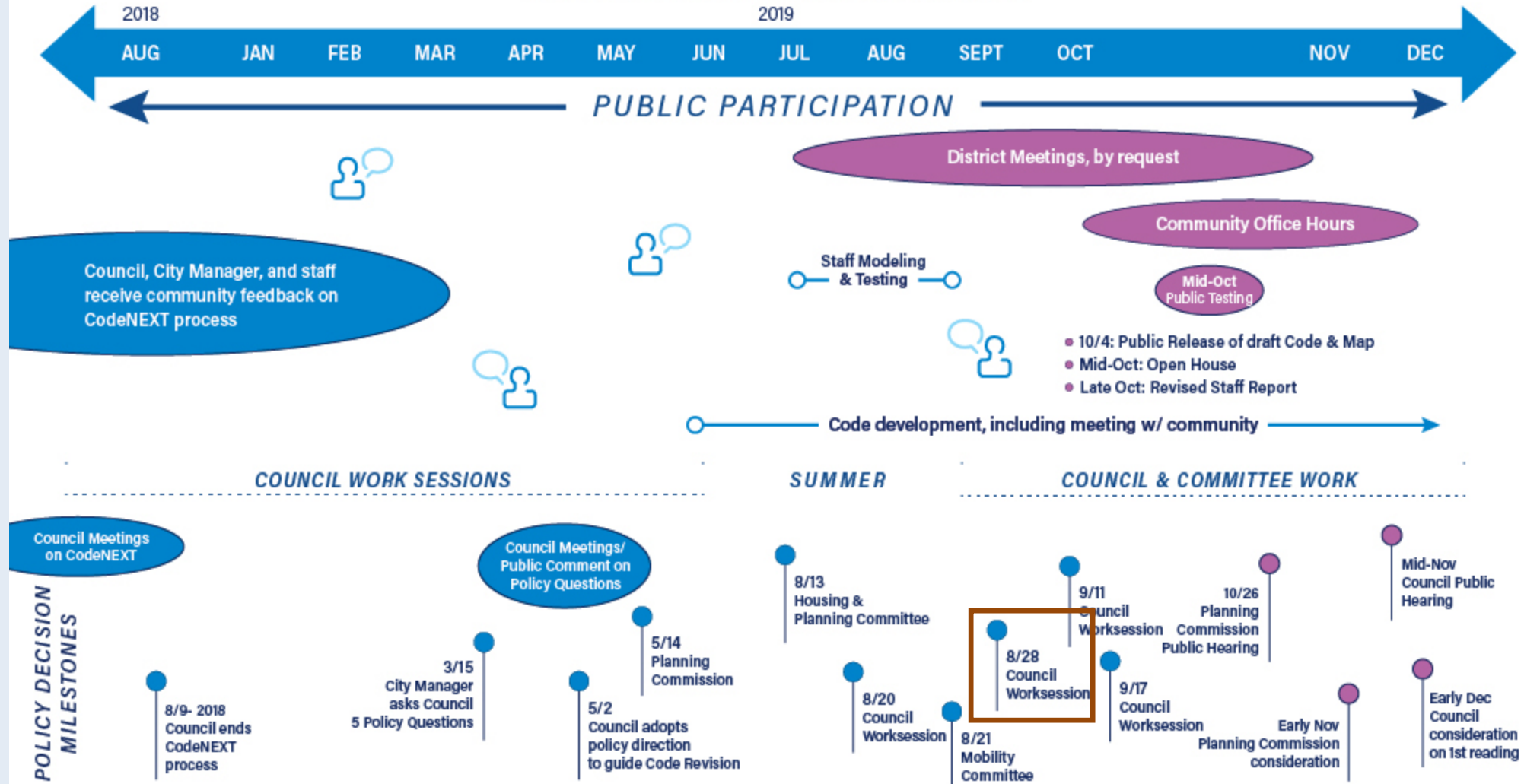

LAND DEVELOPMENT CODE REVISION

AUSTIN CITY COUNCIL
SPECIAL CALLED WORK SESSION
August 28, 2019

Land Development Code Revision: Proposed Timeline*

*Proposed dates, subject to change based on Council direction & outcome of public process



Updated 8/28/2019

AGENDA

- Transition Area Methodology
 - Compatibility
- Downtown
- Parking

TRANSITION AREA

Council Direction

“Map new Missing Middle housing in transition areas adjacent to activity centers, activity corridors, or the transit priority network.”

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Transition areas do not exist in many places• Does not provide sufficient opportunities for missing middle housing• No affordability bonus in most neighborhoods	<ul style="list-style-type: none">• New missing middle zones with affordable bonus• Missing middle zones applied where current zoning allows or where recommended through plans	<ul style="list-style-type: none">• Apply missing middle zones in transition areas based on Council criteria through data-driven and context sensitive considerations	<ul style="list-style-type: none">• Increase missing middle housing capacity near corridors• Missing middle housing provides transition• Expand housing diversity and affordability• Support a 50/50 mode share goal

