

AUSTIN STRATEGIC HOUSING BLUEPRINT UPDATE BRIEFING

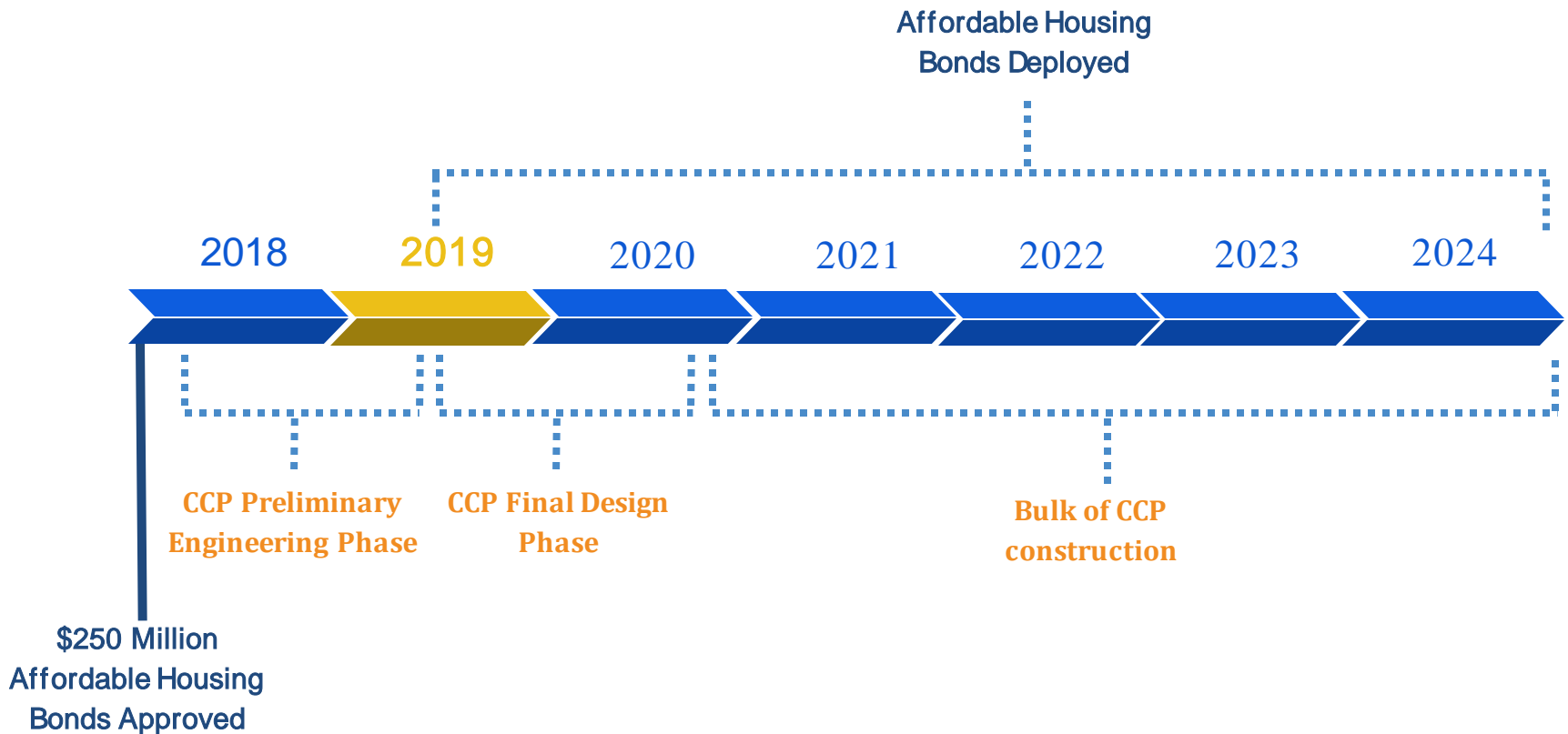


City Council Mobility Committee

April 4, 2019

www.austintexas.gov/housingblueprint

Corridor Construction Program & 2018 Affordable Housing Bond Timeline



Draft Corridor Affordable Housing Goals



Corridor-Level Goals for Production and Preservation		
Corridor	District(s)	Goal for Producing and/or Preserving Units at 80% MFI and Below
¹ N. Lamar Blvd.	4, 7	1,326
² Burnet Rd.	7, 4	1,098
³ Airport Blvd.	1, 3, 4, 7, 9	1,102
⁴ East MLK/FM 969	1	849
⁵ S. Lamar Blvd.	5, 9	424
⁶ E. Riverside Dr.	3, 9	1,144
⁷ Guadalupe St.	1, 9	484
⁸ William Cannon Dr.	2, 5, 8	1,884
⁹ Slaughter Ln.	2, 5, 8	1,706
¹⁰ N. Lamar & Guadalupe St.	4, 5, 7, 9, 10	1,012
¹¹ ¹² W. & E. Rundberg Ln.	4	1,001
¹³ Colony Loop	1	940
¹⁴ MLK Blvd.	1, 9	766
¹⁵ S. Congress Ave.	2, 3, 9	1,147
¹⁶ Manchaca Rd.	2, 3, 5	1,411
¹⁷ S. Pleasant Valley Rd.	2, 3	1,360

