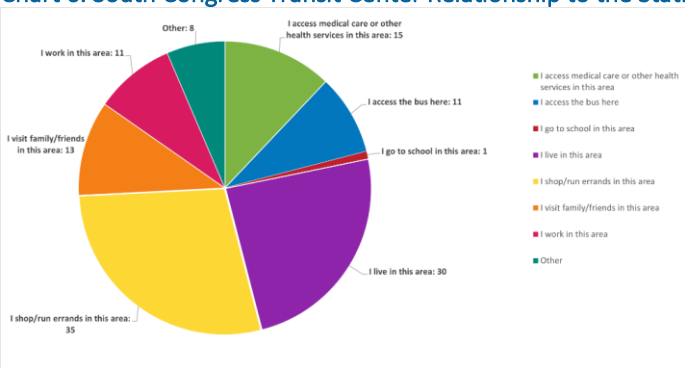


Chart 6. South Congress Transit Center Relationship to the Station



Station Survey Summary

North Lamar Transit Center

Question 1: Where is one area of the North Lamar Transit Center area that you feel a sense of community and cultural celebration?

Survey respondents highlighted the following locations as places with a sense of community or cultural celebration:

- 99 Ranch
- Black Star Co-Op
- Little Deli
- Barrett's Coffee
- Q2 Stadium
- Dias Market

- SOHA Korean
- ACC Highland

Question 2: What additional community resources or physical improvements in your community are important to you?

Table 1. North Lamar Transit Station Question 2 Summary

Topic	Number of Mentions
Bike/Ped Improvements	29
Groceries	20
Restaurants/Food Services	20
Green Infrastructure (Shade trees, parkland, etc.)	14
Cultural Arts/Venues	8
Affordable Housing	4
Healthcare	2
Street Connections	1
Public Services (Library)	1

58% said they would like to see more improvements to pedestrian and bike infrastructure, with emphasis on better sidewalks, protected crosswalks, protected bike-lanes, and overall greater pedestrian connectivity

40% said they would like to see more grocery stores, corner markets, and farmers markets, with a focus on healthy food and local ownership.

40% said they would like to see more restaurants and food-related services, including food trucks, coffee shops, and patios with outdoor seating.

Question 3: Are all of your daily needs met by what is currently present in the North Lamar Transit Center station area? If not, what's missing that would help you and your household?

Table 2. North Lamar Transit Station Question 3 Summary

Topic	Number of Mentions
Park space	15
Groceries	11
Ped/Bike Improvements	7
Childcare	3
Medical	2
Other	2
Restaurants	1
Affordable Housing	0
Retail	0
Arts/Culture	0

**Note: Categories such as Affordable Housing and Retail with 0 mentions were kept in the table above because they were common topics used across both stations.*

30% said they would like to see more park spaces and green features, including outdoor playspaces/playgrounds for children, native plantings, shade canopy, and more greenspace overall.

22% said they would like to see more grocery stores and local food vendors, from larger format grocers to bodega or corner store varieties and co-ops.

14% said they would like more walkability and greater safety considerations, including more pedestrian or bike trails, bike storage, and safer US-183 crossings.

Question 4: What service, amenity, or outdoor feature do you wish to see at the North Lamar station itself?

Table 3. North Lamar Transit Station Question 4 Summary

Topic	Number of Mentions
Green Features	21
Public Art	14
Shade/Comfort/Shelter	14
Food/Beverage/Vendors	13
Bike Infrastructure	9
Bathrooms	8
Water	3
Child-friendly spaces	1

42% said they would like to see more green features, including more greenspace, native plantings, and shade trees.

28% said they would like to see more public art, including art installations, murals, and other paint-related improvements.

28% said they would like to see more features that provide comfort and shelter, such as covered seating, heat shelters, environmentally friendly cooling, and more safety elements.

Question 5: Is there anything else you would like to tell us about the North Lamar Transit Center?
The following quotes are a few examples of the comments received.

"Protected sidewalks will be necessary for the area crossing under 183. Walkway bridges or otherwise separated with a large median would be good. Shade would be an important consideration here too."

"This is a great neighborhood, but 183 and north lamar are both very hard to cross safely. More parks / public spaces and an emphasis on safety/lighting are needed."

"There is a natural gathering place already in the parking lot of the taco place / corner store / Pizza Hut at Thurmond and N Lamar. You should ask the people who gather there daily if there is anything they would like to see to add to the community / that corner."

"Its very hard to cross N Lamar and access both sides of the street. I have seen several car accidents first hand and I am always nervous about crossing it. Protected bike lanes going to downtown and to parks would make this area better."

"I'd love to see a commitment to development in this area that brings the community together and that invites Austinites to get out of our cars. Aligning development with city values in equity, resilience, and sustainability is paramount[...]"

Comments Summary

To align public comments with the key objectives defined by CapMetro, the City of Austin, and local communities, comments were analyzed using the following categories tied to ETOD Goals:

Table 4. Comment Topics by ETOD Study Goals Matrix

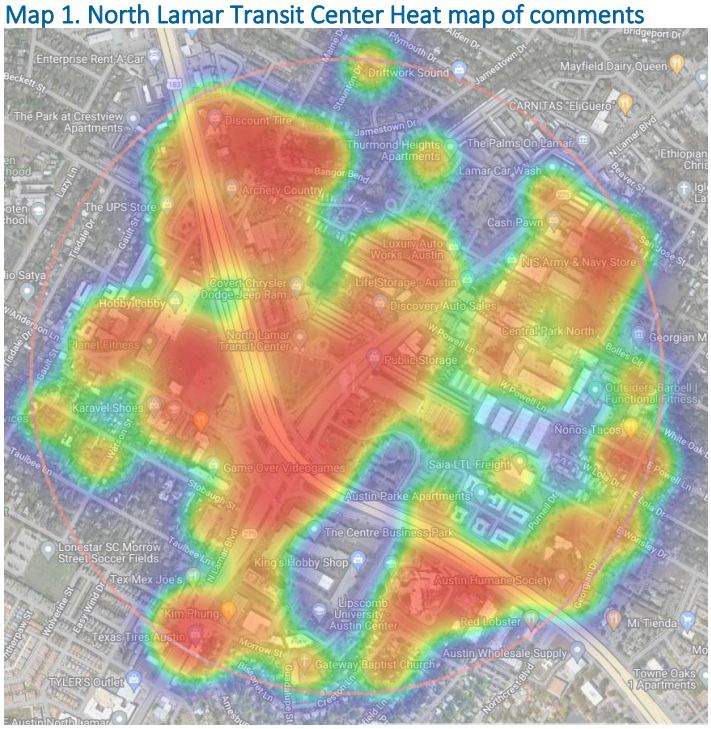
	ETOD Study Goals					
Comment Topic	Enable All Residents to Benefit from Safe, Sustainable, and Accessible Transportation	Help to Close Racial Health & Wealth Gaps	Preserve & Increase Housing Opportunities that are Affordable & Attainable	Expand Access to High-Quality Jobs & Career Opportunities	Support Healthy Neighborhoods That Meet Daily Needs	Expand Austin's Diverse Cultural Heritage and Small, BIPOC-owned, Legacy Businesses
Safety	x				x	
Connectivity	x				x	
Places of Interest		x	x	x	x	x

Desired Services		x	x	x	x	x
Undesired Services					x	
Green Features					x	
Affordable Housing		x	x		x	
Opportunities		x	x	x	x	x

Table 4. North Lamar Transit Center Comment Summary

Topic	Number of Mentions
Undesired features	51
Safety	30
Connectivity	29
Desired features	27
Places of interest	20
Opportunity	18
Affordable Housing	11
Green features	8

Map 1. North Lamar Transit Center Heat map of comments



The following quotes are a few examples of the comments received.

Undesired Features- "This parking lot is never more than 20% full, if that. Planet fitness is the ONLY business relevant to pedestrians in this area. This lot really needs to be converted for TOD goals."

Safety- "Pedestrian and bike crossings across Lamar near the station need to be made safer and more frequent."

Connectivity- "This lovely meadow is very slowly being developed into a park. I'd love to see it connected to other hike and bike trails to provide a safe and pleasant route to transit."

Desired Features- "How could we get more jobs at this site, without displacing existing businesses? Or better jobs - what if there were high quality childcare?"

Most Upvoted Comments

On the survey map, users were able to view comments left by users and upvote or downvote

them, allowing for greater interactivity between users and their perspectives. The following are the top 5 most upvoted comments for the North Lamar Transit Center station area.

"This underpass is miserably uncomfortable to walk through (as are all underpasses), and tremendously hostile to pedestrians. If you want people to cross 183 on foot to get to the station, redesigning this whole intersection is necessary to make it pleasant to walk through." +18 votes

"This huge parking lot is a *massive* waste of space. You could fit several apartment buildings with tens or hundreds of families in this space." +11 votes

"Transit center should become a mixed use TOD with electric bus bays/rail/Metrobike docks. Possible tunnels or walkways across dangerous TXDOT roads nearby.
Should be green and covered in solar, made of mass timber." +10 votes

"It needs to be much safer to cross under the highway. I was nearly hit while walking here, because the car was turning onto the frontage road and only looking left to the other cars, not looking right to see me." +7 votes

"Tam Deli is a small Asian owned business, delicious Vietnamese food" +6 votes

South Congress Transit Center

Question 1: Where is one area of the South Congress Transit Center area that you feel a sense of community and cultural celebration?
Survey respondents highlighted the following locations as places with a sense of community or cultural celebration:

- The Yard
- Cosmic Coffee
- St. Edwards
- Plaza Columbia
- Crux
- Cathedral of Junk
- Casa Maria
- Oltorf H.E.B.

Question 2: What additional community resources or physical improvements in your community are important to you?

Table 5. South Congress Transit Station Question 2 Summary

Topic	Number of Mentions

Bike/Ped Improvements	37
Groceries	16
Restaurants/Food Services	12
Cultural Arts/Venues	13
Green Features	11
Street Connections	4
Public Services (Library)	4
Healthcare	2
Affordable Housing	2

61% said they would like to see more improvements to pedestrian and bike infrastructure, with emphasis on better sidewalks, protected crosswalks, protected bike-lanes, and safe crossing along South Congress.

25% said they would like to see more grocery stores, corner markets, and farmers markets, with a focus on healthy food and local ownership.

21% said they would like to see more cultural arts and music venues, such as performance theaters, art vendors, music venues, and art galleries.

Question 3: Are all of your daily needs met by what is currently present in the South Congress Transit Center station area? If not, what's missing that would help you and your household?

Table 6. South Congress Transit Station Question 3 Summary

Topics	Number of Mentions
Groceries	19
Park space	13

Ped/Bike Improvements	10
Affordable Housing	6
Restaurants	4
Childcare	3
Retail	3
Arts/Culture	3
Medical	3

31% said they would like to see more grocery stores and local food vendors, with a general focus on smaller scale, locally based grocers and corner stores.

21% said they would like to see parks and recreation features, including dog parks, exercise facilities, outdoor playspaces, shade trees, and more greenspaces.

16% said they would like more walkability and greater safety considerations, including more pedestrian or bike trails, safer sidewalks, bike storage, and safer South Congress crossings.

Question 4: What service, amenity, or outdoor feature do you wish to see at the South Congress station itself?

Table 7. South Congress Transit Station Question 4 Summary

Topic	Number of Mentions
Green Features	27
Cultural Arts	20
Bathrooms	16
Food/Bev/Vendors	15
Shade/Comfort/Shelter	11
Bike Infra	6
Water	4
Child-friendly spaces	1

45% said they would like to see more green features, including more greenspace, native plantings, and shade trees, and grassy fields.

33% said they would like to see more public art, including art installations, murals, public performance space, and historical or cultural information signs

26% said they would like to see more bathrooms that are public, well lit, maintained, and accessible to all abilities and circumstances.

Question 5: Is there anything else you would like to tell us about the South Congress Transit Center?
The following quotes are a few examples of the comments received.

"St. Elmo was originally an independent municipality and had a vibrant motel scene. I would like to see the station acknowledge that history."

"I am super excited about this change, and am very much looking forward to seeing how this transit project evolves the South Congress area and our entire city."

"Whatever public spaces are introduced need to be made to feel comfortable and safe. This

means adding appropriate (attractive and dark-sky friendly) night lighting, security systems, and shade structures. A public restroom and usable water feature would also be ideal."

"Local shops have been priced out of the area. Property tax freeze should be provided for long term businesses in this area to keep the cultural flare and shop diversity."