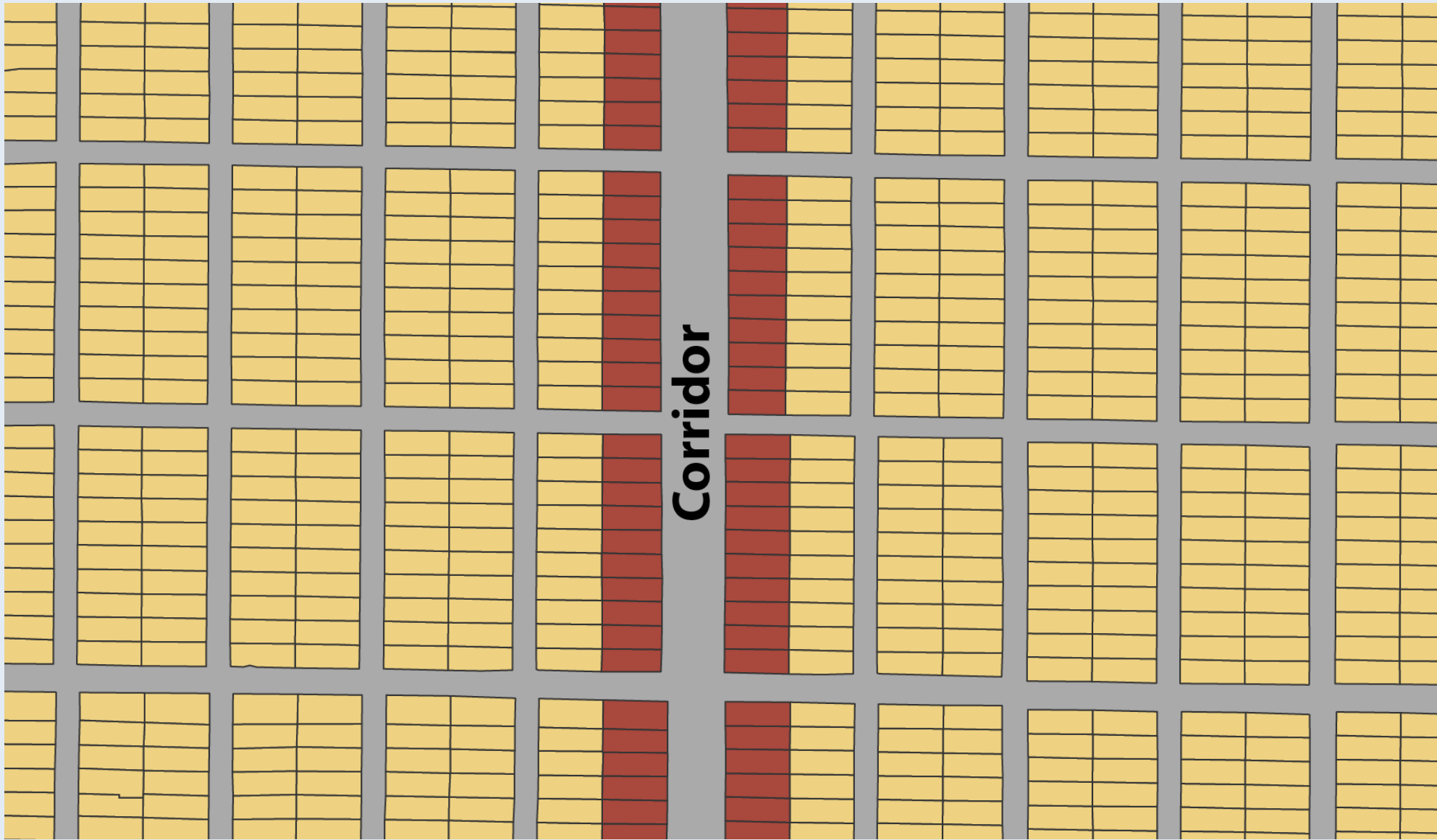
TRANSITION AREA – ACCUMULATIVE APPROACH

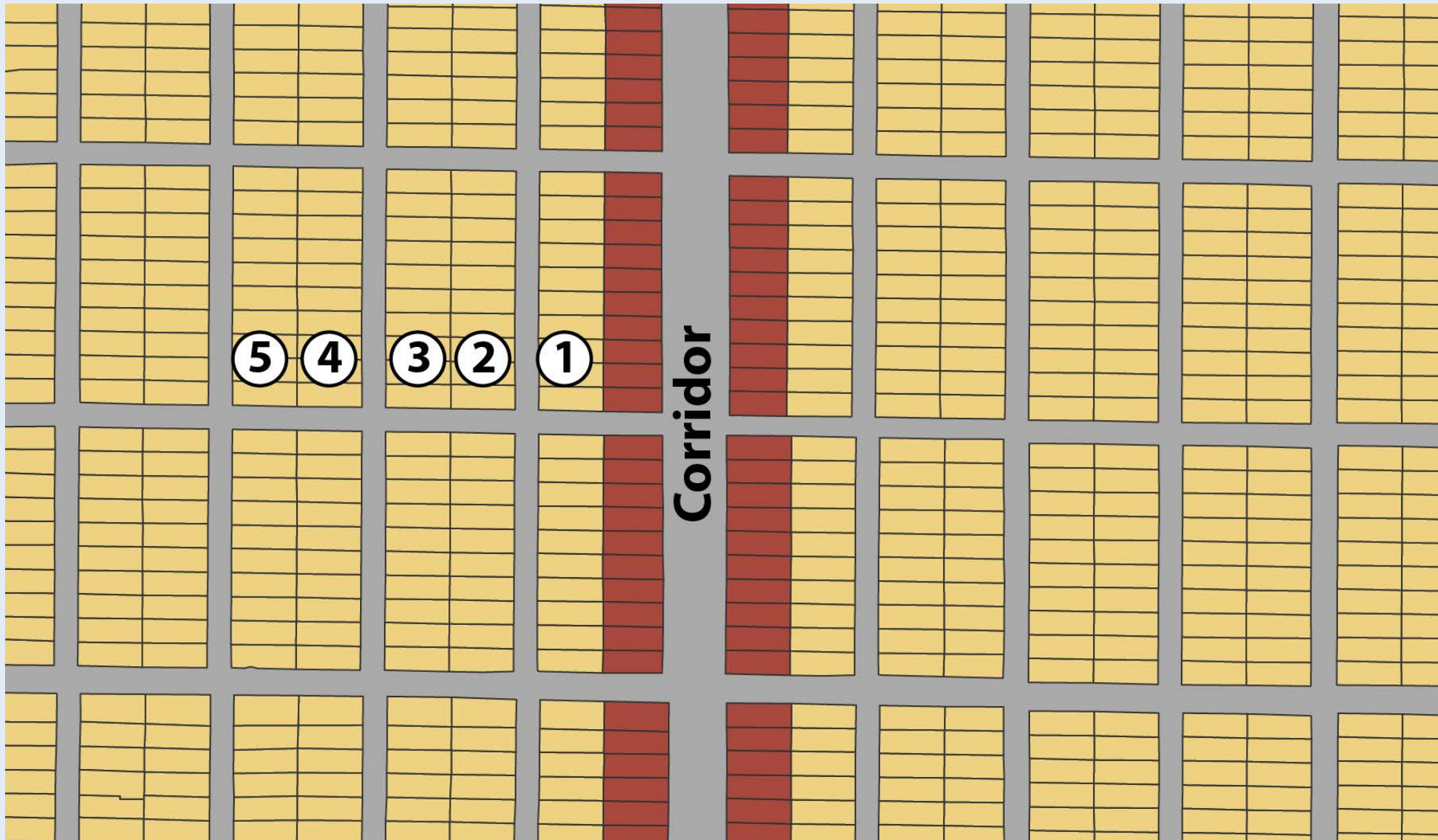
Council Direction

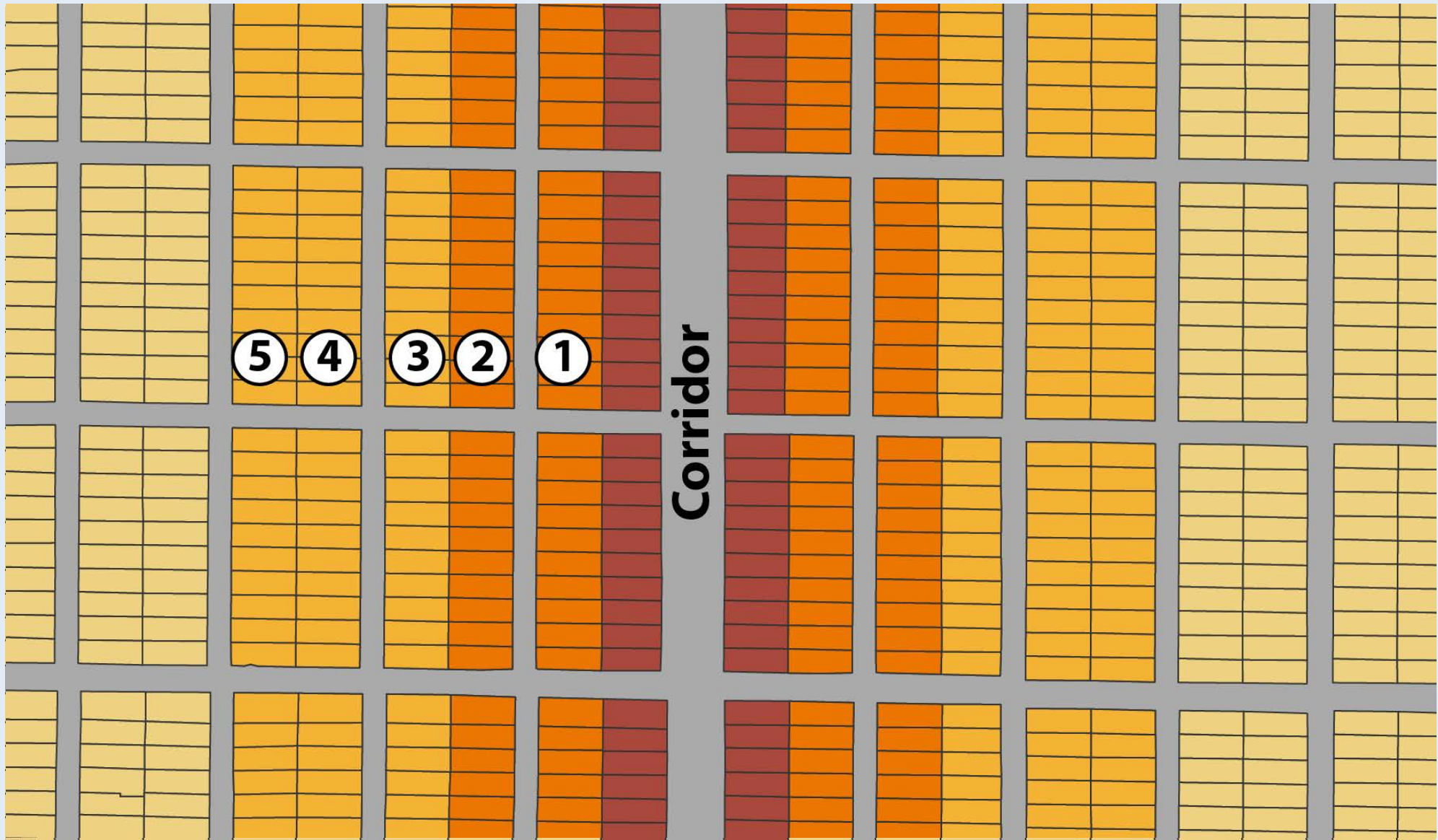
“The LDC Revisions should map properties for missing middle housing in transition areas that meet some or all of the following criteria. Entitlements and length of transition areas should be relatively more or less intense for areas that meet more or fewer of the criteria listed below, respectively:

