

# Austin Light Rail Phase 1

## Final Environmental Impact Statement

### Appendix E-1: Acquisitions and Displacements

### Technical Report

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# Acronyms and Abbreviations

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Acronym/Term	Definition
ATP	Austin Transit Partnership
CapMetro	Capital Metropolitan Transportation Authority
CFR	Code of Federal Regulations
City	City of Austin
DEIS	Draft Environmental Impact Statement
ETOD	Equitable Transit-Oriented Development
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
HOME	Housing Options for Mobility and Equity
OMF	operations and maintenance facility
PID	property identification number
Project	Austin Light Rail Phase 1 Project
ROD	Record of Decision
ROW	right-of-way
TCAD	Travis Central Appraisal District
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

# 1 Introduction

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This technical report provides the basis of analysis included in the Draft Environmental Impact Statement (DEIS) and supports decisions made in the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). The analysis and references in this technical report remain unchanged from the DEIS except for technical updates. The following are technical updates made to acquisitions and displacements since publication of the DEIS:

- ATP refined the design of the Montopolis Station to avoid four residential displacements, and the Montopolis Station was shifted to the west side of the intersection of Montopolis Drive and East Riverside Drive.
- Additional displacements have occurred, including previously vacant parcels that are now occupied; the addition of food trucks (businesses) on previously vacant parcels; and the re-opening of previously closed businesses. Some previously identified displaced businesses will no longer be displaced as a result of design refinements.
- Some properties would lose a percentage of their off-street parking spaces, including the residential condominium at 3815 Guadalupe Street, where parking would be reduced by approximately 20 percent, and by approximately 40 percent during construction.
- The multi-story parking garage proposed at 38th and Guadalupe Streets was redesigned as a surface parking lot to minimize visual impacts on the surrounding neighborhood.

The Federal Transit Administration (FTA) and Austin Transit Partnership (ATP) are completing an environmental review of the Austin Light Rail Phase 1 Project (the Project) in Austin, Texas. This acquisitions and displacements technical report was prepared to support the Project's DEIS and FEIS/ROD in accordance with the National Environmental Policy Act and related laws and regulations. FTA and ATP are the Lead Agencies in the National Environmental Policy Act process.

This report identifies the potential property acquisitions and displacements that would be needed for the operation and construction of the Project. Public and private property for the light rail transit guideway and associated facilities would be acquired, and residential and commercial displacements would occur.

This report:

- Identifies full property acquisitions and the number of dwelling units and businesses that would be displaced and relocated;

- Identifies partial acquisitions, including those needed for permanent utility easements or acquisitions and the number of dwelling units and businesses that would be displaced and relocated;
- Reviews the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), which ATP would follow to mitigate the effects associated with property acquisition and displacements; and
- Reviews mitigation measures that ATP would apply for property acquisition.

Likely property acquisitions and displacements were identified based on current conceptual designs and their effects, while focusing on major differences among the Build Alternative and Design Options. In response to public comments received from public hearings held in January and February 2025, the Preferred Alternative was further developed and refined, resulting in slightly different acquisitions and displacements than those presented in the DEIS. The Preferred Alternative is the DEIS Build Alternative plus five Design Options—Wooldridge Square Station, Lady Bird Lake Bridge Extension, Travis Heights Station, Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside, and Grove Station—and would displace 71 businesses and no (0) residences based on Project plans from April 2025 (**FEIS Appendix C**).

The estimates described in this report reflect the existing conditions at the time the analysis was conducted. Because properties that are currently underdeveloped or vacant could be developed between completion of the Environmental Impact Statement process and the time of acquisition, the number and/or type of displacements could vary between what is disclosed here and what would actually be required.

## 2 Regulatory Setting

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### 2.1 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform Act, 42 United States Code § 4601 et seq., and its implementing regulations at 49 Code of Federal Regulations (CFR) Part 24, provides important protections and assistance for people affected by federally funded projects. Congress enacted the Uniform Act to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, are provided fair, uniform, and equitable treatment and receive just compensation for, and assistance in moving from, the property they occupy.

