RESOLUTION NO.

WHEREAS, Council adopted Resolution No. 20260507-024, establishing a citywide Economic Development Framework to strategize and strengthen Austin's economic competitiveness through place-based investment, workforce development, industry partnerships, equitable access to opportunity, and coordinated public infrastructure; and

WHEREAS, the City has nominated Census Tract 204.08 for designation as a Qualified Opportunity Zone under the federal Opportunity Zones program, which is intended to encourage long-term private investment and economic development in qualifying communities; and

WHEREAS, the Lakeline Station area along the CapMetro Red Line in northwest Austin (generally bounded by West Parmer Lane, U.S. Highway 183, State Highway 45, and Lakeline Boulevard) is at the convergence of major regional transportation corridors (Hwy-183, Hwy-45, RR-620, Parmer Lane/FM-734) and less than one quarter mile from the boundaries of both Cedar Park and unincorporated Williamson County, including large tracts of vacant land, under sole ownership in the City’s Limited Purpose (LP) or Extraterritorial Jurisdictions (ETJs); and

WHEREAS, the CapMetro Red Line opened in 2010, and Lakeline Station is now the only commuter rail station, Park & Ride, CapMetro transit hub, or Project Connect network stop within a five-mile radius, offering nearly 1,000 free parking spaces adjacent to rail and express bus connections to major employers and destinations; and

WHEREAS, a significant number of anchor institutions and major employers, both local and international, have concentrated in and around the

Lakeline Station area since 2010, together forming a substantial employment and innovation base; yet, this area remains underleveraged as a catalyst for coordinated economic development, infrastructure grant applications, workforce training, supplier and small-business growth, and affordable and missing middle housing; and

WHEREAS, population in the Williamson County part of Austin has escalated significantly in the last decade, fueled by families priced out of central Austin moving into numerous new apartment communities;

WHEREAS, despite the proliferation of market-rate multi-family development, increasing numbers of low-income and unsheltered families, and vacant land already entitled for dense, transit-supportive development near Lakeline Station, Austin's District 6 achieved just 34 percent of its ten-year affordable housing goal; and

WHEREAS, Williamson County and the City of Cedar Park have established the Central Texas Spaceport Development Corporation to build upon the region's growing aerospace and advanced manufacturing sector, reflecting a coordinated regional strategy to attract high-growth STEM industries, innovation investment, and skilled workforce opportunities that are expected to increase employment and travel demand along the U.S. Highway 183 corridor, further reinforcing the strategic importance of Lakeline Station as a regional transit hub; and

WHEREAS, Lakeline Station and much of the surrounding area are located within the limits of Section 212.103 of Texas Local Government, that limits the City's authority to deny, limit, delay, or condition the use or development of land because of traffic or traffic operations that would result from the proposed use or development, which limits the City’s ability to require transportation improvements from development based on traffic or traffic operations; and

WHEREAS, Williamson County is projected to exceed 1.6 million residents by 2050, and as displacement pressures from central Austin drives outward sprawl, strategic investment in existing transit assets like Lakeline Station offers a fiscally efficient alternative to greenfield development, reducing regional infrastructure costs, and positioning the area to capture a larger share of the County’s coming growth in jobs, retail spending, and tax base while reducing vehicle miles traveled, protecting air quality, and building more resilient communities; and

WHEREAS, Lakeline Station has been designated as a Transit-Oriented Development (TOD) by both CapMetro and the City since 2010, but gaps in active transportation infrastructure still prevent safe, efficient pedestrian/cyclist travel throughout the station area, which has suppressed the conversion of car drivers to transit, limited feasibility of affordable housing, and constrained development in three large, approved Planned Unit Developments (Leander Rehabilitation PUD, Lakeline Station PUD, Robinson Ranch PUD), which are governed by their own ordinances that supersede existing TOD overlay regulations but allow TOD/high-intensity residential uses with transit-supportive development patterns; and

WHEREAS, these PUDs allocate significant acreage for new parks, urban trails/shared use paths, and municipal/civic uses, which would be transformative for the station area, allowing it to serve as a focal point for the addition of much-needed parks and public spaces in District 6, which currently ranks at/near the bottom for per capita access to parks, city facilities, and other civic amenities in Austin; and

WHEREAS, equitable transit-oriented development (eTOD) principles combine mixed-income housing and mixed-use development with safe, efficient pedestrian/cyclist access to a nearby rail station and anti-displacement strategies, in order to provide community stability and broad economic opportunity to a wider range of income levels; and

WHEREAS, a coordinated approach to the Lakeline Station area, in alignment with CapMetro's Strategic Plan 2030 and ongoing regional planning efforts, would signal the City's renewed commitment to the area, in a manner likely to strengthen public and partnerships, both locally and regionally, and facilitate targeted infrastructure investment likely to yield maximum community benefit; **NOW, THEREFORE,**