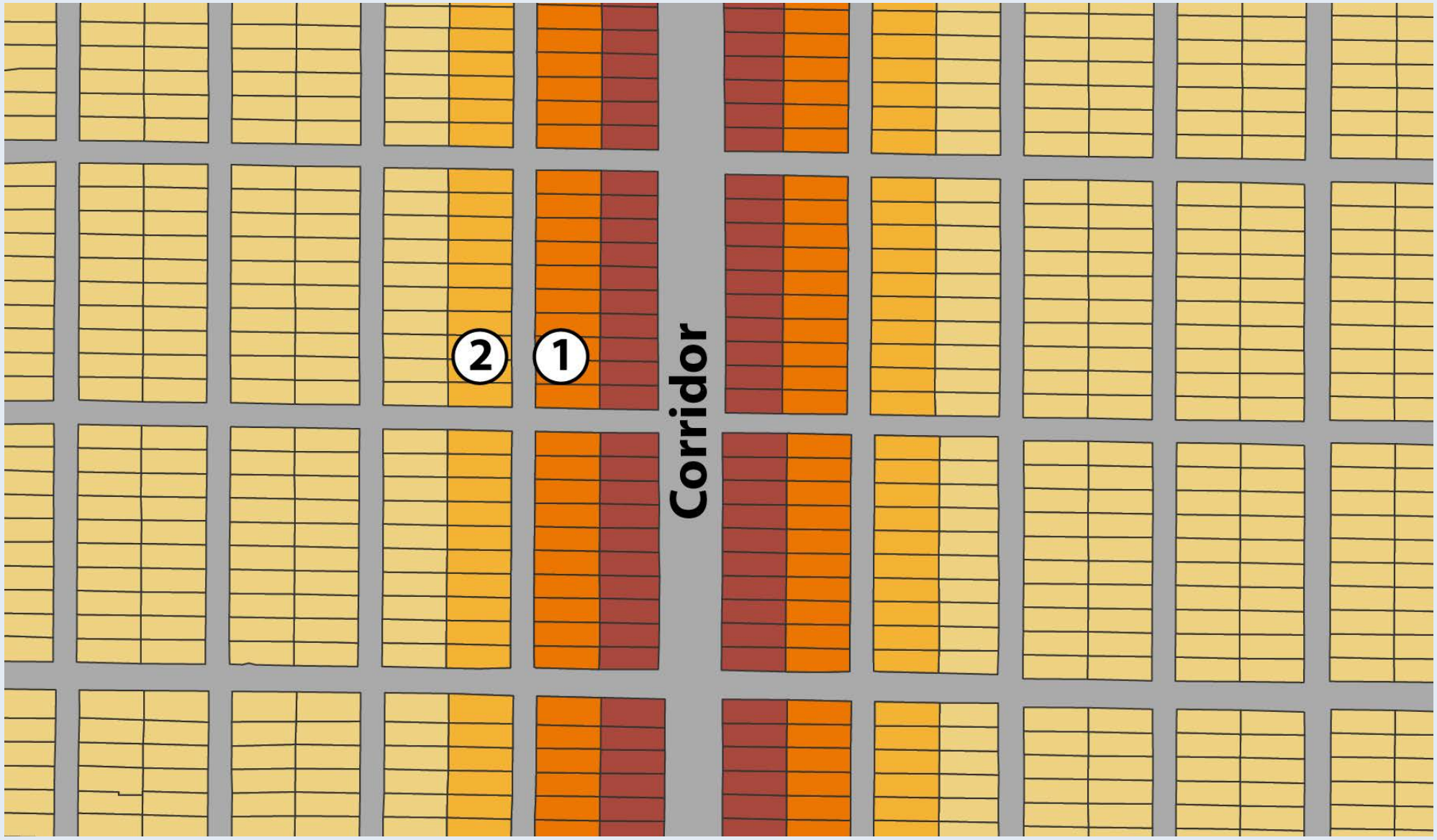
- i. Located on Transit Priority Network, or Imagine Austin Centers or Corridors*
- ii. Located within the Urban Core as defined by the Residential Design and Compatibility Standards Area (McMansion Ordinance)*
- iii. Has a well-connected street grid*
- iv. Located in a high opportunity area as defined in the Enterprise Opportunity360 Index.”*