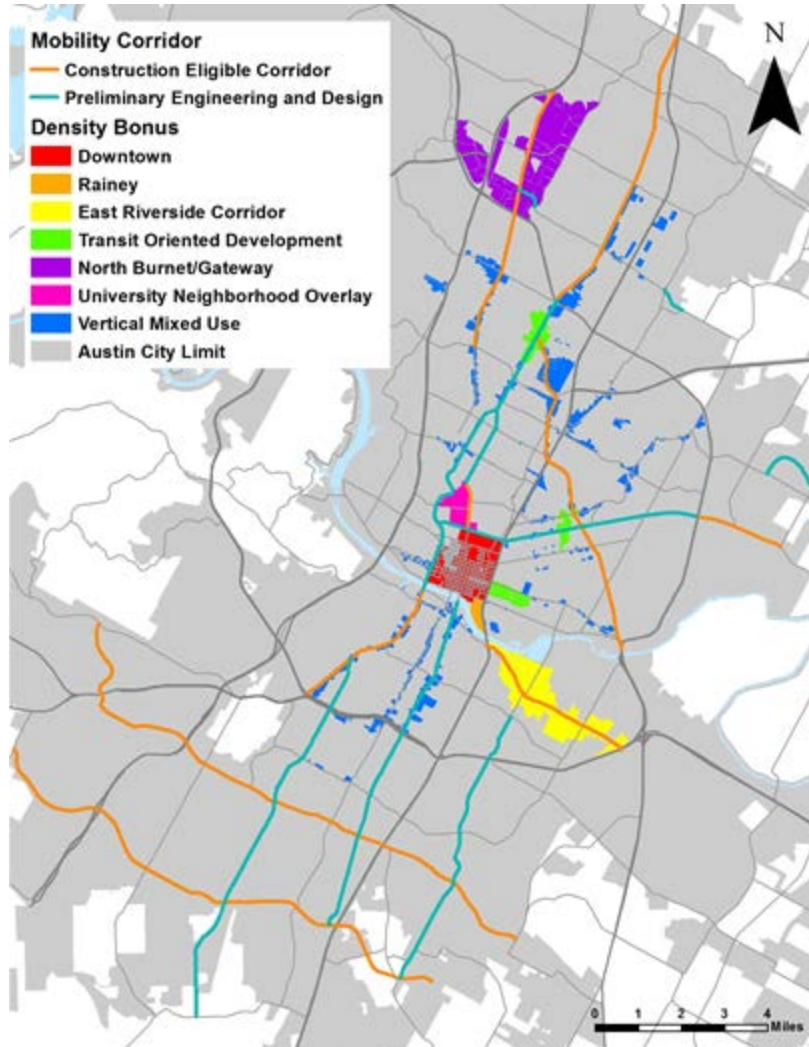
Construction Eligible Corridors

Preliminary Engineering & Design Corridors/Critical Arterials

How Affordable Housing is Produced - Subsidized Affordable Housing

- **Local Subsidy** (bonds or other funding sources)
 - Awarded based on **locally determined** criteria, including:
 - **Proximity to Transit**
 - **Imagine Austin Centers and Corridors**
 - **Mobility Bond Corridors**
- **State Subsidy** (Low Income Housing Tax Credits governed by the Texas Department of Housing and Community Affairs)
 - **Leverages local funds approximately 6 to 1**
 - Awarded based on **state** criteria (which changes every year and over which city has little influence), including:
 - **State's definition of high opportunity areas, which sometimes skews suburban**
 - **May or may not include points for proximity to transit**

How Affordable Housing is Produced - Regulatory Incentives / Density Bonuses



- Density bonuses incentivize private developers to include income restricted affordable housing units within their development
- Potential to expand density bonuses to new areas, as well as re-calibrate existing programs to align with the Mobility Corridors, Housing Blueprint and Imagine Austin

How Affordable Housing is Produced - Naturally Occurring

- Housing built by private developers that is affordable without a subsidy due to location, age, quality, maintenance, etc.
- Can be preserved (with subsidy) through application for local funds, state funds, or by an entity such as Affordable Central Texas