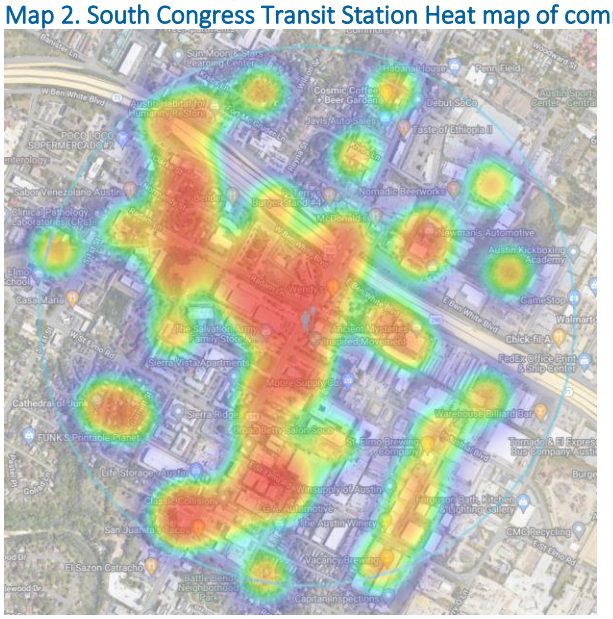
"The Travis Heights-Fairview Historic neighborhood must be protected & preserved. We are blessed w/ beautiful & historic homes & want to keep them intact"

Comment Summary

Table 8. South Congress Transit Center Comment Summary

Topic	Number of Mentions
Desired features	22
Undesired features	21
Safety	17
Connectivity	11
Places of interest	9
Green features	9
Opportunity	6
Affordable Housing	4

Map 2. South Congress Transit Station Heat map of comments



The following quotes are a few examples of the comments received.

Desired Features- "There's a lot of low density in this area very close by the transit center on foot. It's underdeveloped for pedestrians. Some type of grocery store would fill this location nicely."

Undesired Features- "Self-storage so close to the station seems like a wasted opportunity. We should encourage its redevelopment."

Safety- "I agree that this is a very hazardous area for non-drivers. Crossing Ben White and Congress is unpleasant and unsafe. I feel that if you have to cross the freeway on a regular basis, the odds of eventually getting hit by a car are pretty high."

Connectivity- "Pedestrian connection from South 1st to the transit station is sorely lacking. There is no continuous walkway (needed on both sides of Radam) and no bike lane to get to/from the station."

Most Upvoted Comments

On the survey map, users were able to view comments left by users and upvote or downvote them, allowing for greater interactivity between users and their perspectives. The following are the top 5 most upvoted comments for the North Lamar Transit Center station area.

"There has to be a way to make this crossing over the highway feel safer for pedestrians and

bikes. It is hard to imagine walking from the transit center across the highway and having that feel safe" +8 votes

"Really have to make sure the transit center and the Bergstrom Spur interact seamlessly." +8 votes

"If this old train track is ever cleaned up, this would be an amazing little multi-purpose trail." +8 votes

"Transit center should become a mixed use TOD with electric bus/rail/Metrobike stations. +7 votes

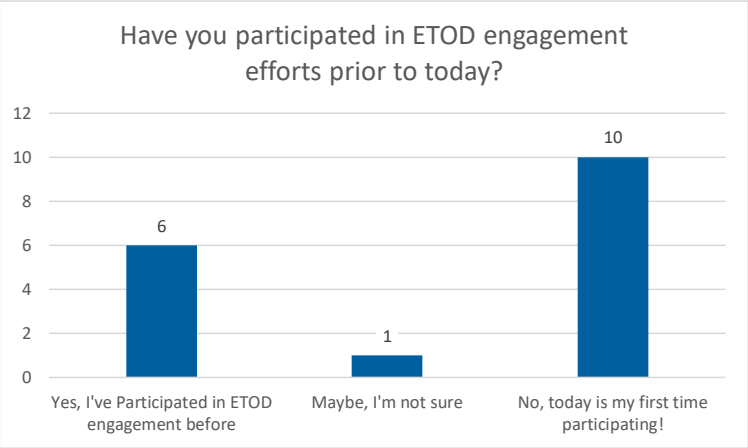
It will connect to the future Bergstrom Spur trail to the airport and S 1st." +7 votes

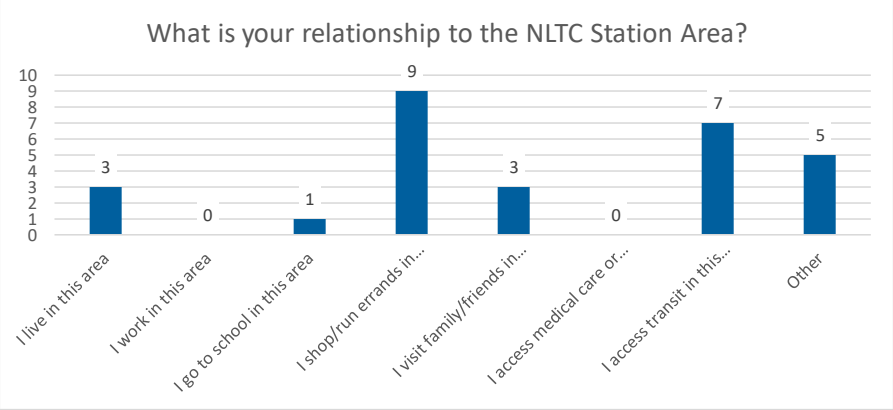
"Another great hang out spot with food truck options, coffee and work space, and I love that it is attached to a climbing gym." +6 votes

APPENDIX C: ETOD STATION AREA PRIORITIES VIRTUAL PUBLIC WORKSHOPS

North Lamar Transit Center Workshops

Menti Results





Jamboards


Where in this neighborhood do you feel a sense of community and cultural celebration? How might we bring that to this station area?
What is preventing more grocery stores from the area?
/ 10-Minute Walk/Roll
Grocery stores can't capture a lot of people in this area. This is what we could change in this area. Density and people will support grocery stores.
HEB just north of this area (Rundberg and Lamar). But not walkable. Could think about different sizes of stores since there's one close by. Corner store
Where do you like to visit?
East asian stores - 99 Ranch a big one. Main reason I'm there is to visit those stores.
Close by but located outside of station area.
Metro Transit
Park-n-Ride
North Lamar Transit Center
Orange Line
Blue Line
Sense of community? No. Some of the communities (mobile home community) separated. No real connection to the people that live and the things to do in the area.
Wooten Elementary
Public storage - maybe not condusive to goal? But needed :)
Would like to integrate the area to lead to a better and determined sense of community. Currently feels like a business park (could be much more interesting - not car dominated, pretty)
The industrial things don't attract many people. Not a community feel like Crestview (tightly packed vs spread out)
Affordable housing will bring a sense of community and people
Commute not too long, but not the most comfortable. No share and sidewalk network not the best. Summer really dreadful.
Black Star Coop
Highland Campus - Used the bus (801) and walked around


Where in this neighborhood do you feel a sense of community and cultural celebration? How might we bring that to this station area?
½ -Mile Radius / 10-Minute Walk/Roll
HEB and Ranch 99. Great places to eat
99 Market Plaza - Lot of different types of food options.
West Anderson - Gyms and yoga studio. Body Collective, Hit Collective, Black Swan Yoga. Also a lot of food places in that area.
Challenge is the north side of the underpass. Really scary for someone who is walking south and cross to West Anderson.
Metro Transit
Park-n-Ride
North Lamar Transit Center
Orange Line
Blue Line
Car dependency makes it difficult to have strong community centers.
K BBQ - Unique mix of Hispanic and Asian cultures.
Just south of 183 - hang out spot with friends
Across 183 - Korean restaraunt. Stays open til 2am. More need for late night service. Safe way to crossing for cool places for nightlife.
Mi Pueblito? wonderful spot. Made a difference when they came. Walkability and service to the community
Residential area behind TC has nice community feel. School on Fairfield has a track and community feel.
Violin shop - part of the music community!
Multiple car dealerships - great to get ride of.
Unsafe crossing to go south! But a lot more community things south. Nightclub, eateries, babershop. Bingo Place. People want to go there.
Have to cycle under the underpass = WASTELAND
Lived in this area for a long time. Tam? Deli and Cafe. Not many other small eating areas.
Safe 183 crossing and more accessible in general!
Less parking space and more devoted to pedestrians!

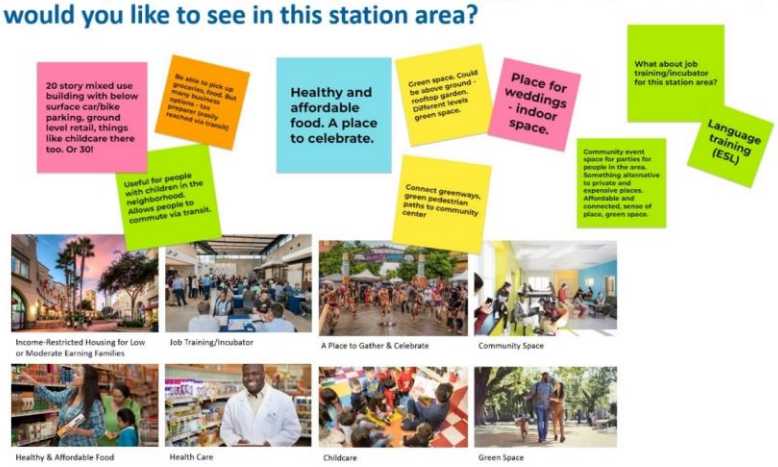
What additional community resources or physical improvements do you feel are important to this station area?



What additional community resources or physical improvements do you feel are important to this station area?



What important daily needs (like childcare, groceries, or outdoor play space) would you like to see in this station area?



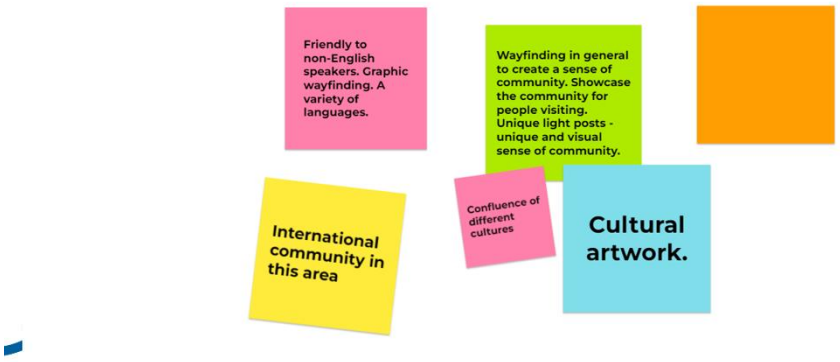
What service, amenity, or outdoor feature do you wish to see at the transit station itself (such as restrooms, water fountains, shade shelters, bike racks)?



What service, amenity, or outdoor feature do you wish to see at the transit station itself (such as restrooms, water fountains, shade shelters, bike racks)?



Are there other concerns you would like to share?



North Lamar Transit Center Workshops Key Takeaways Summarized by ETOD Goals

Enabling all residents to benefit from safe, sustainable, and accessible transportation

- Commute not too long, but not the most comfortable.
- There is currently no share (*could be referring to shade instead)* and sidewalk network is not the best.
    - Summers are dreadful.
- Need for late night service
- Crossings:
    - Unsafe crossings.
    - Need for safe crossings to attend nighttime attractions/destinations.
    - Unsafe crossings to go south, where many community-related things occur and people want to go to (i.e. nightclub, eateries, barbershop, bingo)
    - Safe crossings south of 183 are needed.
    - Difficult to cross Lamar
    - Lamar crossing south of 183 is scary: about as wide as a single person.
    - Need for safe 183 crossing
- Underpasses:
    - Having to cycle under the underpass, which is a wasteland.
    - North side of the underpass is really scary for someone who is walking south and cross to West Anderson.
- Need for more accessibility in general.
- "Less parking space and more devoted to pedestrians!"
- Integrated mobility options.
- Micromobility options.
- Safe streetscapes for pedestrians and cyclists.
- Underground options mentioned:
    - Beneficial to keep thing underground (design perspective). Seems like it could help this area. For example, DT Houston underground markets and tunnels – becomes a vibrant place in the summer to escape the heat.
    - Buses underground
    - Cars underground don't bake in the sun
    - Lots of people will park there: car parking/storage is a problem. Car storage should go underground.
- Green space/beautification.
    - More landscaping along the sidewalks and streets.
    - Beautification efforts needed.
    - More park space in general

  - Green space could also be above ground (rooftop garden/different levels of green space)
  - Connected greenways
  - Green pedestrian paths to community center
- Other design elements mentioned included:
  - Raised sidewalks
  - Wider bike lanes
  - Protected bike lanes
  - Protected areas
  - Flexible poles – very helpful
  - Bike parking.
- Specific sidewalk need mentioned:
  - Sidewalk between Anderson Square and Anderson Lane
- Transit station amenities mentioned included:
  - Mixed use development for transit station.
  - Making things child-friendly, including child play areas.
  - Seating
  - Trash cans
  - Clean restrooms
  - Shaded spaces
  - Misters for the heat.
  - Water refill station
  - Signage/wayfinding
  - Police post to help with security/safety.
  - Lighting is key
  - Overpass (Lamar and Chavez)
  - Pedestrian bridge – with walking/biking areas.
  - Allowing food trucks/vendors in the area.
  - Solar-powered charging stations for electronics.
  - Improved safety: there aren't many ways to walk to the area now, more access and connections to currently not connected locations.
  - Bike parking
  - MetroBike station.
  - Park and ride.
  - Waiting room: drinks, snacks while you wait

Helping to close the racial health and wealth gaps

- Affordable housing will bring a sense of community and people.