“The goal of providing additional missing middle housing should inform the mapping of missing middle zones ...Generally, the transition area should be two (2) to (5) lots deep beyond the corridor lot.”









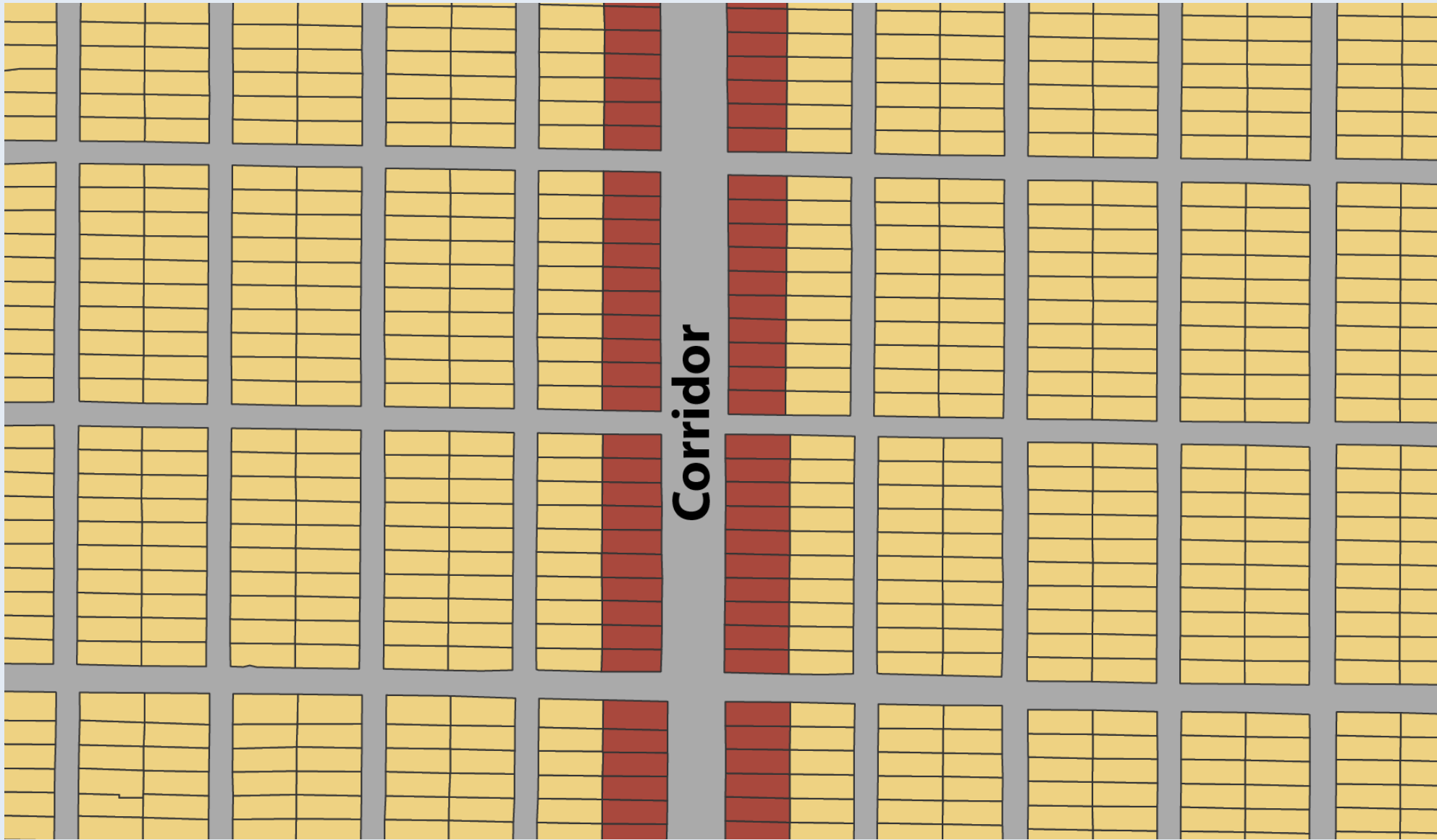
TRANSITION AREA - CONTEXTUAL APPROACH