The Uniform Act, passed by Congress in 1970 and updated in May 2024, requires that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations that are displaced as a direct result of actions

undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment for persons displaced from their homes and businesses, and it establishes uniform and equitable land acquisition policies. Generally, the purpose of the Uniform Act is three-fold:

- To ensure that owners of real property to be acquired for a federally assisted project are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in federally assisted land acquisition programs;
- To ensure that persons displaced as a direct result of a federally assisted project are treated fairly, consistently, and equitably so that displaced persons will not suffer disproportionate injury as a result of projects designed to benefit the public as a whole; and
- To ensure agencies implement the regulations in an efficient and cost-effective manner.

The provisions of the Uniform Act apply to the acquisition of fee title, fee title subject to a life estate, leasing (where the lease term, including options for extension, is 50 years or more), permanent easements, and temporary construction easements (see 49 CFR Sections 24.101(a) and (c)). Property acquisition and relocation assistance for the Project would follow the relevant procedures set forth in the FTA Circular 5010.1E, Award Management Requirements (FTA 2018) and the process outlined in 49 CFR Part 24, which is the basic regulation governing acquisition and relocation activities on all federal and federally assisted programs and projects. Acquisition requires, among other things, an appraisal and an establishment and offer of just compensation. Relocation assistance includes both advisory services and financial assistance.

In May 2024, the Uniform Act was updated to enhance benefits and services focused on improving equity and fairness for tenants, homeowners, businesses, and other entities.

## 3 Methodology

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This section describes the data collection process used to assemble the summary table of potentially affected properties within the Study Area. The Study Area is defined as the limits of Project construction for the Build Alternative and the Design Options.

The analysis focuses on defining two categories for each affected parcel (**Table 1**). Property and structure types describe the current use of the property and any structures present on the property. Existing parcel boundaries determine the extent of any potential effect on the property and property owner.

Table 1. Primary Data Sources

Data	Source
Property and Structure Types	Source: City of Austin Open Data Portal and TCAD; data identifies property/structure types (i.e., community facilities, residential properties, commercial properties, etc.)
Existing Parcel Boundaries	Source: TCAD; data used to determine parcel boundaries, landowner information, and property type

TCAD = Travis Central Appraisal District

Acquisitions and displacements are effects of the Project requiring mitigation in the form of compensation and, in some cases, relocation. ATP identified parcels to be fully or partially acquired, or that would be subject to an easement, based on the proposed right-of-way (ROW) limits of the Build Alternative, using aerial-based geographic information systems parcel mapping with data obtained from the Travis Central Appraisal District (TCAD). The analysis assumed that acquisitions that preserve the primary buildings, most of the property, parking, and access to the property would be considered partial acquisitions. In some cases, a partial acquisition that is estimated to affect parking or access to a property, but not the primary building, could result in a potential displacement. A full acquisition would involve purchase of the entire property. ATP assumed a full property acquisition would result in the displacement of the occupant(s) if the site is occupied.

The following types of potential actions are described in this section:

- **Partial Acquisition.** Only the portion of a parcel falling within the proposed Project ROW footprint would be acquired. A partial acquisition may include acquiring a portion of property in fee simple (outright transfer of ownership) or obtaining an easement (for drainage, utilities, etc.). Easement acquisition would not transfer possession of a portion of property, but would allow ATP to use a specific area of the property for a specific purpose.
- **Full Acquisition.** A full acquisition in fee would be the purchase of an entire parcel, with no remaining interest of the seller in the property (unless mineral rights are retained). In cases where a partial acquisition is needed based on the proposed Project ROW footprint, if the remaining parcel is an uneconomic remnant (i.e., the remaining portion of the parcel would have little to no value or utility), a full acquisition may occur.
- **Displacements.** A displacement is the result when an existing use is required to move from real property, or to move personal property from real property, permanently, due to acquisition, rehabilitation, or demolition for a project. Displacements can occur from full acquisitions or partial acquisitions that bisect buildings or create damages to the remainder property that affect current functionality.

