Council Member Tovo
Amendments to #93
June 10, 2021

MOTION SHEET

(Line 51)

WHEREAS, the 2017 Austin Strategic Housing Blueprint established a goal 50 of building 135,000 new housing units and preserving 10,000 affordable units over a ten-year period, and recommends allowing affordable options in all parts of town as well as helping Austinites reduce household costs by encouraging housing developments and the preservation of affordable housing that connect with diverse transportation options; and

(Line 63)

WHEREAS, encouraging development around Austin's transit network promotes safer, more environmentally sustainable transportation options that reduce household costs associated with car ownership and as the Austin Strategic Housing Blueprint states, "when developing in transit corridors and nodes, every attempt should be made to ensure that development does not reduce transit ridership;" and

WHEREAS, the Austin Strategic Housing Blueprint states further that a "common pattern is that as transit is added, housing becomes more expensive. Wealthier residents move into the neighborhood, often pricing out existing core transit riders, while vehicle ownership becomes more common and transit ridership is actually reduced despite increases in density. Policies should encourage the preservation of affordable housing near transit corridors;" and

(Line 149)

[…] The eTOD Policy Plan shall serve to both measure success of the City's policies to encourage development and preservation of income-restricted and naturally occurring affordable housing (both multi-family and mobile homes) near transit corridors and to explore opportunities to further support transit, affordable housing, and equitable development through transit-oriented development.

(Line 161) BE IT FURTHER RESOLVED:

The eTOD Policy Plan should provide recommendations on how to achieve the following goals:

a. Identify methods to address potential displacement of residents, small businesses, cultural institutions, and community organizations from transit-induced pressures, such as concrete and actionable plans for land banking around high-capacity transit and station areas, the acquisition of occupied affordable multi-family and mobile home communities near station areas and high-capacity transit, and other best practices for robust affordable housing preservation, advance transit opportunities to existing communities, and ensure that housing near transit remains available to as many people as possible;

b. Encourage the preservation of income-restricted and naturally occurring affordable multi-family housing and mobile home communities and the creation of diverse housing options near transit that is accessible at every income level, accommodates all ages, and prioritizes affordable housing;

c. Incentivize housing options for families of many sizes and various income levels around station areas and high-capacity transit, disincentivize the redevelopment of income-restricted and naturally occurring affordable multi-family housing and mobile home communities around station areas vulnerable to gentrification and displacement, provide~~s~~ social and economic opportunity for current and future residents, and increase~~s~~ access to employment, health and educational centers;

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d. ~~Provide~~ Propose options for entitlements that increase housing capacity while minimizing the displacement of residents of income-restricted and naturally occurring affordable multi-family housing and mobile home communities and maximize~~e~~ing affordable housing opportunities to further the Austin Strategic Housing Blueprint Goals;

…

(Line 267)

BE IT FURTHER RESOLVED:

The City Manager is directed to research and provide recommendations regarding the use of Community Benefits Agreements in TOD projects as well as other mechanisms to codify community benefits negotiated through a TOD planning process.