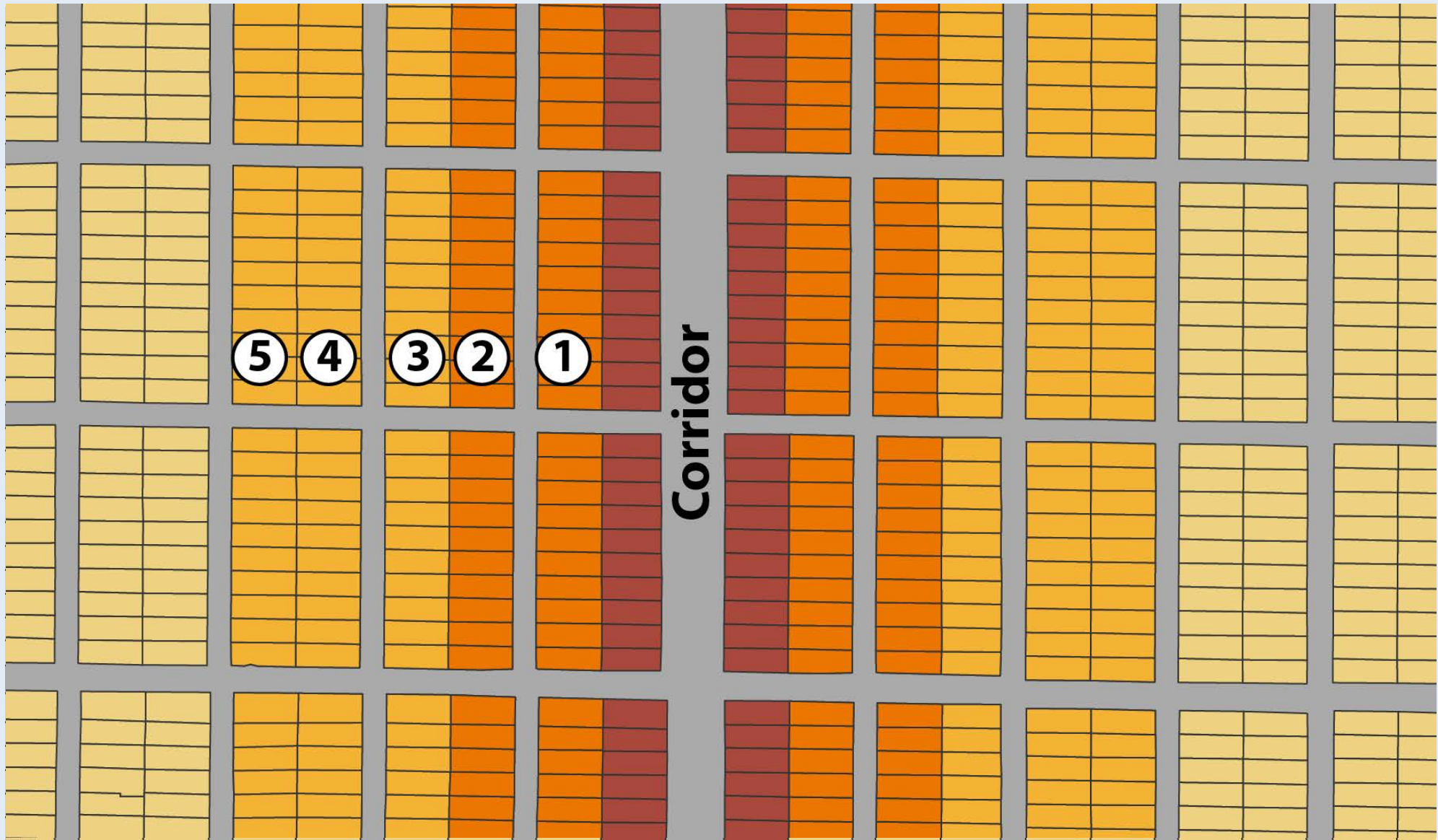
Council Direction

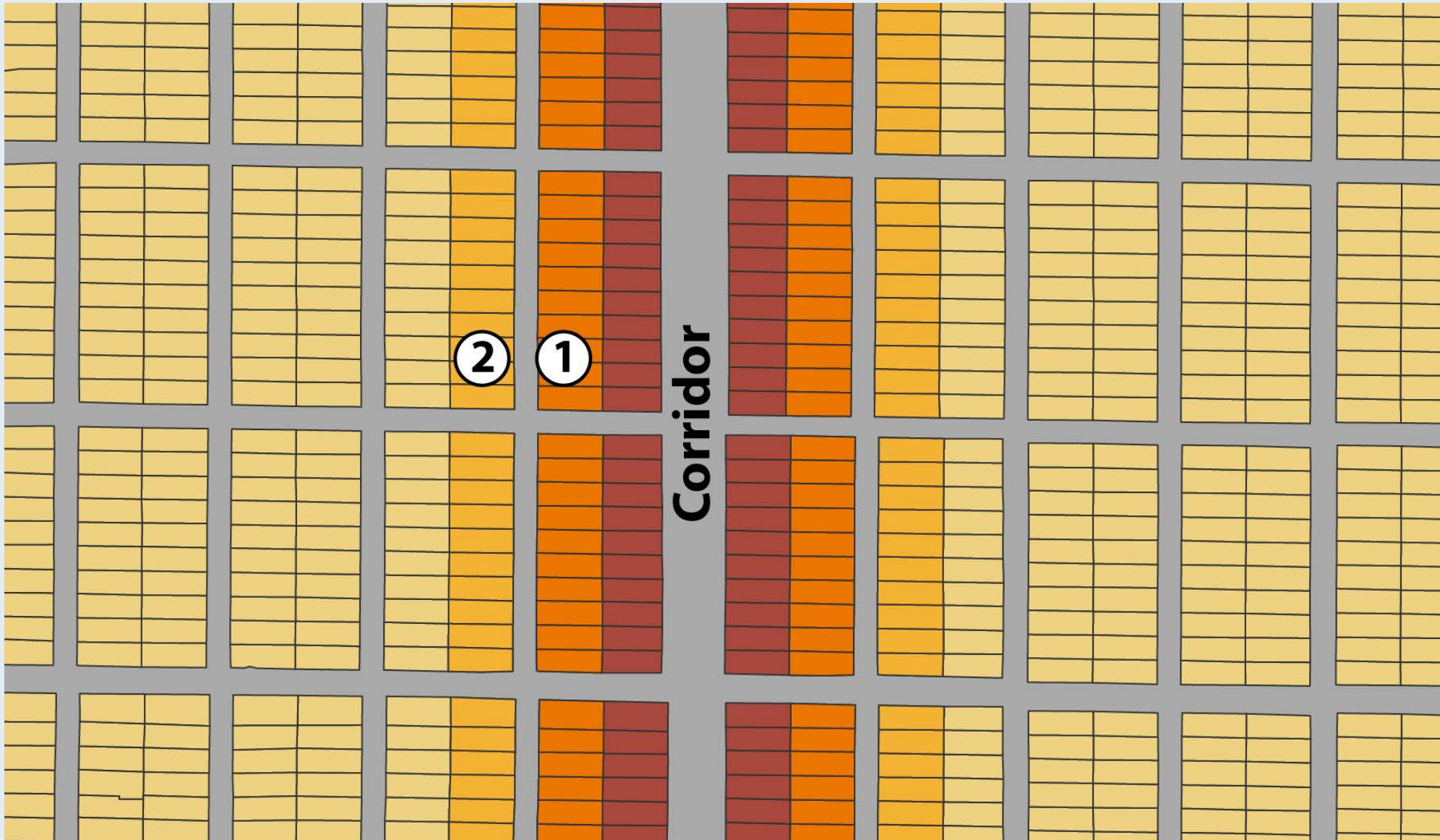
“The length and level of entitlement in transition zones should be substantially reduced in “Vulnerable” areas identified in the UT Gentrification Study, regardless of the number of criteria met above.”

