

Current Code	Resolution No. 20140410-26	Staff Recommendation	Staff Comments
Director's discretion	Development located within ½ mile walking distance of a transit stop at time the project is occupied	Development located within ½ mile walking distance of a transit route at time of application	<ul style="list-style-type: none"> • Does not Affirmatively Further Fair Housing: discourages geographic dispersion of affordable housing and limiting the development of S.M.A.R.T. Housing within high opportunity areas. • S.M.A.R.T. Housing certification is awarded during the pre-development phase of a residential project and therefore it is preferable that all criteria be tied to evaluation at the time of application. • NHCD staff will work with Capital Metro to ensure that additional transit stops are added when possible and appropriate.
Director's discretion	½ mile to transit stop must be an ADA accessible route at the time the project is occupied	No code amendment at this time	<ul style="list-style-type: none"> • Does not Affirmatively Further Fair Housing: discourages geographic dispersion of affordable housing and limiting the development of S.M.A.R.T. Housing within high opportunity areas. • Austin currently has a limited sidewalk network and therefore limited opportunities for the development of affordable housing within an accessible route to transit. • Staff will work collaboratively with relevant City departments to support the accessible connection of affordable housing to transit (see included summary).
Director's discretion	Consider exemptions for 9% Tax Credit projects	<p>The Director may waive the transit-oriented requirements for developments if they meet the following criteria:</p> <ol style="list-style-type: none"> 1. Located within a high opportunity area as identified by the Director and established in the program guidelines OR 2. Application includes a letter from Capital Metro confirming that a future route is documented in agency plans 	<ul style="list-style-type: none"> • Allowing for the exemption of projects in high opportunity areas supports the City's efforts to Affirmatively Further Fair Housing through the geographic dispersion of affordable housing. • Allowing for the exemption of projects located within proximity of future transit routes ensures that we do not miss out on opportunities for the co-location of S.M.A.R.T. Housing and public transit.

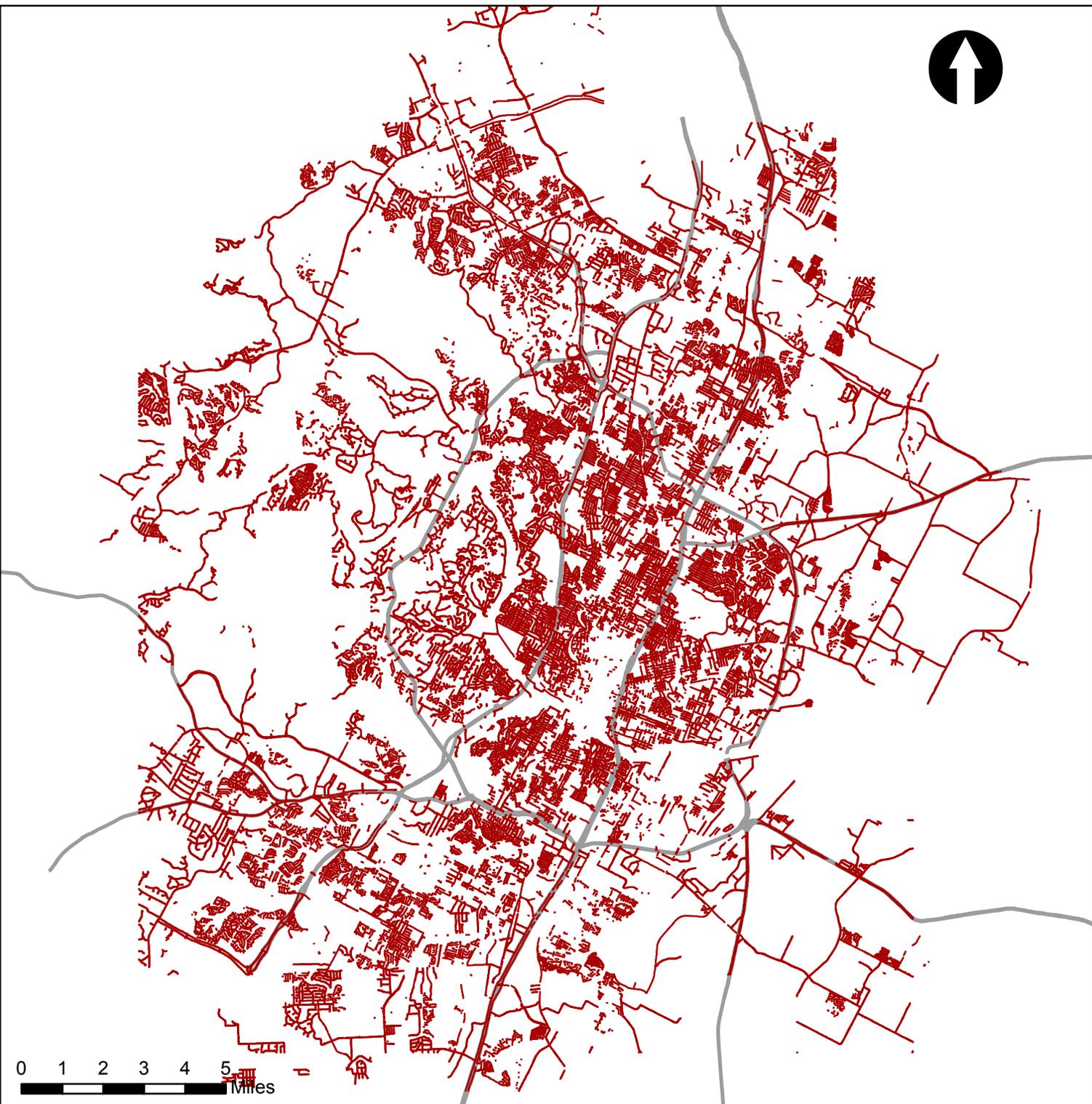
Recommended steps to address the strengthen transit orientation of S.M.A.R.T. Housing projects