Actions to Preserve Housing on Corridors

- Undertake strategic land banking for affordable housing, including along corridors (planned)
- Strengthen scoring criteria and develop policies to prioritize affordable housing near current and future transit service (completed)
- Develop a private Strike Fund to acquire & preserve market-rate affordable developments (completed)
- Improve and implement density bonus programs for centers and corridors (planned)
- Track affordable properties at risk of losing affordability to try to extend affordability periods (underway)
- Leverage partnerships through shared SD23 Economic Opportunity and Affordability Strategic Outcome Group - Coordinate with other Departments on Timing of Mobility Corridor Investments (underway)
- Adopt mobility corridor affordable housing goals (underway)



CORRIDOR PROGRAM OFFICE

REACHING AFFORDABLE HOUSING GOALS

- Contract With Voters: Affordable Housing Outcomes
 - Preservation of Affordable Housing
 - Creation of new affordable housing units
- Affordable housing data used in Corridor Construction Program prioritization model
- Ongoing coordination to achieve affordable housing outcomes
 - NHCD is using 2016 Bond corridors in priority criteria
 - CPO/NHCD coordination on Strategic Housing Blueprint implementation
 - Development of Displacement Mitigation Strategy with NHCD to preserve housing, retain community members



Austin Strategic Mobility Plan Update

MOBILITY COMMITTEE

APRIL 4, 2019



Austin Strategic Direction 2023



CITY OF AUSTIN
STRATEGIC DIRECTION

SD23 Mobility Outcome
chapter adopted 3/28/19

STRATEGIES:

#9: Align transportation investments with the City's established goals for all transportation modes and with community priorities expressed in the **Austin Strategic Mobility Plan** and **Austin Strategic Housing Blueprint**.

#10: Work early and collaboratively with our community to assess impacts, maximize opportunities, and address potential repercussions to housing and commercial affordability caused by transportation projects.

Relevant ASMP Policies, Indicators, and Actions

- 6 Policies
- 6 Indicators
- 11+ Actions

Policies in the ASMP

Equity:

- Partner with the public and private sectors to expand and improve mobility solutions serving historically underserved communities
- Take steps to mitigate unintended consequences
- Prioritize serving the most vulnerable populations in Austin by supporting broader efforts to provide social services

Affordability:

- Proactively assess displacement impacts of transportation projects
- Work with communities to mitigate displacement impacts of transportation projects
- Reduce transportation costs as a component of household affordability

Indicators in the ASMP

Affordability:

- Increase the percentage of affordable housing available at 30% MFI within 1/2 mile of transit and bicycle priority networks (included in staff proposed amendment to ASMP)
- Increase the percentage of affordable housing available at 50% MFI within 1/2 mile of transit and bicycle priority networks (included in staff proposed amendment to ASMP)
- Increase the percentage of affordable housing available at 60% MFI within 1/2 mile of transit and bicycle priority networks
- Increase the percentage of affordable housing available at 80% MFI within 1/2 mile of transit and bicycle priority networks
- Increase the number of 2-car households transitioning to 1-car households
- Decrease the cost of transportation as a percentage of household budget

Selected Actions in the ASMP

- 196 Land Development Code affordability updates** Support Land Development Code changes that strengthen SMART or other affordable housing incentive programs, as well as parking reductions for income-restricted affordable housing near or along transit corridors and small-scale housing across Austin.
- 197 Affordability analysis tool** Develop an affordability analysis tool to conduct real estate analysis that projects how much rents or property values may go up due to major infrastructure investments.
- 198 Affordable housing near transportation infrastructure** Collaborate with partners to preserve and increase affordable housing near major transportation investments.
- 199 Market studies** Include market studies to analyze commercial affordability in the small area planning process.
- 200 Land trust** Support the development of a City land trust to develop or preserve affordable housing options, especially along the Transit Priority Network and with access to other multimodal systems.
- 201 Infrastructure scoring reassessment** Update infrastructure scoring matrices used for prioritization to include and reflect affordable housing.
- 202 Free and low-cost transportation tool** Create comprehensive, user-friendly resource connecting community members with free or low-cost transportation to services such as healthcare, workforce training, and education. Promote awareness of existing free or low-cost transportation resources such as Drive a Senior or bulk discounts for public transportation passes.
- 203 Bulk discount public transit passes for low-income residents** Advertise the bulk discount for public transit passes for low-income residents, including in multi-family residential developments, to employers with many low-income employees, and to service providers or organizations with low-income clients or members.
- 204 Affordable Parking Program** Continue the Affordable Parking program and increase outreach to potential participants to provide application assistance.
- 205 Austin Energy incentives** Develop tie-ins to Austin Energy electric transportation incentive programs to ensure access for lower-income community members and renters.
- 206 Creatively subsidize transportation options** Explore creative ways to subsidize multimodal transportation use, such as toll reductions for carpools within managed lanes or low-cost or free bicycle repairs and tools.