- Shouldn't let investors buy all the housing. People not just businesses.

Preserving and increasing housing opportunities that are affordable and attainable

- Affordable housing is missing
- Affordable housing will bring a sense of community and people.
- TOD centered around parking lot is not great. Need to do something different: affordable/car-free housing: related to transit ridership.

Supporting healthy neighborhoods that meet daily needs

- Retail/grocery stores:
  - Retail component is important: means to activate the space and attract people.
  - Locating retail near station – taking advantage of the amount of people transferring.
  - Grocery stores can't capture a lot of people in this area – however, this is what can be changed here. Density and people will support grocery stores.
  - More local grocers.
- Need for healthy/affordable food.
- Variety of business/service options easily reached via transit.
- Need to increase density:
  - Park and ride won't generate as much ridership as commercial development.
- Car dependency makes it difficult to have strong community centers.
- There is no real connection for the people who live in the area to the things to do there.
- Lack of community feel/integration:
  - There is a need to integrate the area to lead to a better and determined sense of community.
  - Area currently feels like a business park, no community feel like Crestview
  - Industrial uses don't attract many people.
  - Area could be more interesting, not dominated by cars, and mores aesthetic
- Affordable housing will bring a sense of community and people.
- Green space
- Need to have attractions for seniors.
- Mixed-use buildings. Some features mentioned include:
  - Below surface car/bike parking
  - Ground level retail
  - Including childcare.
- Including places to celebrate and to host events (i.e. community event space/wedding space)

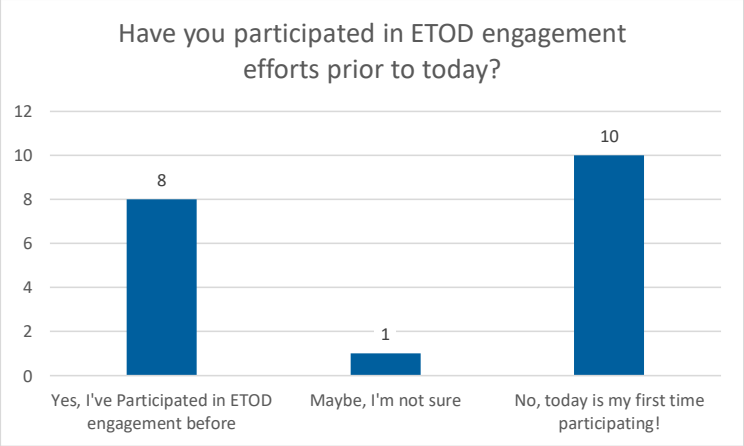
Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses

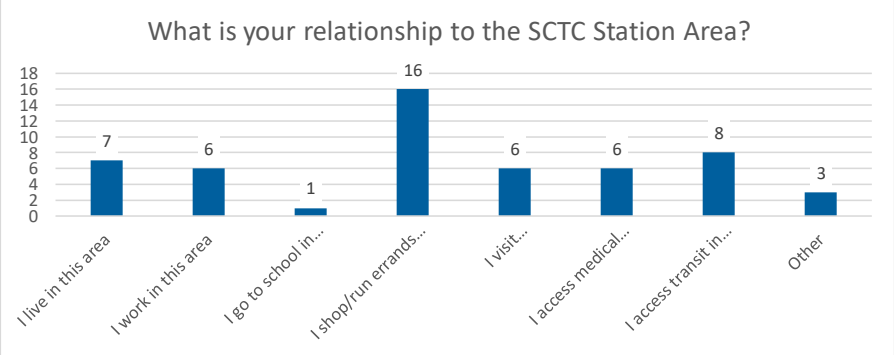
- There is no sense of community, since some of the communities are separated (i.e., mobile home community).
- Areas with community feel:

  - Residential area behind TC
  - School on Fairfield
- The area has great places to eat/locales that individuals like to frequent.
- Types of notable businesses/locales mentioned include:
  - The HEB just north of this area (Rundberg and Lamar), but it is not walkable.
  - East Asian Stores are a big attraction in the area/nearby (i.e. 99 Ranch)
  - A wide variety of local restaurants.
- Other important locations in the area mentioned included the following:
  - Wooten Elementary
  - 99 Market Plaza
  - Black Star Coop
  - Highland Campus
  - Violin shop – part of the music community.
  - Mi Pueblito
  - Gyms and yoga studios.
- Other opinions regarding businesses types:
  - Could think about different store sizes (corner store)
  - Public storage may not be conducive to goal but it is needed.
  - Multiple car dealerships – great to get rid of.
- Job training/business incubators located in station area.
- Language training (ESL).
- Need to make area friendly to non-English speakers.
- Wayfinding in general to create a sense of community.
  - Unique light posts/visual sense of community.
- Need for graphic wayfinding, including in a variety of languages.
- This area has a large international community/confluence of different cultures:
  - Cultural artwork.
  - Showcase the community for visitors.

South Congress Transit Center Workshops

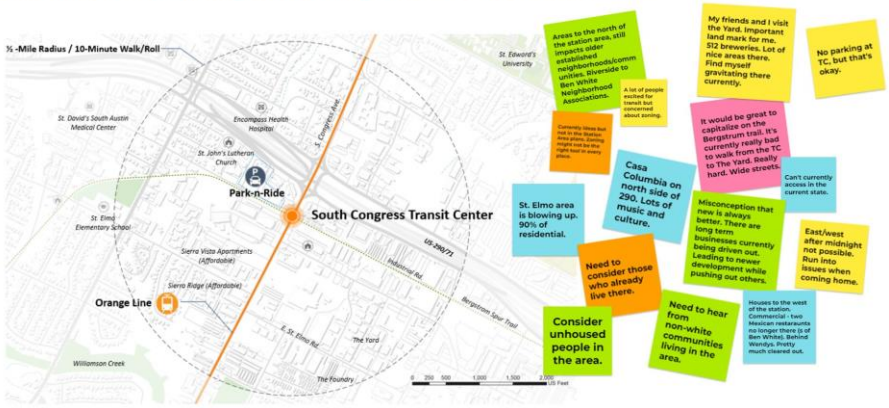
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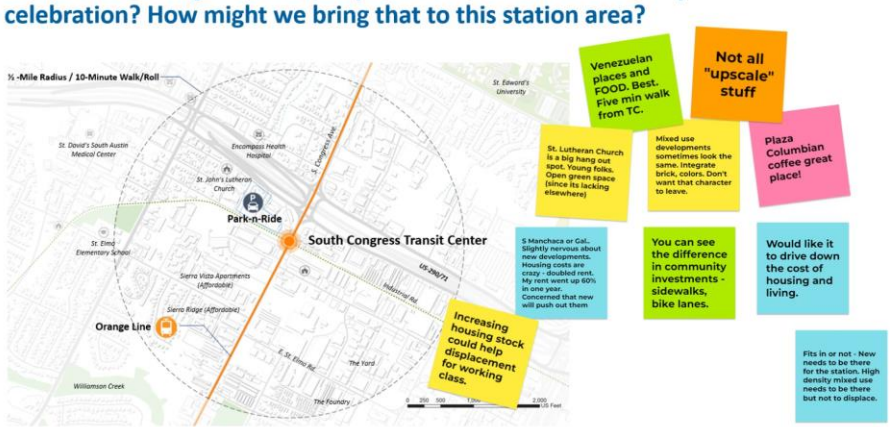


Jamboards

Where in this neighborhood do you feel a sense of community and cultural celebration? How might we bring that to this station area?



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What additional community resources or physical improvements do you feel are important to this station area?



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What important daily needs (like childcare, groceries, or outdoor play space) would you like to see in this station area?



What important daily needs (like childcare, groceries, or outdoor play space) would you like to see in this station area?



What service, amenity, or outdoor feature do you wish to see at the transit station itself (such as restrooms, water fountains, shade shelters, bike racks)?



Are there other concerns you would like to share?



South Congress Transit Center Workshops Key Takeaways Summarized by ETOD Goals

Enabling all residents to benefit from safe, sustainable, and accessible transportation

- Need better access/mobility in the area.
- Concern with long wait times/long transfers
- Take into account that the area has very young and older people.
- Need for accurate transportation times:
    - Concerns with being late due to delays.
- Better sidewalks are needed.
- More comfortable/protected bike lanes.
- Connectivity needed in Ben White.
- It would be great to capitalize on the Bergstrom trail:
    - Connectivity to the Bergstrom trail
- Currently it is really bad/hard to walk from the TC to The Yard
    - Wide streets
    - Access is not possible in the current state.
    - It is dangerous to cross St. Elmo streets connecting to The Yard: difficult for pedestrians/no sidewalks.
- There is no parking at the TC, but that is ok.
- East/west after midnight is not possible. Run into issues when coming home.
- You can see the difference in community investments – sidewalks, bike lanes.
- Multimodal vision.
- Not very safe or friendly to cross highway:
    - Designed for cars.
    - Most of the station area is north of the highway so it is really important to make the connection for people walking and biking.
    - Safer pedestrian/bike crossing over freeway and Ben White.
- TC is not in a very visible place:
    - Hard to spot if you are walking.
    - Entrances are hard to get to on foot.
    - Exxon and buildings block the visibility.
- Shade is needed all the way from the bus stop to the rail station.
- Concerns with security were shared:
    - Unhoused population grows/shrinks.
    - Some people are concerned.
    - Including some kind of security feature.
- Transit station amenities mentioned included:

- Trees
- Shade
- Water
- Secure bike parking
- Coffee shop/place for snacks/beverages
- MetroBike station
- Digital signs showing time of arrival – see what's coming and going.
- Allowing vendors near:
  - Gives people things to do and feel safer in the area.

Helping to close the racial health and wealth gaps

- We need to consider/hear from:
  - Those who already live in the area
  - Unhoused people
  - Non-white communities living in the area.
- Would like it to drive down the cost of housing/living.
- High density mixed use needs to be there but not to displace.

Preserving and increasing housing opportunities that are affordable and attainable

- St. Elmo area is blowing up – 90% of residential.
- S Manchaca or Gal:
  - Slightly nervous about new developments
  - Housing costs are increasing exponentially – rents doubled.
    - Person mentioned their rent went up 60% in one year.
  - Concerns about displacement with new development.
- Increasing housing stock could help displacement for working class.
- Affordable housing tends to be more accepted when it isn't concentrated.
  - Spread it around instead of being concentrated for more social/community and less stigma.

Supporting healthy neighborhoods that meet daily needs

- Many people are excited for transit but concerned about zoning.
- Zoning might not be the right tool in every place.
- More green space is needed.
- B. Spur Trail will be great – Needed addition in S Austin
- More childcare.
- Library
- Grocery shopping

  - Neighborhood corner stores would be great.
  - Would like to see grocery stores at ground level.
- Outdoor play space
  - There is demand for larger parks where kids can play.
  - Important to make Zilker more accessible too.
  - The St. Elmo school park isn't big enough.
- Services for all commuters.
- High-quality health services needed.
- Dense, mixed use development.
- Add bike storage and make it feel safe to store bike there for a few hours.
- Mixed use development often misses basic needs:
  - Need more complete neighborhood businesses.
- There are lots of incompatible land uses:
  - Some local businesses take up a lot of space.
  - Very auto-oriented.
  - Would like to see redevelopment: make it easier to make changes to improve the area.

Expand Austin's Diverse Cultural Heritage & Small, BIPOC-owned, and Legacy Businesses

- Types of notable businesses/locales mentioned include:
  - Casa Columbia on the north side of 290.
  - The Yard
  - 512 Breweries
  - Venezuelan places/food near TC.
  - St. Lutheran Church is a big hangout spot: young folks and open green space (since it is lacking elsewhere).
- Misconception that new is always better. There are established businesses currently being driven out: newer development pushing out others.
  - Two Mexican restaurants no longer there (S of Ben White) mentioned.
- Mixed use developments sometimes look the same:
  - Integrate bricks, colors.
  - Character is needed.

APPENDIX D: COMMUNITY CONNECTORS PROGRAM

COMMUNITY CONNECTOR PROGRAM – EXTENSION PLAN FOR NLTC AND SCTC SUMMARY

3-30-2023 | DRAFT

COMMUNITY CONNECTOR PROGRAM SUMMARY

In an effort to expand community participation and increase engagement from priority populations, Cultural Strategies worked with Capital Metro and its consultant team to expand the Capital Metro Equity Transit Oriented Development (ETOD) Community Connector Program, a public engagement effort that has been successful in reaching historically underserved communities and residents. The primary objective was to support a community-led public input and planning process for the "Desire and Discover" phase of development for the North Lamar Transit Center (NLTC) and South Congress Transit Center (SCST) Station Areas.

The Community Connectors program provided residents and small businesses adjacent to the station areas with an opportunity to learn about ETOD Project planning. The Cultural Strategies team equipped each Connector with accurate information about the project and active support to effectively engage their personal networks and local community. Their engagement in the process helped amplify the community's priorities, challenges, and visions for the two Station Area plans.