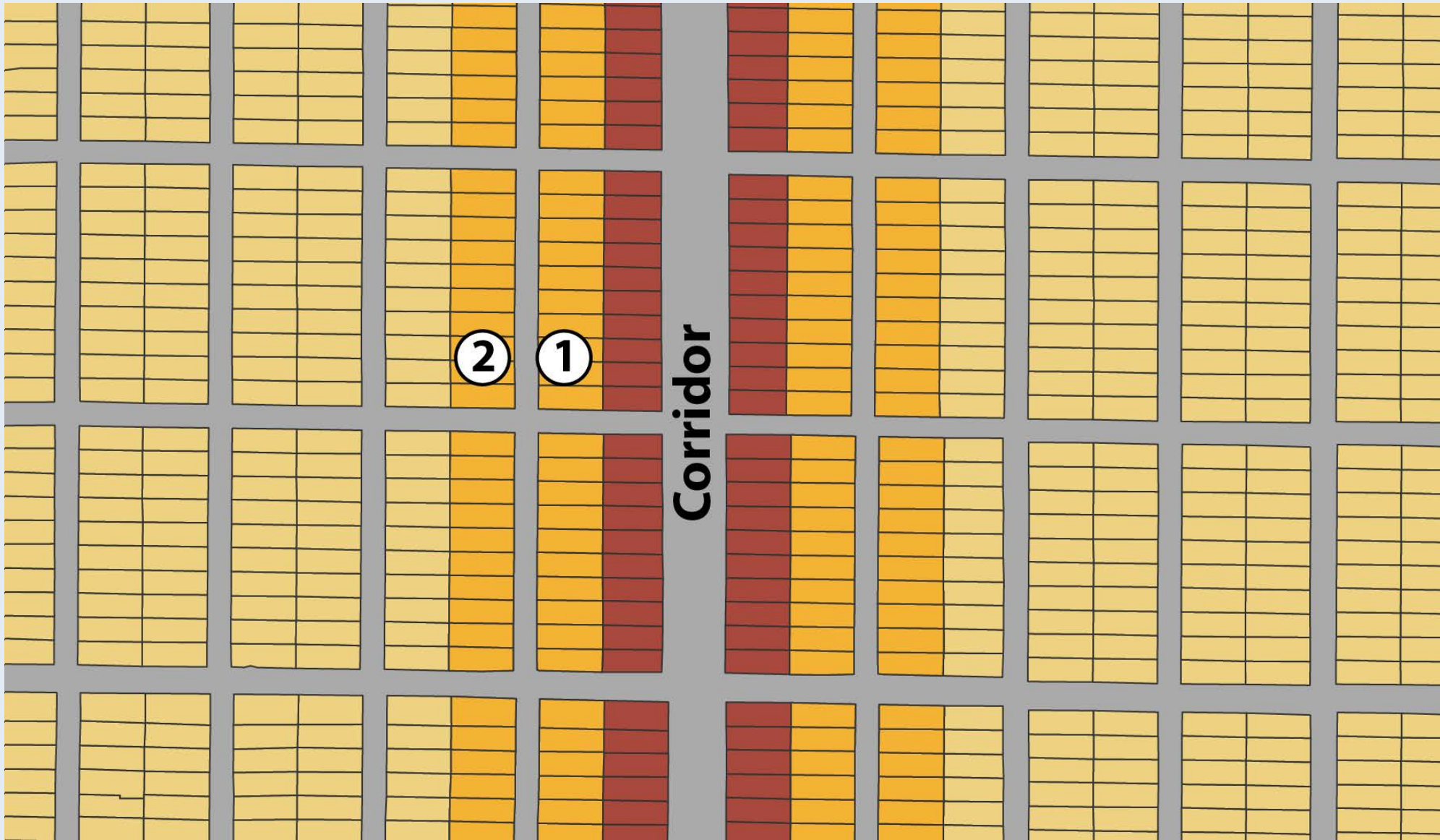
“The City Manager shall also use the following conditions as appropriate when mapping transition areas: i. Orientation of blocks relative to corridors , ii. Residential blocks sided by main street or mixed use type zoned lots , iii. Bound by other zones, use, or environmental features (including topography) , iv. Drainage and flooding considerations, v. Whether it is most appropriate to split zone or not split zone a lot.”

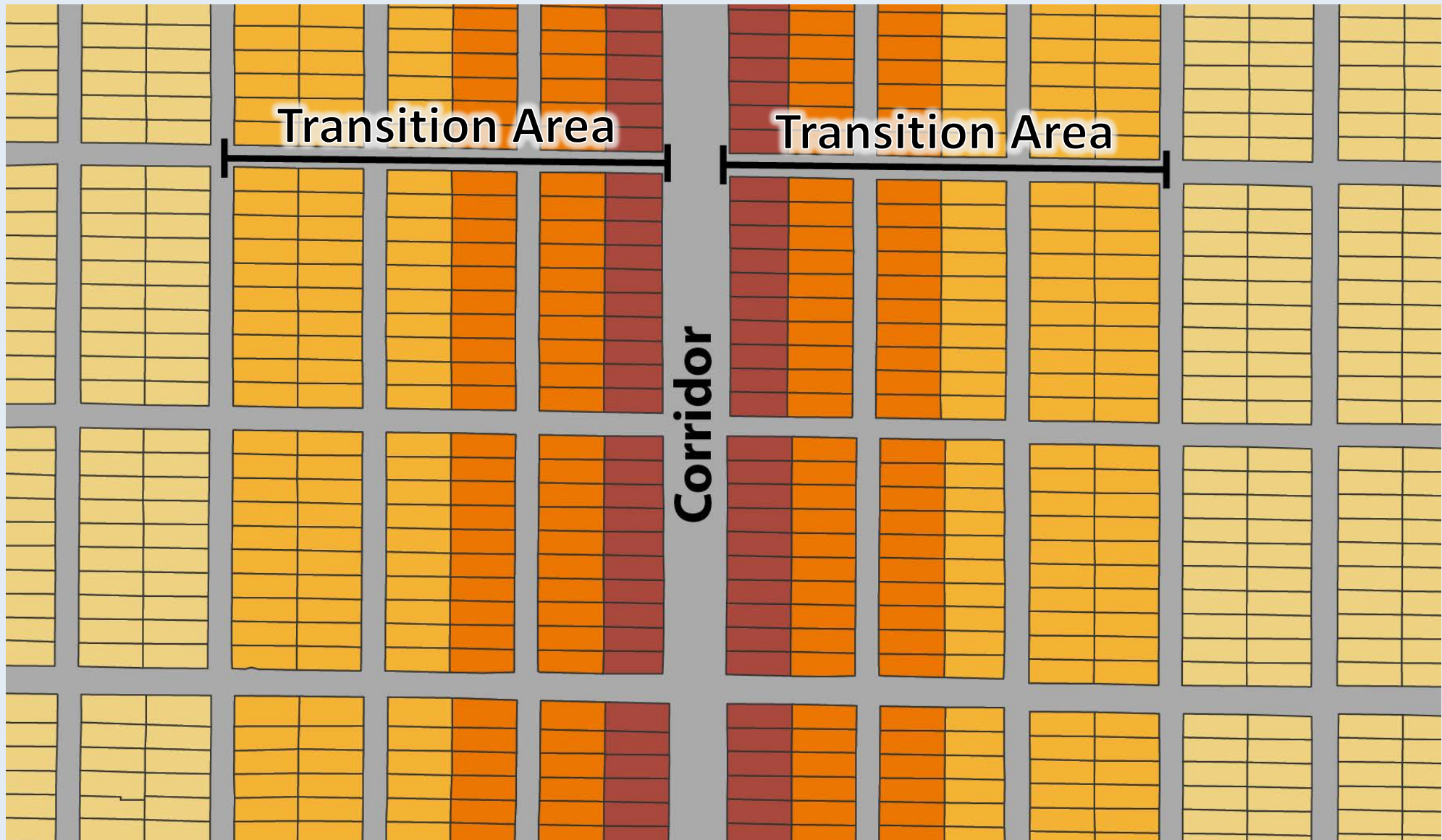
Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Single family zones often directly adjacent to commercial along corridors• Provision of missing middle housing has been reactive and lot-by-lot	<ul style="list-style-type: none">• Did not include transition areas• Lacked the benefit of recent in-depth gentrification data and studies	<ul style="list-style-type: none">• Transition area mapped based on context• Reduce length and level of transition in areas susceptible to displacement guided by the <i>Uprooted</i> study	<ul style="list-style-type: none">• Fine-tuned application of transition zones based on context• Increase missing middle housing where context supports transitions