- **Potential Displacements.** In some cases, partial acquisitions would remove or affect parking or access that could affect the use of a property but not the primary building or function. These situations could result in potential displacements and would be subject to continuing coordination with the property owner to determine if design solutions are available to mitigate effects and/or whether displacement of the owner/tenant is required.
- **Temporary Construction Easements.** A temporary construction easement is used for various construction activities. It may include temporary use for the storage of materials and equipment, laydown yards, access to construction areas, site grading, or other construction-related activities.

The effects analysis of land acquisitions and displacements on the community as a result of the Project consisted of documenting all residential and non-residential units within the Study Area and describing the existing characteristics of potentially displaced buildings.

ATP sought to use existing linear transportation (streets) and utility ROW in developing the Project to minimize the need to acquire private property. By using this approach, most land area that ATP would require could be accommodated within existing public ROW. However, the Project footprint extends beyond the existing transportation ROW in places to accommodate the bridge structure proposed over Lady Bird Lake, the operations and maintenance facility (OMF) and associated light rail infrastructure, roadway reconfigurations, and pedestrian and bicycle lanes. For partial acquisitions, ATP assumed only the portion of the parcel falling within the proposed Project footprint would be acquired.

## 4 Affected Environment

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The Project corridor is heavily developed with residential, commercial, industrial, and public properties. Current and projected land uses along the alignment are discussed in **FEIS Appendix E-2**. The existing transportation ROW varies in width, with some areas more constrained by urban development than others. Public utilities, including subterranean utilities, are in the transportation ROW or their own easements.

The Austin area has been experiencing redevelopment activity due to the growing local and regional economy. According to the *Uprooted* report (University of Texas at Austin 2018), Austin has seen a dramatic rise in housing costs since the late 1990s, which, coupled with more affluent residents moving into central neighborhoods, has affected low-income residents in Austin. By the early 1990s, the region had about 400 high-tech manufacturers (City of Austin 2024), and this trend continues today. Several companies have recently relocated their headquarters or increased operations in Austin and surrounding areas, including Tesla, Google, Facebook, Amazon, SpaceX, Apple, and Canva. In 2023, approximately 80 businesses relocated to or expanded in Austin, adding more than 18,600 jobs (Austin Chamber 2023). This recent development has

resulted in a large increase in median house prices in Austin since 1990 and especially within the past 5 years. The median home price in Austin in July 2024 was \$585,000 (Austin Board of Realtors 2024) compared to the median home price of \$360,000 in October 2017 (Austin Board of Realtors 2017). Housing affordability is a key concern for Austin residents and City of Austin (City) officials.

The *Uprooted* report defines gentrification as occurring when a low-income household is displaced by a higher-income household, resulting in higher housing costs, increased property taxes, transformation of the neighborhood, and cultural change to the neighborhood. This study identified areas within Austin that are most vulnerable to displacement. Within the Study Area, those areas occur east of Interstate 35, especially along the East Riverside Drive corridor close to U.S. Highway 183. The City's displacement risk area maps show the latest displacement data: [Project Connect Anti-Displacement Maps and Dashboard](#).

The City has adopted the *Austin Strategic Housing Blueprint* (City of Austin 2017) to address ongoing issues of housing. Goals of the housing blueprint are to preserve affordable homes in established communities and increase the supply of housing. The multi-faceted approach includes fostering strategic investment collaborations, streamlining the City's construction permit process, assisting with leveraging density bonus programs, and setting a goal for 60,000 units to be affordable to households at 80 percent of the median family income and below. According to the *Austin Strategic Housing Blueprint Scorecard* published in 2022, which reports progress on the program, 10,444 units affordable to households earning 80 percent of the median family income or below were built between 2017 and 2022. This is just over one-third of the 30,000 additional units needed to keep pace with meeting the City's 10-year goal (City of Austin 2022).