Connectors participated in regular scheduled meetings and one-to-one calls, attended the 2/28 and 3/1 Virtual Workshops, supported the business walk activities, shared survey and workshop links, explored opportunities to reach and engage their networks, and provided key-insights reports. Despite efforts to encourage Connectors to log their time for billing and compensation, approximately 55.25 of the 240 hours for the "Desire and Discover" phase were submitted and paid at the agreed rate of $25/hour.

Connectors were informed on March 21 of the project's pause. Each is expected to continue their involvement when the project picks up in August.

COMMUNITY CONNECTORS

Recruitment occurred in mid-Jan and received confirmation of interest and availability from the following individuals, each with distinct qualifications. Collectively they represented daily transit riders, connections to cultural organizations, college-aged student governance/leadership, differing abilities/disabilities, housing and affordability advocates.

- Ariel Marlowe
- Fabian Wood
- Kathryn Broadwater
- Leland Murphy

- Odette Garza-Witherspoon
- Pierre Nguyen
- Rashmi Shah
- Stephanie Webb
- Gabriel Arellano

TASKS/ACTIVITIES

PLANNING: January – February 2023

- Recruitment process for 8 Connectors/re-engagement
- Training and presentation materials

ENGAGEMENT PHASE – DESIRE & DISCOVER

GOALS: Share best practices and existing conditions. Reiterate ETOD goals and policy tools. Establish community priorities for the NLTC Station and SCTC Station Areas.			*Proposed time per CC*	*Proposed time for group (8)*	*Notes/Dates:*
Task 1	Kick-off meeting, training review/best practices, schedule, public input opportunities, networking tasks	February	2	16	February 20, 2023 (12-1pm virtual)
Task 2	Weekly check-in calls	Feb/March	3	24	• One-to-one calls • March 12, 2023 (12-1pm & 6-7pm virtual)
Task 3	Review and comment on survey instruments and Workshop Presentation	February	4	32	Weeks of February 13 and 20 • Survey Open - 2/17 • Survey Close - 3/22
Task 4	Block-walking, raising awareness of process and input opportunities	February	6	48	See zone maps • March 2/21-2/23 NLTC • March 2/23-2/24 SLTC
Task 5	Networking and awareness (prioritize NLTC and SCTC neighborhood, community, and cultural associations, professional and business groups)	Feb/March	7	56	Sharing digital promotional materials for VFGs, VWs and Survey with their respective communities • 2/17 - 3/17

Task 6	Attend/audit 1 Virtual Focus Group (VFG) AND 1 Virtual Workshop (VW)	March	5	40	• NLTC VFG 1, 2/28 (11am-12pm) • NLTC VFG 2, 3/1 (5-6pm) • NLTC Span VFG, 3/2 (5-6pm) • SCTC VFG 1, 3/7 (11am-12pm) • SCTC VFG 2, 3/8 (5-6pm) • SCTC Span VFG 2, 3/9 (5-6pm) • NLTC VW – 2/28 • SCTC VW – 3/1
Task 7	Recording observations from process, key insights report	March	3	24	Due 3/17
		Hours	**30**	**240**	

BUSINESS WALK

Stephanie Webb and Sebastian Puente from Cultural Strategies conducted four days of Business Walks on Feb 21 – Feb 24. Each business visited was provided a ETOD postcard with a QR Code and information regarding the upcoming workshops and focus groups. A database with contact information and notes is available here.

- NLTC - 98 businesses visited
- SCTC – 90 businesses visited



CONNECTOR REPORT – KEY INSIGHTS

Stephanie Webb – (She/Her/Ella) - Community Connector Report

- February 20-24, 2023 Block Walking and
- March 1, 2023 Virtual Focus Group

February 20, 2023

This process has been ongoing and despite the best efforts to reach out to the public, people are no longer interested due to the economic trauma being inflicted by an ever voracious local economy. Many of the Connectors have also lost interest due to what is viewed as a lackluster response by those with the power to implement such plans. The Community Connectors will follow through due to a commitment to complete and a need for the additional income. However, the return of an openly racist politician—who was at the helm for the destruction of most of the communities we are working to engage—has left a sour taste in the mouth of everyone who thought these efforts would be rewarded with change.

North Lamar Transit Center

It was important to discuss why this transit center was so terrible regardless of input from the local businesses. However, it is also important to note that many of the local commercial properties were poorly designed and not considered welcoming as a nod to economic efficiency instead of community interaction. Based on how architecture and social movement has changed, it makes sense that improvement to the transit center neither interests the business owners nor would they be consistently inclined to participate in this process. This transit center needs a lot of work to even be appealing for regular users, so business engagement will be a challenge.

South Congress Transit Center

This transit center is much better in terms of shade, but I know that the staff at the 7-11 on the corner of Congress and Ben White are completely frustrated by the usage of the store as a weigh station for the unhoused population. Simply put, the lack of benches almost makes the shade irrelevant, and a lack of access to a bathroom means that most every business with a lobby is stressed. Unfortunately, many of the commercial spaces have already been vacated due to operator cost and/or real estate purchase, so the engagement from this angle will be very limited. One business was very candid about their distrust for public processes because even though residents and businesses expressed disinterest in upcoming plans, the City was unreceptive to their voices due to economic interests. However, business engagement might be less of a challenge due to the upcoming developments on St. Elmo.

Virtual Focus Group

I will admit to speaking longer about how perception shapes policy. People use words like “dangerous” to describe areas with higher unhoused populations, and often, there is a failure to

recognize where housing actually exists due to an "urgency" to tear down and rebuild. Residents with more socioeconomic security need to learn how to acknowledge that when they live outside a specific area, they are not the best equipped to discuss how people actually live there. However, it also seems like people are more pedestrian and willing to participate in the outreach for the South Congress Transit Center. I was unable to view the first VFG for the North Lamar Transit Center, but I plan to do so in the future.

PENDING OPPORTUNITIES

1. Oddett Garza-Weatherspoon works for ACC in the Career Scholars program. Her desire has been to help involve students in the ETOD planning. Most if not all of the ones she is working with are transit riders and are being impacted by housing affordability. She would us to host two zoom sessions specifically for them (once outreach begins again). She would like use up her compensation/budget allocation to provide incentives to the kids for participation. One other opportunity might be for her to dispatch 6 of her students to help collect insights/surveys from the student body.
2. Leland Murphy currently serves as the UT Student Government President and requested a 15-minute presentation to the Inter-Organizational General Meeting (IOGM) on March 30th at 7PM in Patton Hall (RLP 0.112) on the UT Austin campus. A request to reschedule this to the fall has been made.
3. Kathryn Broadwater is a "Partners in Policymaking Class" Graduate from the Texas Council of Developmental Disabilities (TCDD). She is interested in engaging with other alumni in Austin to provide input, preferably through a designated presentation.

APPENDIX E: COMMUNICATIONS TO THE PUBLIC

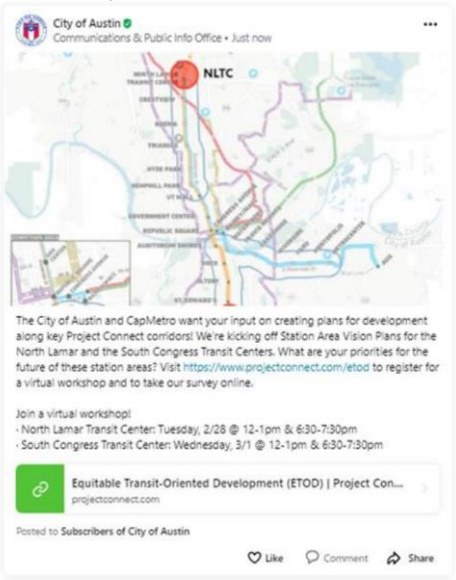
From City of Austin Distribution

Date: 2/18/2023 & 2/19/2023
Outreach channel: Flier Black History Month event at Austin Central Library and one other location (not digital)
Reach: Unsure
What info was given (ex. Workshop info, survey link): Same as postcard (QR code and link for workshop and survey info)
Screenshot of post/email/etc.:



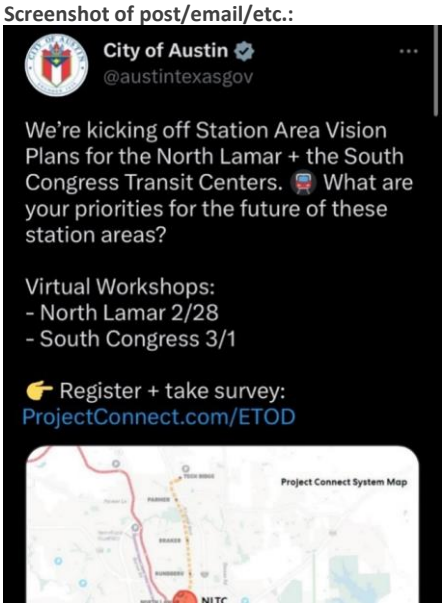
Anything else you feel might be important to include: In English and Spanish, not digital
Date: 2/23/2023
Outreach channel: COA NextDoor
Reach: 8,734 interactions
What info was given (ex. Workshop info, survey link): Link to projectconnect.com/etod to register for virtual workshop and take survey.

Screenshot of post/email/etc.:



Anything else you feel might be important to include: Posted by Tara Olson in CPIO
Date: 2/24/2023
Outreach channel: COA Facebook and Twitter
Reach: 6,067 Twitter impressions, 7,329 Facebook impressions
What info was given (ex. Workshop info, survey link): Same as NextDoor (Link to projectconnect.com/etod to register for virtual workshop and take survey)

Screenshot of post/email/etc.:





Anything else you feel might be important to include: Posted by Rachel Freeman with CPIO
Date: Approximately 2/27/2023
Outreach channel: All addresses within .5 mile of the NLTC and SCTC station areas (not digital)
Reach: 3,203 SCTC addresses; 3,888 NLTC addresses
What info was given (ex. Workshop info, survey link): QR code and link for workshop and survey info
Screenshot of post/email/etc.:







Anything else you feel might be important to include: English and Spanish, not digital
Date: 3/21/2023
Outreach channel: Email to ETOD-interested folks (list reviewed for duplicates by Peter Breton)
Reach: 531 recipients
What info was given (ex. Workshop info, survey link): Link to survey, close date of survey, map of NLTC and SCTC
Screenshot of post/email/etc.: PDF attached
Anything else you feel might be important to include: English and Spanish

Date: 3/24/2023
Outreach channel: Emails collected from folks interested in land-use planning at the ATP Open House
Reach: 17 recipients
What info was given (ex. Workshop info, survey link): Link to survey and close date of survey
Screenshot of post/email/etc.: PDF attached
Anything else you feel might be important to include: English and Spanish

Date: 3/24/2023
Outreach channel: COA list refined by Peter + other ETOD-interested contacts – folks who have been involved in City's Project Connect and/or anti-displacement outreach and have expressed interest in staying in touch
Reach: 891 recipients
What info was given (ex. Workshop info, survey link): Link to survey, updated close date of survey, map of NLTC and SCTC
Screenshot of post/email/etc.: PDF attached
Anything else you feel might be important to include: English and Spanish

Date: Likely 3/27/2023
Outreach channel: COA's Imagine Austin Facebook and Twitter
Reach: TBD
What info was given (ex. Workshop info, survey link): Will likely be link to survey and map
Screenshot of post/email/etc.: TBD
Anything else you feel might be important to include: Awaiting CPIO to post

From CapMetro Distribution

Commented [JH2]: Peter to provide screenshots

Twitter
Feb 23 – Workshops
Impressions: 740
Engagements: 9
Link clicks: 3

March 2 – Survey
Impressions: 674
Engagements: 20
Link clicks: 4

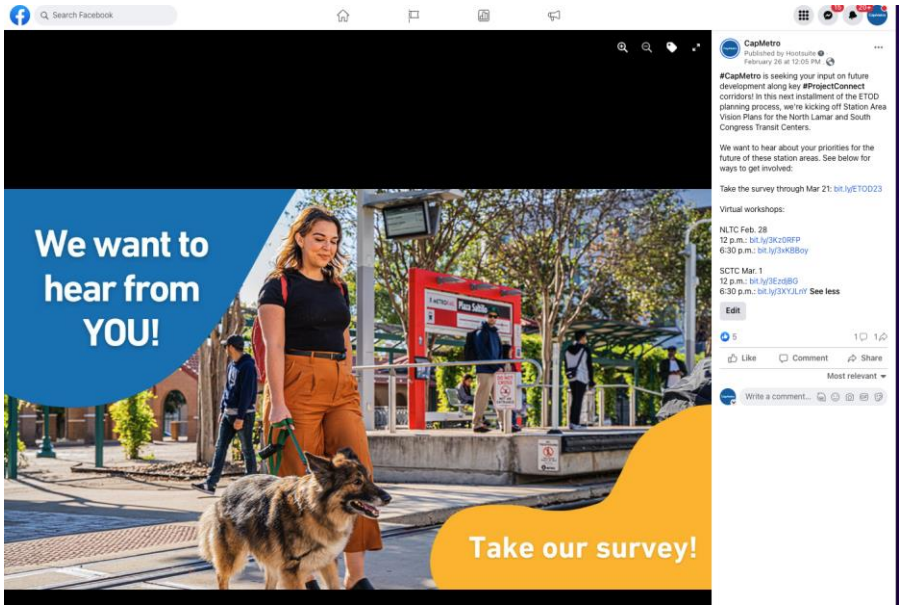
March 12 - Survey
Impressions: 930
Engagements: 38
Link clicks: 17

March 18 - Survey
Impressions: 840
Engagements: 22
Link clicks: 10



Facebook
Feb 26 - Workshops
Impressions: 660
Engagements: 19
Link clicks: 1

March 12 - Survey
Impressions: 476
Engagements: 17
Link clicks: 4



Instagram
Organic Post
March 4 - Survey
Impressions: 872
Engagements: 46
Likes: 45

Instagram Stories
Feb 24 - Survey
Feb 27 - Survey
March 7 - Survey
March 14 - Survey
March 20 - Survey


CapMetro
@CapMetroATX
#CapMetro is seeking your input on future development along key #ProjectConnect corridors! We want to hear about your priorities for the future of the areas surrounding the N Lamar and S Congress Transit Centers.
Take the survey: bit.ly/ETOD23
We want to hear from YOU!
Take our survey!