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

The City Manager is directed to, through the appropriate departments and personnel such as Austin Economic Development, Financial Services, Transportation and Public Works, and Capital Delivery Services, to conduct a detailed fiscal analysis and determine the most appropriate mechanisms to support infrastructure investment, redevelopment, and economic development within the Lakeline Station area. This analysis should:

1. evaluate financial tools, such as Tax Increment Financing (TIF), Public Improvement Districts (PIDs), Chapter 380 agreements and partnerships with the Austin Public Facilities Corporation (APFC) to facilitate transit-oriented development and to fund local improvements;
2. identify mobility projects, including bikeways, urban trails, and shared streets from the Austin Strategic Mobility Plan (ASMP), to include in capital improvement and bond programs; and

3. identify federal and state grant opportunities specifically for transit-oriented infrastructure and affordable housing.

BE IT FURTHER RESOLVED:

The City Manager is directed to establish an area that includes Lakeline Station (quarter-, half-, and one-mile walksheds) and Census Tract 204.08, for the purpose of prioritizing transit-supportive development, missing middle and affordable housing, and interjurisdictional coordination. Additionally, the City Manager is directed to leverage interjurisdictional coordination to strengthen infrastructure grant applications, evaluate opportunities for creative co-location of public services and civic spaces, and maximize economic development opportunities. This work should result in:

1. a roadmap, with key milestones and a timeline, to incorporate this area into citywide policy updates and strategic plans that guide long-term development and investment, including departmental guiding documents, cross-departmental initiatives, bonds, and other capital investment planning and prioritization;
2. future infrastructure and transit investments that align with CapMetro's Transit Plan 2035 and TOD Guidebook to identify and evaluate infrastructure upgrades and service enhancements over the next decade that strengthen connections to transit, including trail-to-station access, safe pedestrian and bicycle links, first- and last-mile improvements, and multimodal connectivity to key transit corridors and stations;
3. an opportunity for iterative refinement of best practices relating to the recently initiated Economic Development Framework (Resolution No. 20260507-024), TOD guiding principles and grant application priorities, creative strategies to stimulate affordable, transit-supportive development

beyond central Austin, and on-going streamlining of Austin's development services and permitting processes; and

4. Lakeline Station TOD regulations within an eTOD regulatory framework that:
    a. supports mixed-use, mixed-income development patterns and expands access to diverse housing types and affordability levels, accounting for implementation of Resolution No. 20260326-040 (Missing Middle);
    b. promotes micro-businesses and neighborhood services consistent with Resolution No. 20260326-042(Strong Local Commerce Initiative); and
    c. encourages transit-supportive job growth in alignment with current community goals.

BE IT FURTHER RESOLVED:

As part of this work, the City Manager is directed to prioritize a partnership-driven development and implementation strategy that:

1. initiates formal outreach to the owners of the Robinson Ranch PUD, Lakeline Station PUD, Leander Rehabilitation PUD, and Lakeline Mall to explore mutually beneficial PUD amendments that increase density and transit-supportiveness;
2. explores redevelopment and adaptive reuse opportunities within two miles of Lakeline Station, including the transformation of aging commercial properties and surface parking lots to support additional housing, employment, civic, and mixed-use development;

3. identifies opportunities to collaborate with Capital Metro, utilizing the agency's Transit-Oriented Development Guidebook strategies for regional transit advocacy;
4. establishes coordination frameworks with Williamson County and adjacent jurisdictions that explore regional buy-in, partnership structures and equitable cost-sharing models in alignment with CapMetro's Strategic Plan 2030 regionalism efforts with its member cities and non-member partner cities;
5. leverages the Round Rock ISD Career and Technical Education (CTE) facility as a primary partner and workforce development anchor to catalyze employer engagement, apprenticeship pipelines, and community-focused development in the station's northern quadrant;
6. engages regional economic development organizations, including the Austin Chamber of Commerce, regional chambers (including Cedar Park and Williamson County), the Diversity Ethnic Chamber Alliance (DECA) Chambers, and Opportunity Austin a to support employer recruitment and coordinated economic development marketing for the station area;
7. explores "creative co-location" of public services (such as libraries, health clinics, senior services and housing, or transit offices) on publicly held or partner-owned land to meet multiple goals established in the full range of strategic planning documents; and
8. pursues cross-sector partnerships to integrate community-serving amenities within the Lakeline Station area, including parks and open space development, performance spaces, public art installations, culinary and food entrepreneurship spaces, and accessible childcare facilities,

through collaboration with public, private, nonprofit, and institutional or corporate partners.

ADOPTED: ________________, 2026 **ATTEST:** _________________

Erika Brady
City Clerk