The City, in collaboration with ATP and the Capital Metropolitan Transportation Authority, is also conducting land use and economic development planning activities associated with the Build Alternative, including the *Equitable Transit-Oriented Development (ETOD) Policy Plan*, which is a comprehensive framework to help the Austin community ensure that future development around the transit system supports residents of all incomes and backgrounds, especially those who have been disproportionately burdened by past transportation and land use decisions (City of Austin 2023). In addition to traditional transit-oriented development goals like increasing transit ridership by encouraging transit-supportive development, ETOD also attempts to mitigate displacement pressures and create new economic opportunities. In May 2024, the Austin City Council adopted an ETOD Overlay overlapping the Project, which restricts new non-transit-supportive uses, such as auto- and storage-related uses, and creates a density bonus program that permits more height and relaxes zoning standards in exchange for housing or transit-supportive infrastructure. The Density Bonus Program also requires replacement of existing affordable multifamily units and priority businesses. Additionally, design standards to create an active, pedestrian-oriented ground floor are required for developments participating in the bonus program. In mid-2025, the Austin City Council is expected to consider Phase II of the ETOD Overlay, which will also expand the suite of community benefits, calibrate the density bonus

program, and refine design standards to maximize participation in the bonus program. The *ETOD Policy Plan* and emerging land development regulations are described in **FEIS Appendix E-4**.

The Project Connect financial model and sequence plan includes \$300 million in anti-displacement funding. The *Nothing About Us Without Us* report (Racial Equity Catalysts and City of Austin 2022) lays out the vision and purpose of the City's prioritization and allocation of the anti-displacement funds. Funds would be dispersed over Project Connect's 13-year timeline, with \$100 million in expenditures planned in the first 3 years for land acquisition, land development, and community-initiated solutions. According to the City's Anti-Displacement Funding website, loans for land acquisition have already been provided to eligible 501(c)(3) nonprofit organizations to preserve and develop housing and purchase small sites for future development. Land development funds were allocated to private and nonprofit developers for acquisition, rehabilitation, and construction of housing. The Community-Initiated Solutions program allocated funds to nonprofit organizations and partnerships that support initiatives designed to prevent the displacement of renters and homeowners and create economic mobility opportunities (City of Austin, n.d.).

In December 2023, the Austin City Council adopted a resolution initiating zoning code amendments with the goals of making homeownership more attainable for middle-income earners, as well as giving families the flexibility to have multigenerational housing options and generate income on their properties. Over two phases, the Austin City Council adopted changes to the predominant single-family zoning districts across Austin, including allowing three units on all standard-size lots (an increase of one or two units per lot) and reducing the minimum lot sizes. In May 2024, the Austin City Council passed new rules to reduce height restrictions near single-family residences by substantially increasing by-right entitlements for properties zoned commercial and multifamily within the Study Area. Future zoning amendments will increase missing middle income housing options across Austin.

Parking density is also being addressed. The Urban Land Institute published a report in 2024 stating that Downtown Austin is overparked and that parking ratios in Austin are high in comparison to other cities. The report outlines strategies to encourage less vehicular transportation and parking in downtown developments (Urban Land Institute 2024). In May 2024, the Austin City Council passed new maximums on parking downtown that restrict vehicular parking. A second phase is planned to explore additional methods of encouraging less parking in Downtown Austin.

# 5 Environmental Consequences

## 5.1 No Build Alternative

The No Build Alternative serves as the basis of comparison to analyze the effects of the Project. Under the No Build Alternative, no acquisitions or easements would be required, and no displacements or relocations would occur from the Project.

## 5.2 Build Alternative

### 5.2.1 Operational (Long-Term) Effects

To build the light rail transit system, ATP would acquire public and private property for guideways, stations, park-and-rides, and other facilities. This section summarizes likely property acquisitions based on conceptual design drawings presented in **FEIS Appendix C**. The Build Alternative would displace and relocate some residential, commercial, and public uses. The subsections describe each Design Option's reasonably foreseeable effects associated with property acquisition. **Table 2** summarizes the number of property acquisitions by alternative or Design Option and by partial or full acquisition. It also presents the number of displaced businesses and residences for each alternative. Effects for Design Options are shown as an increase or decrease relative to the Build Alternative. Parcels affected by the Project are depicted in conceptual design drawings in **FEIS Appendix C**. ATP evaluated the area needed from each parcel to assess potential full or partial acquisition, verifying the current land use, including the number of businesses or residences on affected parcels, using 2024 TCAD data and field verification conducted in March and June 2024. These effects are not the final determination on property acquisition. The estimates reflect conditions at the time of analysis and the early level of project design. Because property uses could change between the Environmental Impact Statement and construction, as could design details, the number and type of displacements could also change.