Appendix C:

ETOD Priority Tool Data Documentation



Oltorf Station - *Looking North*

ETOD PRIORITY TOOL DATA & TOOL DESIGN DOCUMENTATION

Version 1, 12/9/2022

DASHBOARD OVERVIEW

This tool updates CapMetro's prior 2016 TOD Priority Tool with a focus on equity considerations. The 2022 ETOD Priority Tool is a data-driven framework to prioritize ETOD initiatives and investments. The goal of prioritizing is to minimize displacement risk but also support opportunities to achieve equitable outcomes.

The tool is organized into three main tabs:

- **Typologies** explore how stations are grouped into categories according to shared characteristics that allow decision-makers to tailor policy tools to address unique needs of each station area
- **Complete Communities Indicators** review metrics that describe each station area's progress towards meeting the community's goals for achieving ETOD.
- **Policy Recommendations** see which policy tools are most applicable depending on the typologies and complete community indicators of each station area.

Data feeding this tool will be updated by CapMetro and the City of Austin on a rotating basis to track progress on achieving equitable outcomes as envisioned by the community as Austin implements Project Connect. More information about the ETOD Study can be found on CapMetro's website.

The tool can be accessed at the following link:
https://experience.arcgis.com/experience/0388c5d05c0b45d495d2c2c74500f60a

DATA SOURCES

Typologies

Goal/ Indicator	Metric	Year	Value	Data Source	Method	Threshold	
						Rail	Bus
Transit Supportiveness (ETOD Goal #1)	Existing Population	2020	Total	U.S. Census Bureau Decennial Census	Data collected at block level. Nelson\Nygaard block to station area conversion method.[1]	7,540+ (FTA "Med-High")	4,525+ (FTA "Med")
Close Racial Health & Wealth Gaps (ETOD Goal #2)	Population within COA Displacement Risk "Active" or "Vulnerable" Census tracts	2020	Total	City of Austin Open Data Portal	Collected at tract level and converted to 2020 Blocks based on proportion of population of block in tract.[2] Nelson\Nygaard block to station area conversion method.	45%+ (Median of all station areas)	
Market Responsiveness	Population Growth	2010-2020	Percentage	U.S. Census Bureau Decennial Census	Data collected at block level. Nelson\Nygaard block to station area conversion method. Percentage of difference between population levels in 2010 and 2020.	17% increase AND at least 500 new residents	17.7% increase AND at least 500 new residents
	Job Growth	2010-2019	Percentage	U.S. Census Bureau Longitudinal Employer-Household Dynamics	Data collected at block level. Nelson\Nygaard block to station area conversion method. Percentage of difference between jobs in 2010 and 2019.	26% increase AND at least 500 new jobs	12.6% increase AND at least 500 new jobs

[1] Data per block is attributed to a station area if either the centroid of the block is in the station area or 1/3 of the block area is in the station area.

[2] Tract data was proportionally balanced using 2020 block-level Census population centroids. To convert 2019 Census data to 2020 Census blocks, the percentage of tract-level data was applied to a block based on that block's population share within 2010 tracts.

Complete Community Indicators

Indicator	Year	Value	Data Source	Method
Affordable Units	2019	Total	City of Austin Affordable Housing Database	Data collected by the City of Austin and analyzed at the station and corridor level. Estimates include rental product only.
Naturally Occurring Affordable Housing (NOAH) Unites	2021	Total	CoStar	Collected at the station and corridor level. NOAH was defined as housing units with an effective rent of less than or equal to $1.87/SF. This metric equals the building average effective/SF that captures the most buildings below the ~$1,661.5/unit 2 bed rent in the Riverside station area without capturing any above that threshold. Riverside was used as the benchmark for NOAH calculations since it has the highest density of multifamily units of the study area. The affordable rent/unit threshold was estimated by calculating the affordable housing budget for the average Austin Household earning 80% AMI in 2020.
Total Housing Units	2019	Total	U.S. Census Bureau American Community Survey (ACS), 5-year estimates (2014-2019)	Collected at tract level and converted to 2020 Blocks based on proportion of population of block in tract. Nelson\Nygaard block to station area conversion method.
Single Family Units	2019	Percentage (of Total Housing Units)		
Commute Time (minutes)	2019	Average		
High Quality Jobs	2019	Total	U.S. Census Bureau Longitudinal Employer-Household Dynamics	Data collected at block level. Nelson\Nygaard block to station area conversion method. Sum of jobs in all NAICS industry sectors except sector 72 (Accommodations and Food Services), which on average pays below a living wage in Austin.

Service Availability	Various	Weighted Score	Grocery stores (2019): APH Supermarkets Hospitals (2020): City of Austin ArcGIS Online Schools (2022): City of Austin ArcGIS Online Community centers (2022): City of Austin ArcGIS Online (PARD facilities filtered by ASSET = Recreation Center) Libraries (2022): City of Austin ArcGIS Online Childcare (2022): City of Austin ArcGIS Online	The community resources used in this calculation included grocery stores, hospitals, schools, community centers, public libraries, and childcare facilities that accept subsidies. A community resource was considered "available" if it was within 5 stations, not including transfers and was given a discounted score depending on how many stations away it was. Formula = Sum of below Station - Total community resources 1 Station away (either direction) Total community resources x 5/6 2 Stations away (either direction) Total community resources x 4/6 3 Stations away (either direction) Total community resources x 3/6 4 Stations away (either direction) Total community resources x 2/6 5 Stations away (either direction) Total community resources x 1/6
Connectivity	2021	Weighted Score	Intersections: City of Austin Open Data Portal Sidewalk Completion: City of Austin Data Portal	Connectivity = ((Intersection Density/330) + % Sidewalk Completion)/2. 330 intersections per square mile was used as a benchmark based on best practice[3]. Percent sidewalk completion is calculated by sidewalk attribute = Sum of EXISTING/(Sum of EXISTING + Sum of MISSING) per station area.
BIPOC Population	2020	Percentage	U.S. Census Bureau Decennial Census	Data collected at block level. Nelson\Nygaard block to station area conversion method.

[3] Intersection density best practice is from TND Design Rating Standards (www.tndtownpaper.com/images/TND_Design_Rating_Standards_2.2.pdf).

	2019	Percentage	U.S. Census Bureau American Community Survey (ACS), 5-year estimates (2014-2019)	Collected at tract level and converted to 2020 Blocks based on proportion of population of block in tract. Nelson\Nygaard block to station area conversion method. (Only for Map Layer)
Small Businesses	2021	Total	Esri DataAxle 2021	Collected total number of businesses by station area and filtered to those with less than 20 employees. Government, Public Services, Education, and ATMs were removed from the analysis.
Weekday Bus and Rail boardings	2022	Average	CapMetro	Average of weekday boardings collected in September 2022
Land Use	2021	Percentage	Land Use Inventory (City of Austin)	The full parcel area was pulled for any parcel that intersected the station area.
Residential Land Use				The full parcel area was pulled for any parcel that intersected the station area but filtered to only residential land use types.

Policy Recommendations

The project team assigned each station area a Prescription Set aligned with each of the following goals: **Expand Affordable Housing**, **Expand Access to High Quality Job and Career Opportunities**, **Support Healthy Neighborhoods That Meet Daily Needs**, and **Enhance Austin's Diverse Cultural Heritage and Small, BIPOC-owned, and Legacy Businesses**. This resulted in four Prescription Sets per station area. Each prescription set included eight to ten policy recommendations. A detailed summary of each prescription set's list of policy tools is provided in the ETOD Report.

ETOD PRIORITY TOOL DESIGN

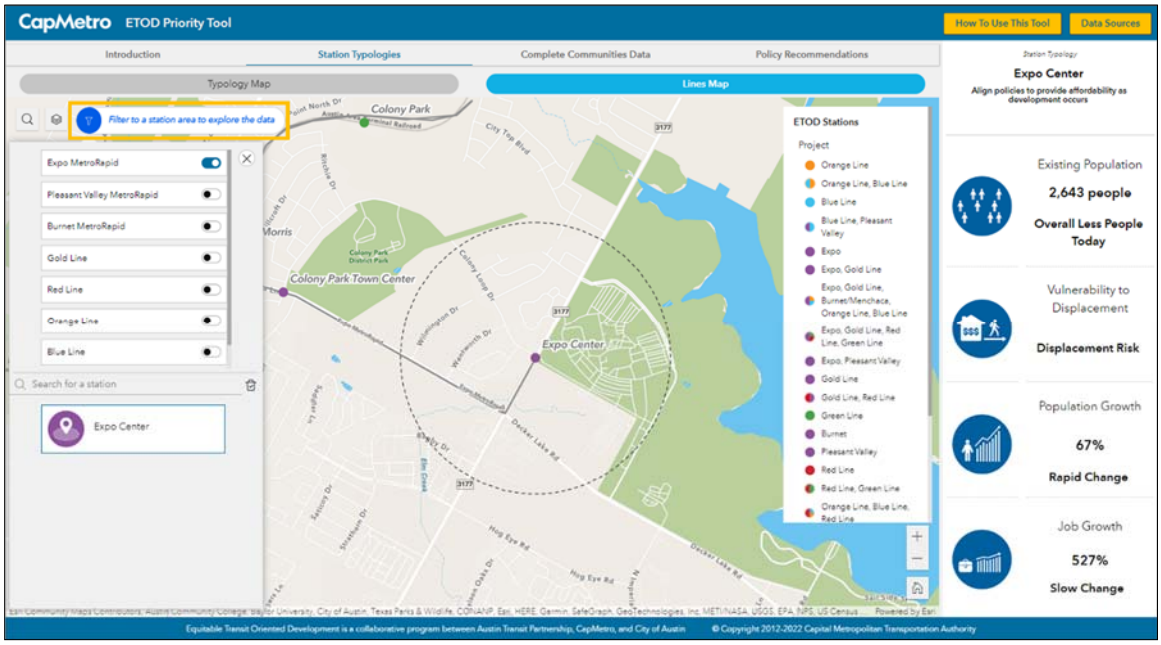
Dashboard Inputs

AGOL Content	Widget	Data Sources
Web Maps		
ETOD Projects Station Map	Projects Map Policy Page Project Map Home Map	N/A
ETOD Typology Station Map	Typologies Map Policy Page Type Map	N/A
Expand Access to High Quality Jobs and Career Opportunities	Jobs Map	High Quality Jobs Commute Time
Expand Affordable Housing	Affordable Housing Map	Affordable Housing Units Total Income Restricted Units
Support Healthy Neighborhoods that Meet Daily Needs	Connectivity Map	Sidewalk Completion Community Resources
Sustain Austin's Diverse Cultural Heritage and Small Businesses	Div Small Biz	Small Businesses Percent BIPOC Population
Transit Ridership	Ridership Map	Weekday Bus and Rail boardings
Land Use	Land Use Map	Land Use
Data Layer		
ETOD Station Buffers	Filter List of Station Areas Right Side panel data (of all pages)	All Data Sources
Goal3_policies subset	Affordable Housing Policy Recommendations Card	Policy Recommendations
Goal4_policies subset	High-Quality Jobs Policy Recommendations Card	
Goal5_policies subset	Community Services Policy Recommendations Card	
Goal6_policies subset	Diverse Business Policy Recommendations Card	