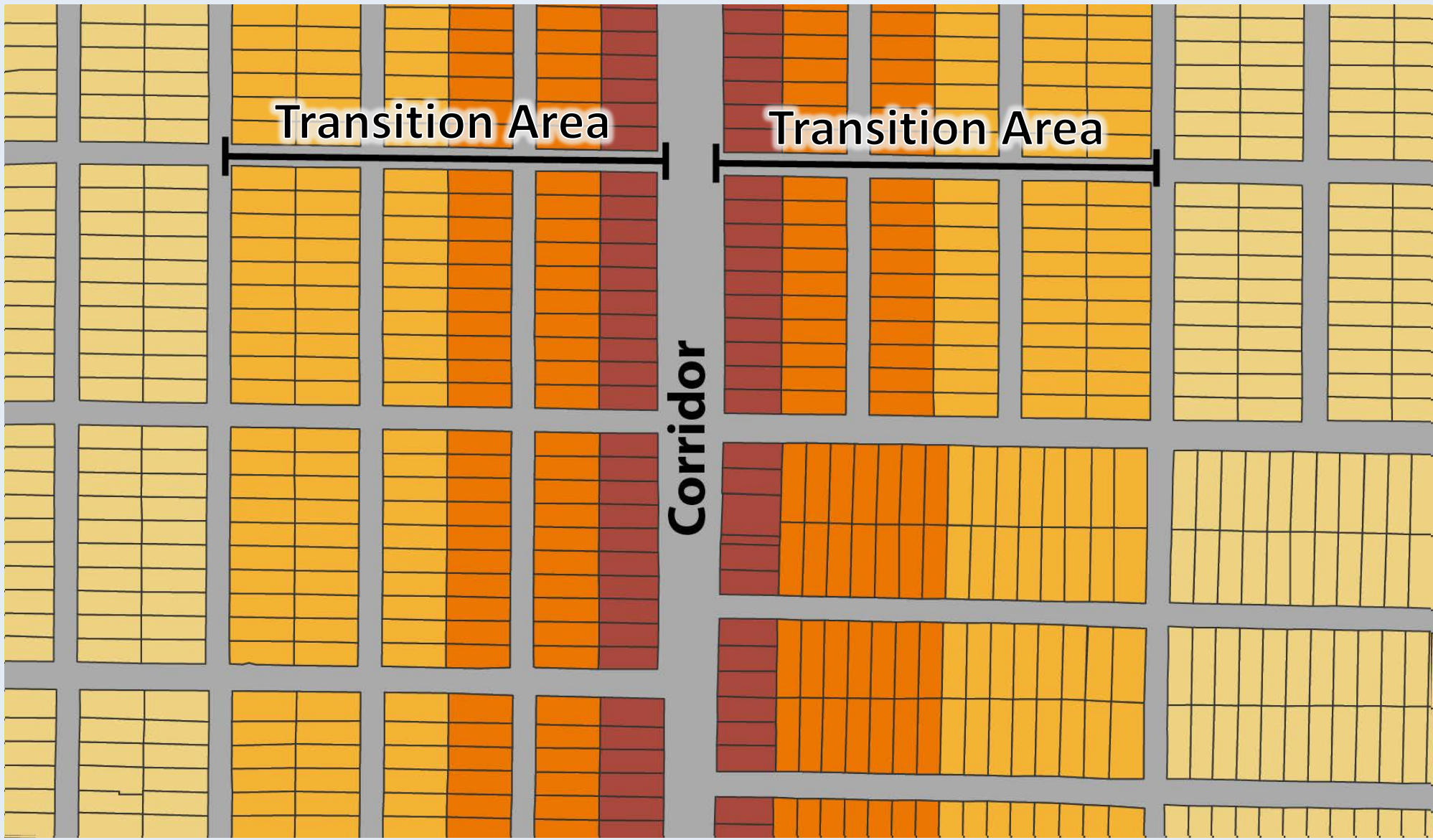


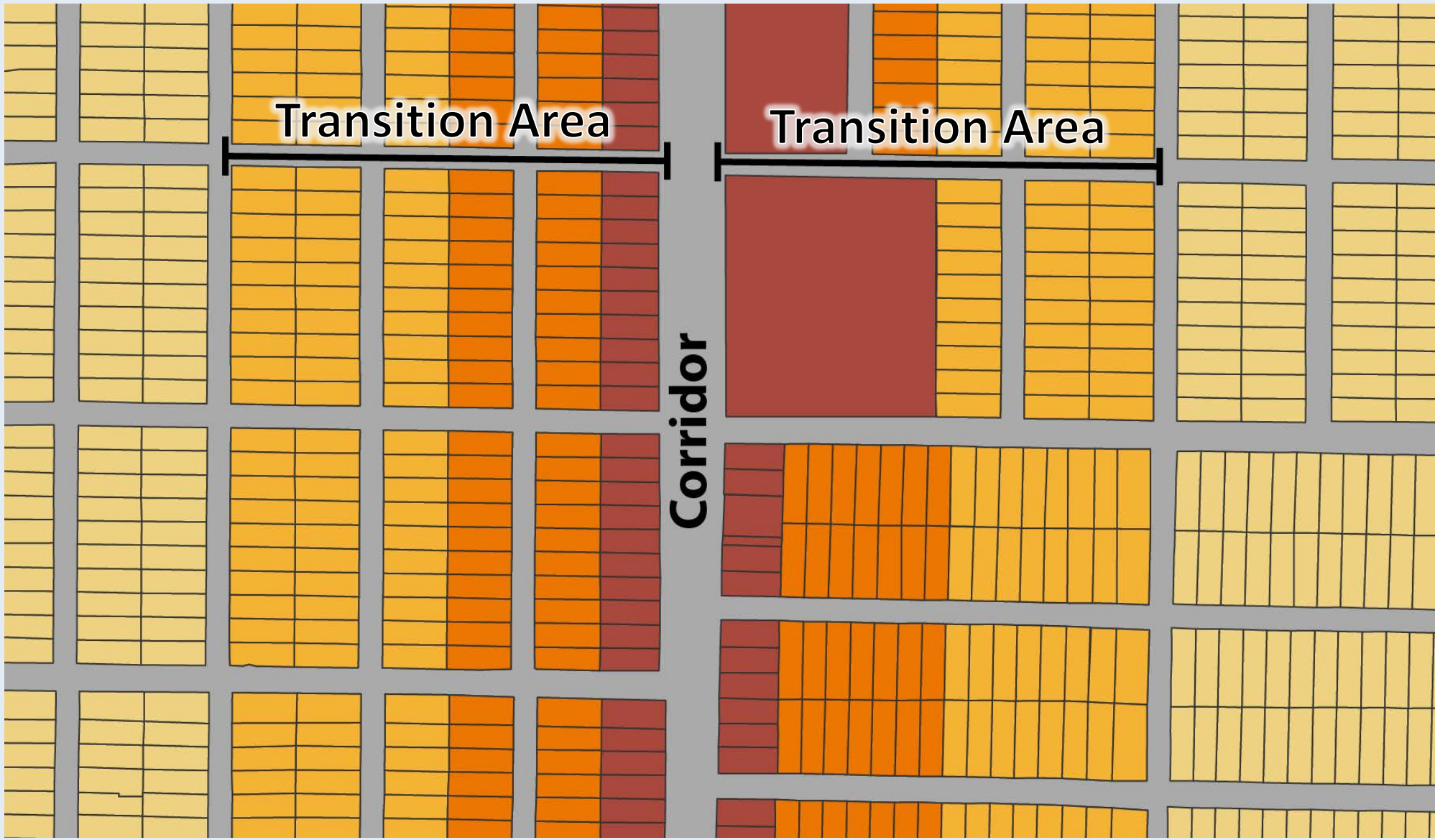