In response to design refinements and public comments, the Preferred Alternative was further developed, resulting in slightly different acquisitions and displacements. The Preferred Alternative is the 2024 DEIS Build Alternative plus five Design Options—Wooldridge Square Station, Lady Bird Lake Bridge Extension, Travis Heights Station (removal of the station at Travis Heights), Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside, and Grove Station—and would displace 71 businesses and no (0) residences based on Project plans from April 2025 (Appendix C).

The DEIS identified 59 commercial displacements resulting from the Build Alternative and an additional 5 commercial displacements and 4 residential displacements from the Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside Design Option, totaling 64 commercial and 4 residential displacements. After the Preferred Alternative was further developed, 19 additional commercial displacements were identified and 12 commercial displacements were removed from the design, resulting in a total increase of 7 commercial displacements. Four residential displacements were

also removed from the design, resulting in no (0) residential displacements. The 19 additional displacements along the corridor are described below:

- Eight new food truck businesses have moved onto four parcels along the corridor—one on Guadalupe Street at West 35th Street, one on Guadalupe Street at West 29th Street, two on West 3rd Street and Congress Avenue, and four on East Riverside Drive at Yellow Jacket Lane;
- Two previously closed businesses have reopened on a parcel on Guadalupe Street north of West 30th Street, and two new tenants have moved onto a previously vacant parcel on Guadalupe Street south of West 30 Street;
- Three additional tenants have moved into the existing building on the Waller Beach at Town Lake Metro Park parcel;
- One previously closed business has reopened on a parcel on the east side of South Congress Avenue near College Avenue, and one tenant has moved onto a previously vacant parcel on the west side of South Congress Avenue at College Avenue; and
- Two businesses on parcels on East Riverside Drive at Shore District Drive and at Montopolis Drive that were previously partial acquisitions are now full acquisitions due to the shift in the Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside Design Option.

Twelve businesses, including two on Old Bastrop Highway that were previously proposed for the maintenance of way shops, have been removed from the design as displacements. Land use in Austin is dynamic as parcels frequently shift from being occupied to abandoned. Throughout design, ATP will continue to coordinate with property owners to avoid displacements.

**Table 2. Permanent Acquisitions and Displacements by DEIS Build Alternative, Design Options, and Preferred Alternative**

Alternative or Design Option <sup>1</sup>	Number of Parcels	Partial <sup>2</sup>	Full <sup>3</sup>	Displacements
<b>Build Alternative</b>	304	277	27	59 Commercial <sup>4</sup>
Wooldridge Square Station Design Option	-1	-2	+1	0 <sup>4</sup>
Cesar Chavez Station Design Option	+4	+4	0	0
Lady Bird Lake Bridge Extension Design Option	-6	-6	0	0 <sup>4</sup>
Travis Heights Station Design Option	-4	-4	0	0 <sup>4</sup>
Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside Design Option	+14	+14	0	+ 5 Commercial <sup>4</sup> + 4 Residential
Grove Station Design Option	+6	+6	0	0 <sup>4</sup>
Variation to the Grove Station Design Option	+1	+1	0	0 <sup>4</sup>
<b>Preferred Alternative</b>	288	261	27	71 Commercial 0 Residential

Note: Potential displacements, those that are affected by parking or access and do not incur building displacements, are not included in this table but are discussed below.

<sup>1</sup> The Preferred Alternative was further developed and refined after the public hearings in April 2025.

<sup>2</sup> Partial acquisitions require ROW from a property but do not require the entire parcel. These could include acquisitions for utilities or drainage. These could also include displacement of people or businesses; if a partial acquisition affects parking or access, it could result in displacement even though a building is not affected.

<sup>3</sup> Full acquisitions require acquisition of an entire parcel and could displace businesses or people.

<sup>4</sup> Based on Project design dated May 2024.