- Form an interdepartmental S.M.A.R.T. team that will support the ongoing implementation and evaluation of the S.M.A.R.T. Housing policy and program.
- Work with Capital Metro to create a system for transit-oriented evaluation that considers holistic access to transit.
- Integrate S.M.A.R.T. into the City's Absent Sidewalk Priority Matrix and establish coordinated systems between NHCD and the Public Works department.
- Develop tiered system that aligns increased developer incentives with increased transit orientation.
- Create a working group that focuses on how to better improve the "opportunity score" of the city's most transit connected census tracts.

DRAFT: Citywide Absent Sidewalks



— absent sidewalks



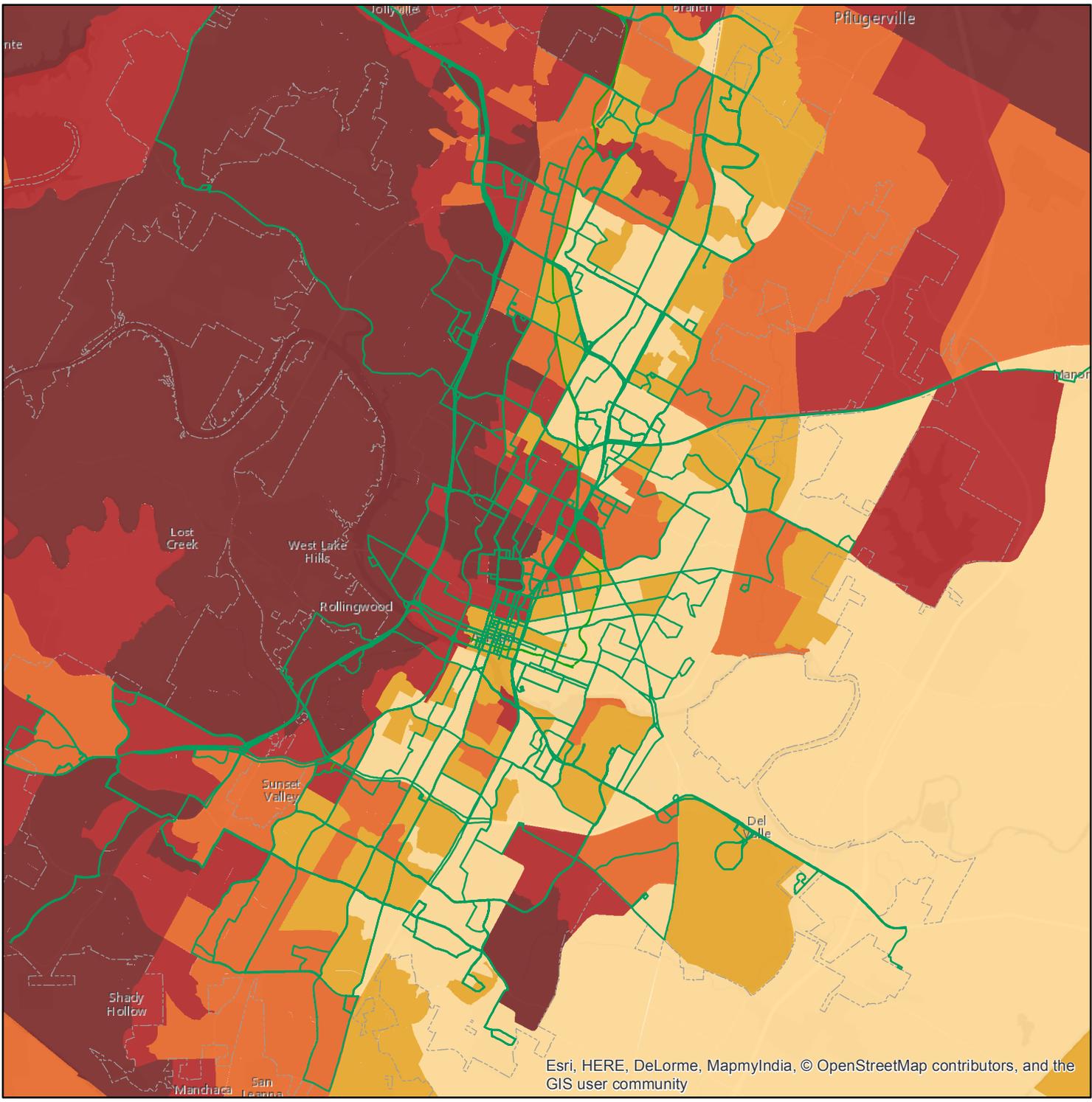
0 1 2 3 4 5 Miles



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Date: 9/8/2014

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DRAFT: Opportunity Areas and Public Transit



