

28 **WHEREAS**, a study commissioned by the US Department of
29 Transportation determined that by 2025, 14.6 million households will demand
30 homes within walking distance to public transit and rail systems; and

31 **WHEREAS**, the City’s currently adopted station area plans for TOD
32 districts exist along the commuter rail line; and

33 **WHEREAS**, in 2020, Austin voters approved the implementation of Project
34 Connect, a citywide investment in high-capacity transit that includes two new light
35 rail lines, a new commuter rail line, a bus rapid transit line, additional MetroRapid
36 BRT-lite lines, the full electrification of Capital Metro’s fleet, and a historic
37 \$300,000,000 investment in transit-supportive anti-displacement strategies,
38 including the preservation and creation of affordable housing along transit
39 corridors; and

40 **WHEREAS**, through Project Connect, certain corridors will have bus
41 service frequencies and ridership comparable to rail lines in many cities; and

42 **WHEREAS**, a 2010 study published by the University of California
43 Transportation Center, determined that frequent all day bus service requires
44 approximately 17 residents and jobs per gross acre, and light-rail systems need 56
45 residents and jobs per gross acre to achieve and sustain the high ridership and
46 productivity needed for a cost effective transit system; and

47 **WHEREAS**, Capital Metro’s Green Line TOD Study was accompanied by a
48 review of existing regulations to determine if they support and advance the goals of
49 the Green Line TOD Study and the review identified opportunities to improve the
50 production of meaningful, equitable, transit-oriented development and anti-
51 displacement strategies; and

52 **WHEREAS** Capital Metro was awarded a \$900,000 grant from the Federal
53 Transit Administration (FTA) to complete an Equitable Transit Oriented

54 Development (eTOD) study (“eTOD Study”) in order to support transit-oriented
55 development and anti-displacement efforts for Project Connect; and

56 **WHEREAS**, the eTOD Study, which includes sections of the Project
57 Connect Orange and Blue Light Rail Transit lines as a study area, will yield data-
58 and community-informed, context-sensitive policy and land-use recommendations,
59 and will be used by Capital Metro to update the agency’s TOD Tool Kit used for
60 both rail and bus services; and

61 **WHEREAS**, the City is a key participating agency and partner, supporting
62 the eTOD Study; and

63 **WHEREAS**, City policies related to TOD may need to be updated to
64 accommodate Project Connect investments, the recommendations from the eTOD
65 Study, and reflect population growth to meet housing demands and maintain an
66 accessible housing market; and

67 **WHEREAS**, the City policies related to TOD may be further improved to
68 promote affordability in communities for both residents and small businesses; and

69 **WHEREAS**, equitable transportation practices integrate transit into
70 walkable, accessible, livable, and affordable land use practices to enhance healthy
71 living within low-income communities and communities of color; and

72 **WHEREAS**, Capital Metro’s Project Connect presents the opportunity to
73 create thoughtful, equitable transit-oriented development; and

74 **WHEREAS**, eTOD is development that enables all people regardless of
75 income, race, ethnicity, age, gender, immigration status or ability to experience the
76 benefits of dense, mixed-use, pedestrian-oriented development near transit hubs;
77 and

78 **WHEREAS**, eTOD elevates and prioritizes investments and policies that
79 close socioeconomic gaps; and

80 **WHEREAS**, when centered on racial inclusion and community wealth
81 building, eTOD can be a driver of positive transformation for more vibrant,
82 prosperous, and resilient neighborhoods connected to opportunities throughout the
83 city; **NOW, THEREFORE,**

84 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

85 The City Council directs the City Manager to contribute actively to the
86 ongoing eTOD Study, in partnership with Capital Metro, to help ensure the study
87 outcomes serve as a guide for revising the City’s existing TOD process and station
88 area plans, as well as providing recommendations to initiate relevant land use
89 amendments.