## 5.2.2 Build Alternative

Based on Project designs presented in **FEIS Appendix C**, of the 567 parcels that are adjacent to the corridor, the Build Alternative would impact 304 parcels. Of these impacts, the corridor alignment would require 27 full acquisitions and 277 partial acquisitions, resulting in 59 business displacements. It would require approximately 85 acres of ROW and 7 acres of permanent easements. Twenty-eight additional businesses could lose some parking spaces or the level of access could be reduced and therefore could potentially be displaced; however, further design is required to make those determinations.

The proposed OMF near the U.S. Highway 183 and State Highway 71 interchange near Airport Commerce Drive would require the largest land acquisition including approximately 62 acres of property from 10 full acquisitions, and the displacement of 24 businesses in a light industrial use area. Given this area's existing industrial and commercial uses, it may be possible to relocate the 24 businesses in the immediate area.

Outside the OMF, the remaining 35 business displacements include restaurants, retail, automotive, health care facilities, and other businesses. A search on LoopNet showed there are approximately 80 commercial real estate buildings for sale within the Austin city limits (LoopNet 2024). Relocation within the Study Area may also be possible through redevelopment of an existing site or by incorporation into larger developments.

The Build Alternative includes three park-and-rides, near 38th Street Station, Oltorf Station, and Yellow Jacket Station. The park-and-ride lot at 38th Street would require three business displacements on the northeast corner of West 38th and Guadalupe Streets. The other two park-and-rides would not displace any homes or businesses.

Eight residential condominium units (from one building) on East Riverside Drive could lose access to parking spaces resulting in a displacement to affected units. While a section of this parcel would be acquired, there would be no displacement of the condominium building. ATP is investigating opportunities to avoid these displacements through design of an alternative access route to the parking spaces.

The Build Alternative would result in partial permanent acquisitions from the following six public parks owned by the City and managed by the Parks and Recreation Department:

- Waller Beach at Town Lake Metro Park, including a portion of the Ann and Roy Butler Hike and Bike Trail;
- Norwood Tract at Town Lake Metro Park;
- Auditorium Shores at Town Lake Metro Park;
- South Austin Island;

- Penick Pocket Park; and
- Airport Commerce Pocket Park.

Additional Section 4(f) effects can be reviewed in **FEIS Appendix G** along with the Chapter 26 evaluation. The Waller Creek Boathouse at Waller Beach is a special use, and relocation effects are discussed in **FEIS Appendix H**.

### 5.2.3 Design Options

#### 5.2.3.1 Wooldridge Square Station

This Design Option would add a station near Wooldridge Square and would affect one fewer parcel, a parking garage, than the Build Alternative by not requiring an energy easement as the Build Alternative would. The Design Option would require more ROW from parcels than the Build Alternative to accommodate the proposed station footprint. Full acquisition of a parking lot across from Wooldridge Square Park would be required to allow for the new in-street station as opposed to a partial acquisition as under the Build Alternative (although there would be a building effect, this was not counted as a displacement under either alternative). This Design Option would also require a small temporary construction easement for construction of a retaining wall directly adjacent to Wooldridge Square (within the ROW).

#### 5.2.3.2 Cesar Chavez Station (Not Included in the Preferred Alternative)

Under the Build Alternative, the Cesar Chavez Station would be on Trinity Street between Cesar Chavez Street and 2nd Street. ATP is studying a Cesar Chavez Station Design Option that could promote privately owned transit-oriented development. The Design Option would place the station diagonally within the block bounded by San Jacinto Street, Trinity Street, 3rd Street, and 2nd Street, and would require a developer agreement. This Design Option would move forward only if an agreement were reached with the private developers.

#### 5.2.3.3 Lady Bird Lake Bridge Extension

This Design Option extends the light rail bridge south of Lady Bird Lake and includes an elevated Waterfront Station. The bridge would be extended to the east along East Riverside Drive toward Travis Heights Boulevard and southward to South Congress Avenue. The Waterfront Station would be located on East Riverside Drive between East Riverside Drive and the Barton Springs Road extension and would require vertical circulation elements for access to the elevated light rail station.