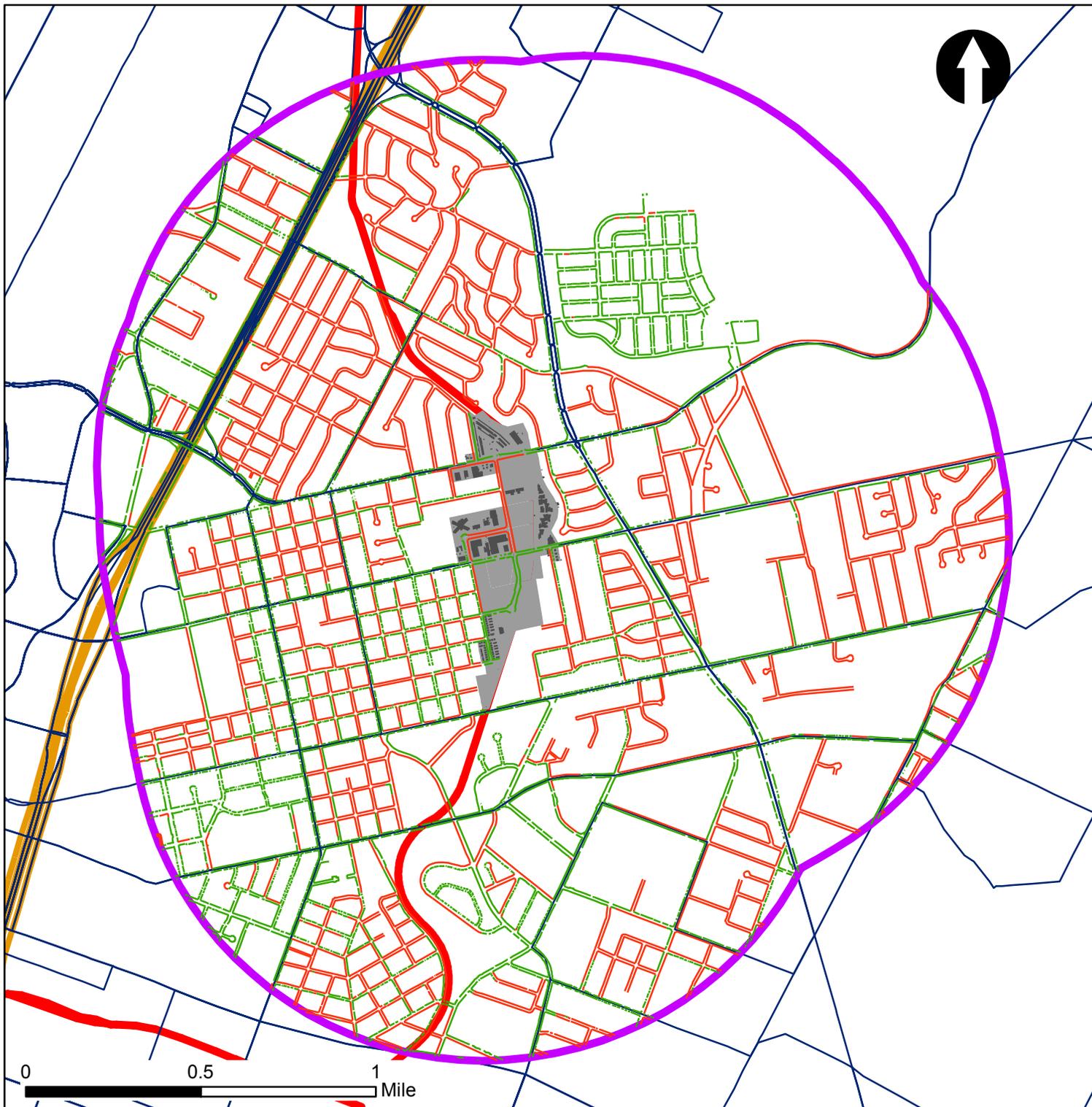
- CapMetro Routes
- - - COA City Limit
- Kirwan Institute 2013 Comprehensive Opportunity Index**
- Very Low
- Low
- Moderate
- High
- Very High



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Sidewalk Infrastructure Surrounding the MLK TOD



Even Transit-Oriented Developments (TODs) such as the one on Martin Luther King Blvd lack a continuous sidewalk network.

- MLK TOD
- 1 Mile Buffer
- Absent Sidewalk
- Existing Sidewalk



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