90 **BE IT FURTHER RESOLVED:**

91 The results of the studies and additional analysis shall inform the creation of
92 a citywide eTOD Policy Plan, which shall be presented to Council for adoption.
93 The eTOD Policy Plan should be an action-oriented policy document, reconciling
94 and updating the City’s various TOD-related policies, action items, and plans. The
95 eTOD Policy Plan shall serve to both measure the success of the City’s policies to
96 encourage development near transit corridors and to explore opportunities to
97 further support transit, affordable housing, and equitable development through
98 transit-oriented development and other incentives.

99 **BE IT FURTHER RESOLVED:**

100 The eTOD Policy Plan should achieve the following goals:

- 101 a. Identify methods to address potential displacement of residents, small
102 businesses, cultural institutions, and community organizations from
103 transit-induced pressures, advance transit opportunities to existing
104 communities, and ensure that housing near transit remains available to as
105 many people as possible;

- 106 b. Encourage the creation of diverse housing options near transit that is
107 accessible at every income level and prioritizes affordable housing;
- 108 c. Incentivize housing options for families of many sizes and various
109 income levels around station areas and high-capacity transit, provides
110 social and economic opportunity for current and future residents, and
111 increases access to employment, health and educational centers;
- 112 d. Provide entitlements that increase housing capacity and maximize
113 affordable housing opportunities to further the Austin Strategic Housing
114 Blueprint Goals;
- 115 e. Explore additional opportunities for funding affordable housing such as
116 tax increment financing;
- 117 f. Encourage and incentivize the development of flexible, affordable
118 commercial space to ensure local businesses and nonprofits can remain
119 in their communities;
- 120 g. Promote sustainable economic activity that supports the immediate area
121 and the city as a whole;
- 122 h. Promote equitable planning efforts, centering racial and economic
123 equity, in all aspects of the policy, including surveying opportunities for
124 future equity assessments;
- 125 i. Provide opportunities for enacting right to stay and right to return
126 policies;
- 127 j. Explore the possibility of creating different development typologies
128 that respond to local market and community conditions;
- 129 k. Disincentivize the use of single-occupancy vehicles through travel
130 demand management and responsible land use practices that support the
131 multimodal transportation context, such as unbundled parking,

- 132 eliminating parking requirements, and/or establishing parking
133 maximums;
- 134 l. Support future expansion plans of the existing street network and Project
135 Connect while providing enhanced walkable connections to and within
136 surrounding neighborhoods;
- 137 m. Identify methods to support Project Connect investments through
138 development;
- 139 n. Align policies with the Project Connect equity, anti-displacement, and
140 Community Advisory Committee efforts;
- 141 o. Provide a process to work with Capital Metro during land acquisition to
142 consider how potential excess or surplus property after construction may
143 be used for eTOD, as well as the dedication of proceeds from the
144 disposition of identified excess right-of-way to provide affordable
145 housing;
- 146 p. Provide recommendations to streamline and simplify City Code to
147 incentivize eTOD projects;
- 148 q. Facilitates effective coordination of City plans and programs between
149 Capital Metro, City departments, and community stakeholders; and
- 150 r. Additional measures that may further the objectives of this resolution.

151 **BE IT FURTHER RESOLVED:**

152 The City Manager is directed to participate in and support the eTOD Study's
153 community engagement efforts, and create additional opportunities for citywide
154 community engagement, as necessary and in partnership with Capital Metro,
155 including a sufficient public comment period, to ensure impacted people and
156 stakeholder groups are included and further inform the study recommendations and
157 eventual eTOD Policy Plan.

158 **BE IT FURTHER RESOLVED:**

159 The City Manager shall develop and publish the eTOD Policy Plan within
160 14 months of the passage of this resolution, with an update on progress and
161 preliminary recommendations for early adoption presented to Council at 7 months.

162 **BE IT FURTHER RESOLVED:**

163 The City Manager is directed to bring forward an FY 2022 baseline budget
164 that includes resources necessary to support both the ongoing study and the
165 creation of the eTOD Policy Plan. This may include hiring additional staff, a
166 consultant to assist in the creation of the eTOD Policy Plan, or other elements of
167 this resolution.

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170 **ADOPTED:** _____, 2021 **ATTEST:** _____

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Jannette S. Goodall
City Clerk

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