Dashboard Elements

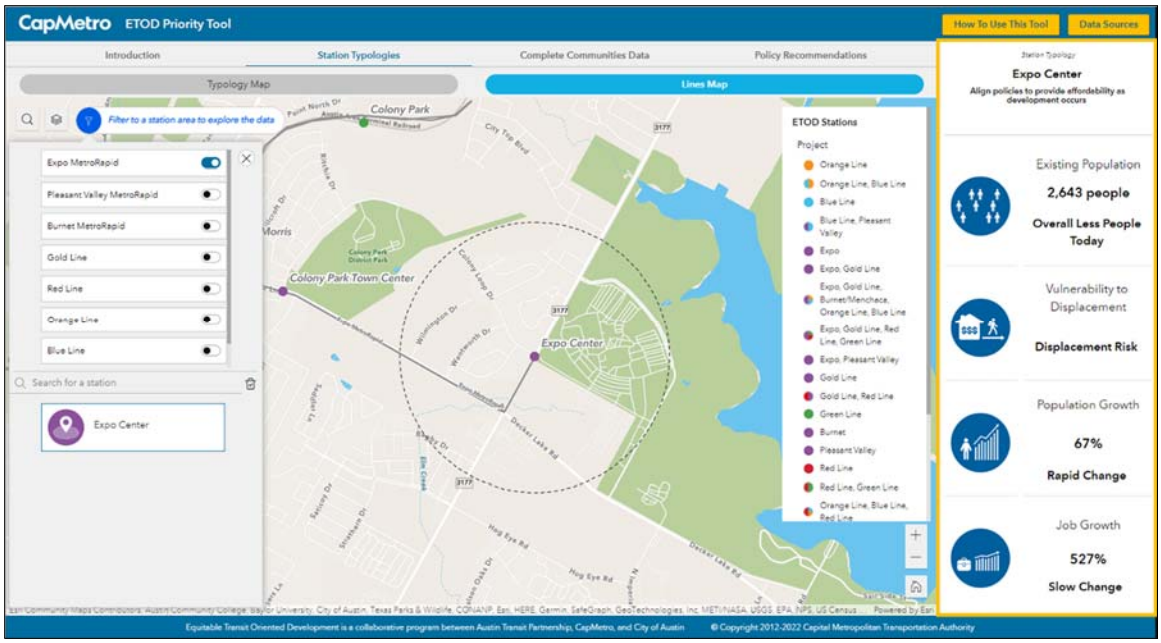
The Filter Tool

The filter tool is located at the top of the map. You can filter the station areas based on their Project Connect line. You can also find a particular station area by searching its name in the search bar in the station list window or searching an address in the search bar at the top right corner of the map. Once you find the station area you want to learn more about, you need to select it in the filter window.



The Right Panel

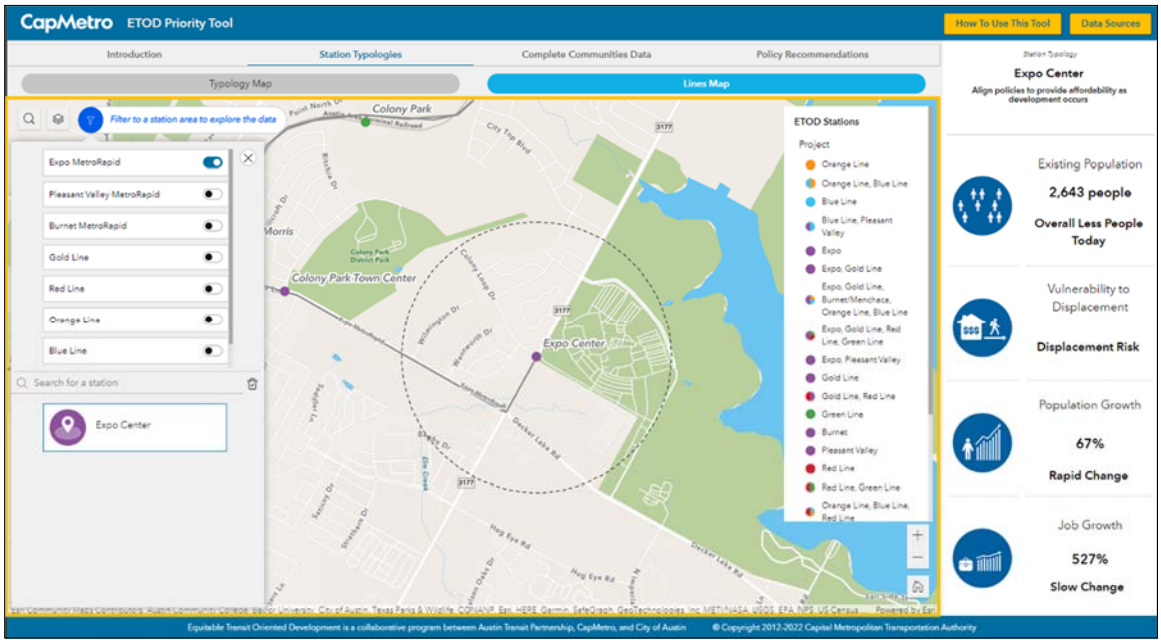
Once you select a station area, the right panel will show all the data and information related to that station. Each of the three tabs will show different data. Hovering over the different data metrics and indicators will display more information about each one. If you want to learn about the data itself, you can use the Data Sources button in the top right of your screen.



Maps

In the Station Typologies and Policy Recommendations tabs, the maps display the stations based on either their typology or the Project Connect line/s they are part of. Switching between map views will not affect the data presented in those tabs.

On the Complete Communities Indicators page, there are multiple maps that each offer different information related to the individual metrics for each ETOD goal. You can click between these maps to see the different data layers and doing so will populate the right panel with more specific data related to that category.



Main Widgets and Features

Map widget: The Map widget allows you to display 2D and 3D geographic information.

Filter widget: The Filter widget allows you to limit the visibility of features in one or more layers to only those that meet the expression criteria. Changes made in a Filter widget affect data across your app, so other widgets that use the same layers are filtered accordingly.

List widget: The List widget displays data records in a custom list view. It uses a card design as a container for a few short descriptions of related information with the option to include a button to view additional details.

Dynamic text/images: Images used for indicators and station icons and any text that changes with station area selection are dynamically populated based on attributes in the ETOD Station Buffers data layer.

Appendix D:

Station Typologies



***Lakeshore Station** - Looking West*

** indicates transfer station listed across multiple lines*

Rail Stations

Orange Line

			Existing Population		Displacement Risk			Recent Growth											
Station	Existing Stop Type	Future Stop Type	2020 Population	Compared to Threshold	2020 Population Active/Vulnerable	% of 2020 Population Active/Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	Overall Typology
Tech Ridge	Existing Bus	Future LRT	3,445	LOW	-	0%	LOW	1,495	3,445	1,950	130.4%	HIGH	1,091	3,511	2,420	221.8%	HIGH	HIGH	Encourage
Parmer	Existing Bus	Future LRT	1,138	LOW	24	2%	LOW	781	1,138	357	45.7%	LOW	452	2,037	1,585	350.7%	HIGH	HIGH	Encourage
Chinatown (Braker)	Existing Bus	Future LRT	2,961	LOW	2,251	76%	HIGH	2,387	2,961	574	24.0%	HIGH	2,668	2,109	(559)	-21.0%	LOW	HIGH	Align
Masterson	Existing Bus	-	10,467	HIGH	10,467	100%	HIGH	10,374	10,467	93	0.9%	LOW	2,178	1,825	(353)	-16.2%	LOW	LOW	Support
Rundberg	Existing Bus	Future LRT	10,938	HIGH	10,938	100%	HIGH	11,048	10,938	(110)	-1.0%	LOW	1,787	2,027	240	13.4%	LOW	LOW	Support
Fairfield	Existing Bus	-	6,607	LOW	6,607	100%	HIGH	6,880	6,607	(273)	-4.0%	LOW	1,490	2,247	757	50.8%	HIGH	HIGH	Align
NLTC	Existing Bus	Future LRT	8,865	HIGH	8,065	91%	HIGH	9,685	8,865	(820)	-8.5%	LOW	4,420	6,962	2,542	57.5%	HIGH	HIGH	Enhance
Crestview*	Existing CRT & Bus	Future LRT & CRT	7,168	LOW	1,166	16%	LOW	5,344	7,168	1,824	34.1%	HIGH	1,810	3,013	1,203	66.5%	HIGH	HIGH	Encourage
Koenig	Existing Bus	Future LRT	5,819	LOW	-	0%	LOW	4,907	5,819	912	18.6%	HIGH	14,280	13,390	(890)	-6.2%	LOW	HIGH	Encourage
Triangle	Existing Bus	Future LRT	7,143	LOW	-	0%	LOW	5,357	7,143	1,786	33.3%	HIGH	20,707	21,336	629	3.0%	LOW	HIGH	Encourage
38th/Hyde Park	Existing Bus	Future LRT	6,630	LOW	-	0%	LOW	6,457	6,630	173	2.7%	LOW	18,340	19,331	991	5.4%	LOW	LOW	Initiate
29th/Hemphill Park	Existing Bus	Future LRT	20,582	HIGH	-	0%	LOW	17,882	20,582	2,700	15.1%	LOW	4,860	6,342	1,482	30.5%	HIGH	HIGH	Include
UT Mall	Existing Bus	Future LRT	23,096	HIGH	-	0%	LOW	19,815	23,096	3,281	16.6%	LOW	13,031	13,845	814	6.2%	LOW	LOW	Extend
Government Center	-	Future LRT	2,446	LOW	-	0%	LOW	1,871	2,446	575	30.7%	HIGH	97,406	63,549	(33,857)	-34.8%	LOW	HIGH	Encourage
Republic Square*	Existing Bus	Future LRT & Bus	8,876	HIGH	-	0%	LOW	3,677	8,876	5,199	141.4%	HIGH	94,083	75,422	(18,661)	-19.8%	LOW	HIGH	Include
Auditorium Shores	Existing Bus	Future LRT	6,792	LOW	-	0%	LOW	4,227	6,792	2,565	60.7%	HIGH	18,927	26,024	7,097	37.5%	HIGH	HIGH	Encourage
SoCo	Existing Bus	Future LRT	5,631	LOW	261	5%	LOW	5,834	5,631	(203)	-3.5%	LOW	6,881	6,181	(700)	-10.2%	LOW	LOW	Initiate
Oltorf	Existing Bus	Future LRT	6,978	LOW	3,899	56%	HIGH	6,689	6,978	289	4.3%	LOW	3,290	4,591	1,301	39.5%	HIGH	HIGH	Align
St. Edward's	Existing Bus	Future LRT	7,901	HIGH	5,262	67%	HIGH	8,043	7,901	(142)	-1.8%	LOW	3,599	7,165	3,566	99.1%	HIGH	HIGH	Enhance
SCTC	Existing Bus	Future LRT	6,388	LOW	4,428	69%	HIGH	5,417	6,388	971	17.9%	HIGH	4,598	7,732	3,134	68.2%	HIGH	HIGH	Align
Stassney	Existing Bus	Future LRT	8,691	HIGH	4,832	56%	HIGH	7,174	8,691	1,517	21.1%	HIGH	1,417	2,242	825	58.2%	HIGH	HIGH	Enhance
William Cannon	Existing Bus	Future LRT	8,698	HIGH	2,570	30%	LOW	7,193	8,698	1,505	20.9%	HIGH	1,856	2,205	349	18.8%	LOW	HIGH	Include
Slaughter	Existing Bus	Future LRT	6,575	LOW	-	0%	LOW	2,284	6,575	4,291	187.9%	HIGH	1,007	2,218	1,211	120.3%	HIGH	HIGH	Encourage

Blue Line

			Existing Population		Displacement Risk			Recent Growth											
Station	Existing Stop Type	Future Stop Type	2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	Overall Typology
Republic Square*	Existing Bus	Future LRT & Bus	8,876	HIGH	-	0%	LOW	3,677	8,876	5,199	141.4%	HIGH	94,083	75,422	(18,661)	-19.8%	LOW	HIGH	Include
Congress Ave	-	Future LRT	8,369	HIGH	101	1%	LOW	3,678	8,369	4,691	127.5%	HIGH	92,077	75,060	(17,017)	-18.5%	LOW	HIGH	Include
Rainey	-	Future LRT	7,070	LOW	343	5%	LOW	4,035	7,070	3,035	75.2%	HIGH	33,725	52,560	18,835	55.8%	HIGH	HIGH	Encourage
Waterfront	-	Future LRT	6,445	LOW	-	0%	LOW	4,520	6,445	1,925	42.6%	HIGH	14,860	19,914	5,054	34.0%	HIGH	HIGH	Encourage
Travis Heights	-	Future LRT	6,509	LOW	-	0%	LOW	5,853	6,509	656	11.2%	LOW	8,041	8,239	198	2.5%	LOW	LOW	Initiate
Lakeshore	-	Future LRT	9,636	HIGH	3,128	32%	LOW	8,145	9,636	1,491	18.3%	HIGH	4,113	3,078	(1,035)	-25.2%	LOW	HIGH	Include
Riverside/PV*	-	Future LRT & Bus	22,033	HIGH	19,934	90%	HIGH	20,988	22,033	1,045	5.0%	LOW	2,203	2,858	655	29.7%	HIGH	HIGH	Enhance
Faro	-	Future LRT	11,752	HIGH	11,752	100%	HIGH	10,396	11,752	1,356	13.0%	LOW	949	1,330	381	40.1%	LOW	LOW	Support
Montopolis	-	Future LRT	9,816	HIGH	9,816	100%	HIGH	9,108	9,816	708	7.8%	LOW	1,605	3,611	2,006	125.0%	HIGH	HIGH	Enhance
Metro Center	-	Future LRT	6,993	LOW	6,993	100%	HIGH	5,621	6,993	1,372	24.4%	HIGH	4,180	6,532	2,352	56.3%	HIGH	HIGH	Align
AUS	-	Future LRT	-	LOW	-	0%	LOW	-	-	-	0.0%	LOW	42	150	108	257.1%	LOW	LOW	N/A