Under this Design Option, there would be six fewer parcel effects than under the Build Alternative: seven single-family, two multifamily, and one commercial parcel would not be affected by partial acquisitions, while four additional vacant parcels would be affected by the Design Option, for a net decrease of six parcel effects. Unlike the Build Alternative, the Design Option would not affect the parking associated with eight condominium units as the Build Alternative would. However, it would affect parking and

potentially displace a commercial building. Additional vacant parcels would be affected on the north side of East Riverside Drive between Alameda Avenue and Travis Heights Boulevard to accommodate the alignment shift of the elevated track. (The Build Alternative would affect a vacant parcel that the Design Option would not, thus resulting in a net increase of four.) Effects on parks would remain the same as under the Build Alternative for this Design Option.

#### **5.2.3.4 Travis Heights Station**

Under the Build Alternative, the Travis Heights Station would be located on East Riverside Drive just east of Travis Heights Boulevard and would require more than 2 acres of ROW from Norwood Tract at Town Lake Metro Park. ATP is studying the Travis Heights Design Option, which would exclude the Travis Heights Station from the Project. Under this Design Option, there would be five fewer effects on parcels than under the Build Alternative. Rather than acquire land from Norwood Park from the City, on the north side, the Design Option would stay truer to the existing alignment and would require small slivers of ROW from four single-family parcels on the south side to accommodate the guideway and shared use path. In doing so, the Design Option would avoid use of the Norwood Tract.

#### **5.2.3.5 Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside**

Between the DEIS and FEIS/ROD, ATP refined the design of the Montopolis Station to avoid four residential displacements. The Montopolis Station was also shifted to the west side of the intersection of Montopolis Drive and East Riverside Drive.

This Design Option would include center-running bike and pedestrian lanes next to the light rail beginning east of Interstate 35 on Riverside Drive. It would affect 5 additional commercial buildings, 1 additional park, and 2 additional vacant parcels than the Build Alternative.

This Design Option would not displace one commercial building that the Build Alternative would, thus resulting in a net increase of five business displacements. Five additional businesses could be potentially displaced due to effects on parking and access; however, further design is required to make that determination.

This Design Option would also partially affect one more park than the Build Alternative—the Aura Riverside Park and Trail on the south side of East Riverside Drive, between Grove Avenue and Montopolis Drive—in order to accommodate the wider facility.

#### **5.2.3.6 Grove Station**

The Grove Station Design Option would combine the Montopolis and Faro Stations, proposed in the Build Alternative, into a single station at Grove Boulevard. This Design Option would reduce effects on ROW at Montopolis and Faro Streets but would require effects at six more parcels than the Build Alternative due to ROW and easement needs. One commercial and two single-family residences would be partially affected by an

Austin Energy easement under this Design Option. A shopping plaza on East Riverside Drive would incur a drainage easement, and two additional commercial buildings would be partially affected by ROW needs under this Design Option. This Design Option would not affect a commercial building at the corner of Montopolis Street and East Riverside Drive, which is a potential displacement under the Build Alternative.

The Variation to the Grove Station Design Option would require an additional sliver of ROW from one more parcel compared to the Build Alternative.

#### **5.2.4 Preferred Alternative**

In response to design refinements and public comments received from public hearings, the Preferred Alternative was further developed and refined, resulting in slightly different acquisitions and displacements than those presented in the DEIS. Between the DEIS and FEIS/ROD, ATP refined the design of the Montopolis Station to avoid four residential displacements. The Montopolis Station was also shifted to the west side of the intersection of Montopolis Drive and East Riverside Drive. The Preferred Alternative is the DEIS Build Alternative plus five Design Options—Wooldridge Square Station, Lady Bird Lake Bridge Extension, Travis Heights Station, Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside, and Grove Station—and would displace 71 businesses and no (0) residences based on Project plans from April 2025 (**FEIS Appendix C**).