Green Line

			Existing Population		Displacement Risk			Recent Growth											
Station	Existing Stop Type	Future Stop Type	2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	Overall Typology
Colony Park	-	Future CRT	2,877	LOW	2,877	100%	HIGH	2,760	2,877	117	4.2%	LOW	44	15	(29)	-65.9%	LOW	LOW	Secure
Loyola	-	Future CRT	3,053	LOW	3,026	99%	HIGH	3,258	3,053	(205)	-6.3%	LOW	83	83	-	0.0%	LOW	LOW	Secure
Delwau	-	Future CRT	994	LOW	980	99%	HIGH	966	994	28	2.9%	LOW	450	789	339	75.3%	LOW	LOW	Secure
Springdale	-	Future CRT	3,393	LOW	2,653	78%	HIGH	3,042	3,393	351	11.5%	LOW	609	1,450	841	138.1%	HIGH	HIGH	Align
Pleasant Valley	-	Future CRT	3,887	LOW	3,375	87%	HIGH	3,493	3,887	394	11.3%	LOW	2,945	4,625	1,680	57.0%	HIGH	HIGH	Align
Plaza Saltillo*	Existing CRT	-	6,360	LOW	4,236	67%	HIGH	4,165	6,360	2,195	52.7%	HIGH	4,211	6,129	1,918	45.5%	HIGH	HIGH	Align
Downtown Convention Center*	Existing CRT	Future CRT, LRT, Bus	6,557	LOW	1,018	16%	LOW	3,264	6,557	3,293	100.9%	HIGH	91,397	71,759	(19,638)	-21.5%	LOW	HIGH	Encourage

Red Line

			Existing Population		Displacement Risk			Recent Growth											
Station	Existing Stop Type	Future Stop Type	2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	Overall Typology
Leander	Existing CRT	-	1,324	LOW	-	0%	LOW	461	1,324	863	187.2%	HIGH	83	671	588	708.4%	HIGH	HIGH	Encourage
Lakeline	Existing CRT	-	4,382	LOW	-	0%	LOW	37	4,382	4,345	11,743.2%	HIGH	-	824	824	824.0%	HIGH	HIGH	Encourage
Howard	Existing CRT	-	1,883	LOW	-	0%	LOW	1,405	1,883	478	34.0%	LOW	2,822	2,568	(254)	-9.0%	LOW	LOW	Initiate
Broadmoor*	-	Future CRT & Bus	9,082	HIGH	-	0%	LOW	3,347	9,082	5,735	171.3%	HIGH	13,108	24,083	10,975	83.7%	HIGH	HIGH	Include
McKalla	-	Future CRT	3,138	LOW	343	11%	LOW	319	3,138	2,819	883.7%	HIGH	12,777	18,666	5,889	46.1%	HIGH	HIGH	Encourage
Crestview*	Existing CRT	Future CRT & LRT	7,168	LOW	1,166	16%	LOW	5,344	7,168	1,824	34.1%	HIGH	1,810	3,013	1,203	66.5%	HIGH	HIGH	Encourage
Highland*	Existing CRT	Future CRT & Bus	2,650	LOW	-	0%	LOW	2,243	2,650	407	18.1%	LOW	11,099	14,326	3,227	29.1%	HIGH	HIGH	Encourage
MLK Jr	Existing CRT	-	5,415	LOW	1,774	33%	LOW	3,720	5,415	1,695	45.6%	HIGH	711	1,364	653	91.8%	HIGH	HIGH	Encourage
Plaza Saltillo*	Existing CRT	-	6,360	LOW	4,236	67%	HIGH	4,165	6,360	2,195	52.7%	HIGH	4,211	6,129	1,918	45.5%	HIGH	HIGH	Align
Downtown Convention Center*	Existing CRT	Future CRT, LRT, Bus	6,557	LOW	1,018	16%	LOW	3,264	6,557	3,293	100.9%	HIGH	91,397	71,759	(19,638)	-21.5%	LOW	HIGH	Encourage

MetroRapid Lines

Pleasant Valley Line

			Existing Population		Displacement Risk			Recent Growth											
Station	Existing Stop Type	Future Stop Type	2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	Overall Typology
Berkman/Philomena*	-	Future Bus	4,987	HIGH	729	15%	LOW	1,666	4,987	3,321	199.3%	HIGH	798	3,707	2,909	364.5%	HIGH	HIGH	Include
Simond*	-	Future Bus	6,128	HIGH	-	0%	LOW	1,418	6,128	4,710	332.2%	HIGH	694	2,667	1,973	284.3%	HIGH	HIGH	Include
Berkman/Mueller*	-	Future Bus	4,600	HIGH	-	0%	LOW	2,135	4,600	2,465	115.5%	HIGH	1,253	3,450	2,197	175.3%	HIGH	HIGH	Include
Airport*	-	Future Bus	5,372	HIGH	549	10%	LOW	3,421	5,372	1,951	57.0%	HIGH	1,469	1,856	387	26.3%	LOW	HIGH	Include
Oak Springs	-	Future Bus	3,678	LOW	2,442	66%	HIGH	4,045	3,678	(367)	-9.1%	LOW	1,131	615	(516)	-45.6%	LOW	LOW	Secure
ACC Eastview	-	Future Bus	3,507	LOW	2,147	61%	HIGH	3,203	3,507	304	9.5%	LOW	414	542	128	30.9%	LOW	LOW	Secure
Govalle	-	Future Bus	4,051	LOW	3,209	79%	HIGH	3,392	4,051	659	19.4%	HIGH	2,697	4,150	1,453	53.9%	HIGH	HIGH	Align
Cesar Chavez	-	Future Bus	2,404	LOW	1,806	75%	HIGH	2,729	2,404	(325)	-11.9%	LOW	2,287	3,976	1,689	73.9%	HIGH	HIGH	Align
Lakeshore	-	Future Bus	8,206	HIGH	6,110	74%	HIGH	5,130	8,206	3,076	60.0%	HIGH	676	354	(322)	-47.6%	LOW	HIGH	Enhance
Elmont	-	Future Bus	11,379	HIGH	9,133	80%	HIGH	7,695	11,379	3,684	47.9%	HIGH	1,046	1,315	269	25.7%	LOW	HIGH	Enhance
Riverside/PV*	-	Future LRT & Bus	22,033	HIGH	19,934	90%	HIGH	20,988	22,033	1,045	5.0%	LOW	2,203	2,858	655	29.7%	HIGH	HIGH	Enhance
Sheringham	-	Future Bus	15,187	HIGH	14,219	94%	HIGH	13,810	15,187	1,377	10.0%	LOW	1,290	1,287	(3)	-0.2%	LOW	LOW	Support
Oltorf East	-	Future Bus	13,448	HIGH	13,448	100%	HIGH	10,532	13,448	2,916	27.7%	HIGH	247	633	386	156.3%	LOW	HIGH	Enhance
Oltorf/Burton	-	Future Bus	10,565	HIGH	9,881	94%	HIGH	10,368	10,565	197	1.9%	LOW	1,387	1,378	(9)	-0.6%	LOW	LOW	Support
Iroquois	-	Future Bus	9,255	HIGH	8,752	95%	HIGH	8,800	9,255	455	5.2%	LOW	1,404	2,559	1,155	82.3%	HIGH	HIGH	Enhance
Mission Hill	-	Future Bus	3,095	LOW	3,095	100%	HIGH	2,822	3,095	273	9.7%	LOW	2,913	4,677	1,764	60.6%	HIGH	HIGH	Align
Franklin Park	-	Future Bus	3,091	LOW	3,091	100%	HIGH	3,348	3,091	(257)	-7.7%	LOW	4,407	6,050	1,643	37.3%	HIGH	HIGH	Align
Dove Springs	-	Future Bus	7,215	HIGH	7,215	100%	HIGH	8,072	7,215	(857)	-10.6%	LOW	121	363	242	200.0%	LOW	LOW	Support
Village Square	-	Future Bus	6,685	HIGH	6,685	100%	HIGH	7,002	6,685	(317)	-4.5%	LOW	92	173	81	88.0%	LOW	LOW	Support
Onion Creek	-	Future Bus	2,495	LOW	2,495	100%	HIGH	2,772	2,495	(277)	-10.0%	LOW	20	55	35	175.0%	LOW	LOW	Secure
Easton Park	-	Future Bus	1,580	LOW	1,580	100%	HIGH	11	1,580	1,569	14263.6%	HIGH	1	24	23	2300.0%	LOW	HIGH	Align
Goodnight Ranch	-	Future Bus	2,524	LOW	-	0%	LOW	511	2,524	2,013	393.9%	HIGH	57	34	(23)	-40.4%	LOW	HIGH	Encourage

Expo Line

			Existing Population		Displacement Risk			Recent Growth											
Station	Existing Stop Type	Future Stop Type	2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	Overall Typology
Expo Center	-	Future Bus	2,643	LOW	2,640	100%	HIGH	1,586	2,643	1,057	66.6%	HIGH	30	188	158	526.7%	LOW	HIGH	Align
Colony Park Town Center	-	Future Bus	3,948	LOW	3,948	100%	HIGH	2,947	3,948	1,001	34.0%	HIGH	84	36	(48)	-57.1%	LOW	HIGH	Align
Loyola/Johnny Morris	-	Future Bus	2,776	LOW	2,749	99%	HIGH	2,923	2,776	(147)	-5.0%	LOW	43	78	35	81.4%	LOW	LOW	Secure
Purple Sage	-	Future Bus	1,549	LOW	1,549	100%	HIGH	2,176	1,549	(627)	-28.8%	LOW	11	19	8	72.7%	LOW	LOW	Secure
Uray	-	Future Bus	1,825	LOW	1,825	100%	HIGH	1,639	1,825	186	11.3%	LOW	57	488	431	756.1%	LOW	LOW	Secure
Delco Center	-	Future Bus	1,723	LOW	1,094	63%	HIGH	1,444	1,723	279	19.3%	LOW	711	998	287	40.4%	LOW	LOW	Secure
Springdale Shopping Center	-	Future Bus	4,007	LOW	1,962	49%	HIGH	3,530	4,007	477	13.5%	LOW	721	642	(79)	-11.0%	LOW	LOW	Secure
Northeast	-	Future Bus	4,696	HIGH	2,246	48%	HIGH	4,066	4,696	630	15.5%	LOW	755	255	(500)	-66.2%	LOW	LOW	Support
Wheless	-	Future Bus	5,151	HIGH	1,424	28%	LOW	5,115	5,151	36	0.7%	LOW	608	666	58	9.5%	LOW	LOW	Extend
Westminster	-	Future Bus	3,059	LOW	-	0%	LOW	3,479	3,059	(420)	-12.1%	LOW	101	216	115	113.9%	LOW	LOW	Initiate
Berkman/Philomena*	-	Future Bus	4,987	HIGH	729	15%	LOW	1,666	4,987	3,321	199.3%	HIGH	798	3,707	2,909	364.5%	HIGH	HIGH	Include
Simond*	-	Future Bus	6,128	HIGH	-	0%	LOW	1,418	6,128	4,710	332.2%	HIGH	694	2,667	1,973	284.3%	HIGH	HIGH	Include
Berkman/Mueller*	-	Future Bus	4,600	HIGH	-	0%	LOW	2,135	4,600	2,465	115.5%	HIGH	1,253	3,450	2,197	175.3%	HIGH	HIGH	Include
Airport*	-	Future Bus	5,372	HIGH	549	10%	LOW	3,421	5,372	1,951	57.0%	HIGH	1,469	1,856	387	26.3%	LOW	HIGH	Include
Alexander	-	Future Bus	5,843	HIGH	501	9%	LOW	4,094	5,843	1,749	42.7%	HIGH	1,280	2,070	790	61.7%	HIGH	HIGH	Include
Cherrywood	-	Future Bus	5,181	HIGH	-	0%	LOW	4,303	5,181	878	20.4%	HIGH	1,363	1,676	313	23.0%	LOW	HIGH	Include
Robert Dedman/UT East*	-	Future Bus	4,236	LOW	-	0%	LOW	3,926	4,236	310	7.9%	LOW	30,019	27,283	(2,736)	-9.1%	LOW	LOW	Initiate
Texas Memorial Stadium*	-	Future Bus	7,956	HIGH	-	0%	LOW	8,662	7,956	(706)	-8.2%	LOW	30,134	25,422	(4,712)	-15.6%	LOW	LOW	Extend
Medical School*	-	Future Bus	5,906	HIGH	-	0%	LOW	6,496	5,906	(590)	-9.1%	LOW	25,956	27,175	1,219	4.7%	LOW	LOW	Extend
Capitol East*	-	Future Bus	3,113	LOW	104	3%	LOW	2,560	3,113	553	21.6%	HIGH	61,872	69,349	7,477	12.1%	LOW	HIGH	Encourage
Trinity*	-	Future Bus	4,578	HIGH	170	4%	LOW	2,714	4,578	1,864	68.7%	HIGH	101,583	77,080	(24,503)	-24.1%	LOW	HIGH	Include
Downtown Convention Center*	Existing CRT	Future CRT, LRT, Bus	6,557	HIGH	1,018	16%	LOW	3,264	6,557	3,293	100.9%	HIGH	91,397	71,759	(19,638)	-21.5%	LOW	HIGH	Include
Republic Square*	-	Future LRT & Bus	8,876	HIGH	-	0%	LOW	3,677	8,876	5,199	141.4%	HIGH	94,083	75,422	(18,661)	-19.8%	LOW	HIGH	Include