The DEIS identified 59 commercial displacements resulting from the Build Alternative and an additional 5 commercial displacements and 4 residential displacements from the Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside Design Option, totaling 64 commercial and 4 residential displacements. After the Preferred Alternative was further developed, 19 additional commercial displacements were identified and 12 commercial displacements were removed from the design, resulting in a total increase of 7 commercial displacements and an overall total of 71 commercial displacements. Four residential displacements were also removed from the design, resulting in no (0) residential displacements. The additional 7 commercial displacements are a result of a shift in the Center-Running Bike/Pedestrian and Shade Tree Facilities on East Riverside Design Option; previously vacant parcels that are now occupied; the addition of food trucks (businesses) on parcels; and the reopening of previously closed businesses.

#### **5.2.5 Construction-Related (Short-Term) Acquisitions**

During construction, temporary construction easements would be needed for staging and parking areas as well as construction access. ATP anticipates that multiple staging areas would be used, some of which may be used for only part of the construction period. At the current stage of design, specific temporary construction areas have not been identified, so an area of 10 feet from the proposed back of curb along the entire alignment was assumed for temporary construction easements. In some areas, where a building would be affected, less than 10 feet was proposed, and in some cases where

more area was needed, more than 10 feet was proposed. Specific areas needed for temporary construction easements will be refined as designs progress.

Temporary construction activity in staging areas and construction easements would convert the existing land on which they occur to a temporary construction use; the owner of such lands would temporarily lose the use of that land until construction activity ends. After construction is completed, the property would be restored to its previously existing condition, to the extent practicable, and the easement would be terminated or expire. The Uniform Act allows for certain compensation for temporarily relocated tenants (see Section 6, Mitigation). Specific construction staging and parking areas as well as construction access points would be identified as the Project advances.

## 6 Uniform Act Compliance

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The Project must comply with the Uniform Act and its implementing regulations found at 49 CFR Part 24. The regulations at 49 CFR Part 24 are intended to ensure fair, equitable, and uniform treatment of all persons from whom real property is to be acquired or who may be displaced as a result of an acquisition. Real property interests necessary for the development of the Project would be acquired in compliance with the 49 CFR Part 24, Subpart B provisions. This applies to the acquisition of full fee and less than full fee interests needed for the Project. The fair market value of the property interests to be acquired for the Project would be determined through independently prepared appraisals and review appraisals defined at 49 CFR Sections 24.103 and 24.104. The Project would establish what it believes to be just compensation for the real property interests to be acquired, and in no case may it be less.

All persons determined to be displaced as a result of an acquisition of real property would be provided with assistance to relocate pursuant to the requirements of 49 CFR Part 24. ATP would prepare an adequately detailed relocation plan for the Project pursuant to the provisions in 49 CFR Section 24.205. All displaced persons (residential, commercial, and personal property) would be provided with advisory services as required in 49 CFR Section 24.205(c). All displaced persons would be provided with all required relocation notices as defined in 49 CFR Section 24.203. All nonresidential displaced persons would be provided with all assistance as applicable in 49 CFR Part 24, Subparts C and D. All displaced residential persons would be provided with at least one (preferably three) decent, safe, and sanitary comparable replacement dwelling(s) pursuant to the requirements of 49 CFR Section 24.204. All displaced persons would be provided with reasonable assistance necessary to complete and file any required claim for payment as required by 49 CFR Section 24.207. Further, expeditious payments for relocation claims shall be made, and dependent on demonstrable need, advance payments would be made to avoid or reduce hardships. No relocation payments would be made to any displaced person without first obtaining certification that the person is either a citizen or national of the United States, or an alien who is lawfully present in the United States pursuant to 49 CFR Section 24.208. Any person who feels that ATP has failed to properly consider the person's application for

assistance would be provided with the opportunity to appeal such determination pursuant to the requirements of 49 CFR Section 24.10. Last Resort Housing benefits would be made available to all persons for whom comparable replacement housing is not available within their financial means pursuant to the requirements of 49 CFR Section 24.404.

For the potential displacements, ATP would make a determination as to whether or not the property/person would be displaced as a result of the acquisition based on final design. All persons deemed by ATP to be displaced as a result of an acquisition shall be provided assistance to relocate.

If any short-term construction uses would result in temporary relocations, ATP would provide financial and advisory benefits in compliance with the Uniform Act (HUD Exchange 2024).

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