Burnet/Menchaca Line

Station	Existing Stop Type	Future Stop Type	Existing Population		Displacement Risk			Recent Growth											Overall Typology
			2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	
Broadmoor*	-	Future CRT & Bus	9,082	HIGH	-	0%	LOW	3,347	9,082	5,735	171.3%	HIGH	13,108	24,083	10,975	83.7%	HIGH	HIGH	Include
Southend/Braker	Existing Bus	-	4,344	LOW	-	0%	LOW	254	4,344	4,090	1610.2%	HIGH	7,183	15,242	8,059	112.2%	HIGH	HIGH	Encourage
Rutland	Existing Bus	-	743	LOW	-	0%	LOW	24	743	719	2995.8%	HIGH	6,874	11,133	4,259	62.0%	HIGH	HIGH	Encourage
North Ops	-	Future Bus	1,634	LOW	764	47%	HIGH	1,831	1,634	(197)	-10.8%	LOW	5,060	8,268	3,208	63.4%	HIGH	HIGH	Align
Crossroads	Existing Bus	-	4,649	HIGH	2,530	54%	HIGH	4,108	4,649	541	13.2%	LOW	5,487	6,588	1,101	20.1%	HIGH	HIGH	Enhance
Ohlen	Existing Bus	-	5,236	HIGH	2,479	47%	HIGH	4,903	5,236	333	6.8%	LOW	3,830	4,302	472	12.3%	LOW	LOW	Support
Northcross	Existing Bus	-	4,336	LOW	1,115	26%	LOW	3,829	4,336	507	13.2%	LOW	4,045	6,388	2,343	57.9%	HIGH	HIGH	Encourage
Justin	Existing Bus	-	4,148	LOW	-	0%	LOW	3,315	4,148	833	25.1%	HIGH	1,000	1,723	723	72.3%	HIGH	HIGH	Encourage
Allandale	Existing Bus	-	3,796	LOW	-	0%	LOW	3,146	3,796	650	20.7%	HIGH	1,636	2,745	1,109	67.8%	HIGH	HIGH	Encourage
North Loop	Existing Bus	-	5,437	HIGH	-	0%	LOW	4,559	5,437	878	19.3%	HIGH	9,345	8,378	(967)	-10.3%	LOW	HIGH	Include
47th	Existing Bus	-	4,362	LOW	-	0%	LOW	3,146	4,362	1,216	38.7%	HIGH	14,297	14,546	249	1.7%	LOW	HIGH	Encourage
45th	Existing Bus	-	5,104	HIGH	-	0%	LOW	3,931	5,104	1,173	29.8%	HIGH	22,044	22,399	355	1.6%	LOW	HIGH	Include
Rosedale	Existing Bus	-	3,655	LOW	-	0%	LOW	3,025	3,655	630	20.8%	HIGH	18,190	19,291	1,101	6.1%	LOW	HIGH	Encourage
Seton Medical Center	-	Future Bus	4,207	LOW	-	0%	LOW	3,923	4,207	284	7.2%	LOW	18,295	19,717	1,422	7.8%	LOW	LOW	Initiate
24th	-	Future Bus	10,603	HIGH	-	0%	LOW	9,498	10,603	1,105	11.6%	LOW	1,346	2,789	1,443	107.2%	HIGH	HIGH	Include
Pease Park	-	Future Bus	10,563	HIGH	-	0%	LOW	8,125	10,563	2,438	30.0%	HIGH	2,620	4,159	1,539	58.7%	HIGH	HIGH	Include
Castle Hill	-	Future Bus	4,100	LOW	-	0%	LOW	3,695	4,100	405	11.0%	LOW	33,786	32,530	(1,256)	-3.7%	LOW	LOW	Initiate
5th/6th & Lamar	-	Future Bus	7,975	HIGH	-	0%	LOW	3,898	7,975	4,077	104.6%	HIGH	77,007	42,894	(34,113)	-44.3%	LOW	HIGH	Include
Republic Square*	Existing Bus	Future LRT & Bus	8,876	HIGH	-	0%	LOW	3,677	8,876	5,199	141.4%	HIGH	94,083	75,422	(18,661)	-19.8%	LOW	HIGH	Include
Seaholm	Existing Bus	-	8,927	HIGH	-	0%	LOW	3,442	8,927	5,485	159.4%	HIGH	76,724	51,562	(25,162)	-32.8%	LOW	HIGH	Include
Barton Springs	Existing Bus	-	4,798	HIGH	-	0%	LOW	2,700	4,798	2,098	77.7%	HIGH	4,786	7,745	2,959	61.8%	HIGH	HIGH	Include
Lamar Square	Existing Bus	-	6,566	HIGH	-	0%	LOW	4,119	6,566	2,447	59.4%	HIGH	3,951	4,409	458	11.6%	LOW	HIGH	Include
Collier	Existing Bus	-	6,430	HIGH	67	1%	LOW	4,883	6,430	1,547	31.7%	HIGH	3,668	6,234	2,566	70.0%	HIGH	HIGH	Include
Oltorf West	Existing Bus	-	6,049	HIGH	260	4%	LOW	4,759	6,049	1,290	27.1%	HIGH	3,116	5,273	2,157	69.2%	HIGH	HIGH	Include
Menchaca	Existing Bus	-	5,987	HIGH	-	0%	LOW	5,289	5,987	698	13.2%	LOW	1,720	2,436	716	41.6%	HIGH	HIGH	Include
Broken Spoke	Existing Bus	-	6,911	HIGH	-	0%	LOW	5,582	6,911	1,329	23.8%	HIGH	4,702	6,384	1,682	35.8%	HIGH	HIGH	Include
Brodie Oaks	Existing Bus	-	4,558	HIGH	-	0%	LOW	3,410	4,558	1,148	33.7%	HIGH	5,572	6,743	1,171	21.0%	HIGH	HIGH	Include

Station	Existing Stop Type	Future Stop Type	Existing Population		Displacement Risk			Recent Growth											Overall Typology
			2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	
Westgate Transit Center	Existing Bus	-	2,897	LOW	-	0%	LOW	2,066	2,897	831	40.2%	HIGH	4,028	4,980	952	23.6%	HIGH	HIGH	Encourage
Jones/Jentch	-	Future Bus	4,119	LOW	-	0%	LOW	4,638	4,119	(519)	-11.2%	LOW	361	627	266	73.7%	LOW	LOW	Initiate
ACC South Austin	-	Future Bus	4,246	LOW	-	0%	LOW	3,339	4,246	907	27.2%	HIGH	466	735	269	57.7%	LOW	HIGH	Encourage
Berkett	-	Future Bus	4,842	HIGH	-	0%	LOW	4,388	4,842	454	10.3%	LOW	1,454	1,523	69	4.7%	LOW	LOW	Extend
Cherry Creek	-	Future Bus	4,763	HIGH	-	0%	LOW	4,503	4,763	260	5.8%	LOW	1,493	1,795	302	20.2%	LOW	LOW	Extend
Gaines Mill	-	Future Bus	3,591	LOW	-	0%	LOW	3,787	3,591	(196)	-5.2%	LOW	764	1,199	435	56.9%	LOW	LOW	Initiate
Dittmar	-	Future Bus	5,166	HIGH	-	0%	LOW	5,487	5,166	(321)	-5.9%	LOW	353	797	444	125.8%	LOW	LOW	Extend
Tanglewood	-	Future Bus	3,550	LOW	-	0%	LOW	3,356	3,550	194	5.8%	LOW	1,451	1,490	39	2.7%	LOW	LOW	Initiate

Oak Hill Extension

Station	Existing Stop Type	Future Stop Type	Existing Population		Displacement Risk			Recent Growth											Overall Typology
			2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	
Westgate	-	Future Bus	1,869	LOW	-	0%	LOW	1,928	1,869	(59)	-3.1%	LOW	4,502	5,166	664	14.7%	HIGH	HIGH	Encourage
Brodie	-	Future Bus	1,172	LOW	-	0%	LOW	771	1,172	401	52.0%	LOW	1,071	3,122	2,051	191.5%	HIGH	HIGH	Encourage
Monterey Oaks	-	Future Bus	2,635	LOW	-	0%	LOW	2,674	2,635	(39)	-1.5%	LOW	2,493	3,271	778	31.2%	HIGH	HIGH	Encourage
Old Fredericksburg	-	Future Bus	1,515	LOW	-	0%	LOW	1,529	1,515	(14)	-0.9%	LOW	512	1,021	509	99.4%	HIGH	HIGH	Encourage
Forest Oaks	-	Future Bus	843	LOW	-	0%	LOW	822	843	21	2.6%	LOW	861	1,700	839	97.4%	HIGH	HIGH	Encourage
Oak Hill Plaza	-	Future Bus	1,812	LOW	65	4%	LOW	1,543	1,812	269	17.4%	LOW	1,244	1,504	260	20.9%	LOW	LOW	Initiate
Oak Hill	-	Future Bus	3,096	LOW	-	0%	LOW	1,743	3,096	1,353	77.6%	HIGH	396	530	134	33.8%	LOW	HIGH	Encourage

Gold Line

Station	Existing Stop Type	Future Stop Type	Existing Population		Displacement Risk			Recent Growth											Overall Typology
			2020 Population	Compared to Threshold	2020 Population Active/ Vulnerable	% of 2020 Population Active/ Vulnerable	Compared to Threshold	2010 Population	2020 Population	Population Growth (2010-2020)	Population Growth %	Compared to Threshold	2010 Jobs	2019 Jobs	Job Growth (2010-2019)	Job Growth %	Compared to Threshold	Compared to Threshold	
Highland*	Existing CRT	Future CRT & Bus	2,650	LOW	-	0%	LOW	2,243	2,650	407	18.1%	LOW	11,099	14,326	3,227	29.1%	HIGH	HIGH	Encourage
53rd St	-	Future Bus	4,007	LOW	813	20%	LOW	3,588	4,007	419	11.7%	LOW	2,196	2,840	644	29.3%	HIGH	HIGH	Encourage
Bennett	-	Future Bus	6,108	HIGH	-	0%	LOW	4,754	6,108	1,354	28.5%	HIGH	2,250	2,351	101	4.5%	LOW	HIGH	Include
Hancock	-	Future Bus	5,058	HIGH	-	0%	LOW	4,206	5,058	852	20.3%	HIGH	2,332	2,491	159	6.8%	LOW	HIGH	Include
St. David's	-	Future Bus	5,218	HIGH	-	0%	LOW	4,283	5,218	935	21.8%	HIGH	29,935	26,984	(2,951)	-9.9%	LOW	HIGH	Include
Robert Dedman/UT East*	-	Future Bus	4,236	LOW	-	0%	LOW	3,926	4,236	310	7.9%	LOW	30,019	27,283	(2,736)	-9.1%	LOW	LOW	Initiate
Texas Memorial Stadium*	-	Future Bus	7,956	HIGH	-	0%	LOW	8,662	7,956	(706)	-8.2%	LOW	30,134	25,422	(4,712)	-15.6%	LOW	LOW	Extend
Medical School*	-	Future Bus	5,906	HIGH	-	0%	LOW	6,496	5,906	(590)	-9.1%	LOW	25,956	27,175	1,219	4.7%	LOW	LOW	Extend
Capitol East*	-	Future Bus	3,113	LOW	104	3%	LOW	2,560	3,113	553	21.6%	HIGH	61,872	69,349	7,477	12.1%	LOW	HIGH	Encourage
Trinity*	-	Future Bus	4,578	HIGH	170	4%	LOW	2,714	4,578	1,864	68.7%	HIGH	101,583	77,080	(24,503)	-24.1%	LOW	HIGH	Include
Downtown Convention Center*	Existing CRT	Future CRT, LRT, Bus	6,557	HIGH	1,018	16%	LOW	3,264	6,557	3,293	100.9%	HIGH	91,397	71,759	(19,638)	-21.5%	LOW	HIGH	Include
Republic Square*	Existing Bus	Future LRT & Bus	8,876	HIGH	-	0%	LOW	3,677	8,876	5,199	141.4%	HIGH	94,083	75,422	(18,661)	-19.8%	LOW	HIGH	Include