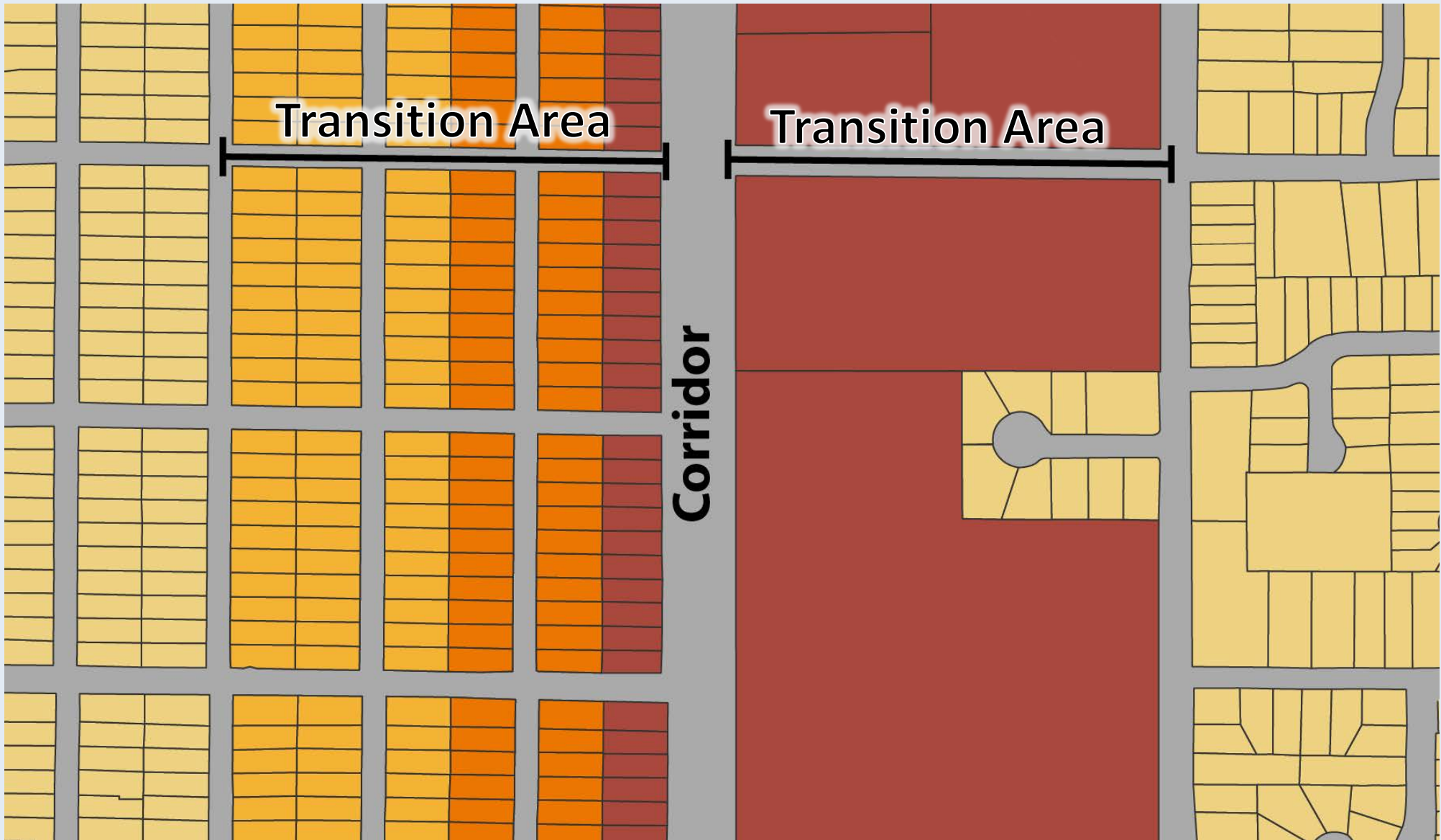


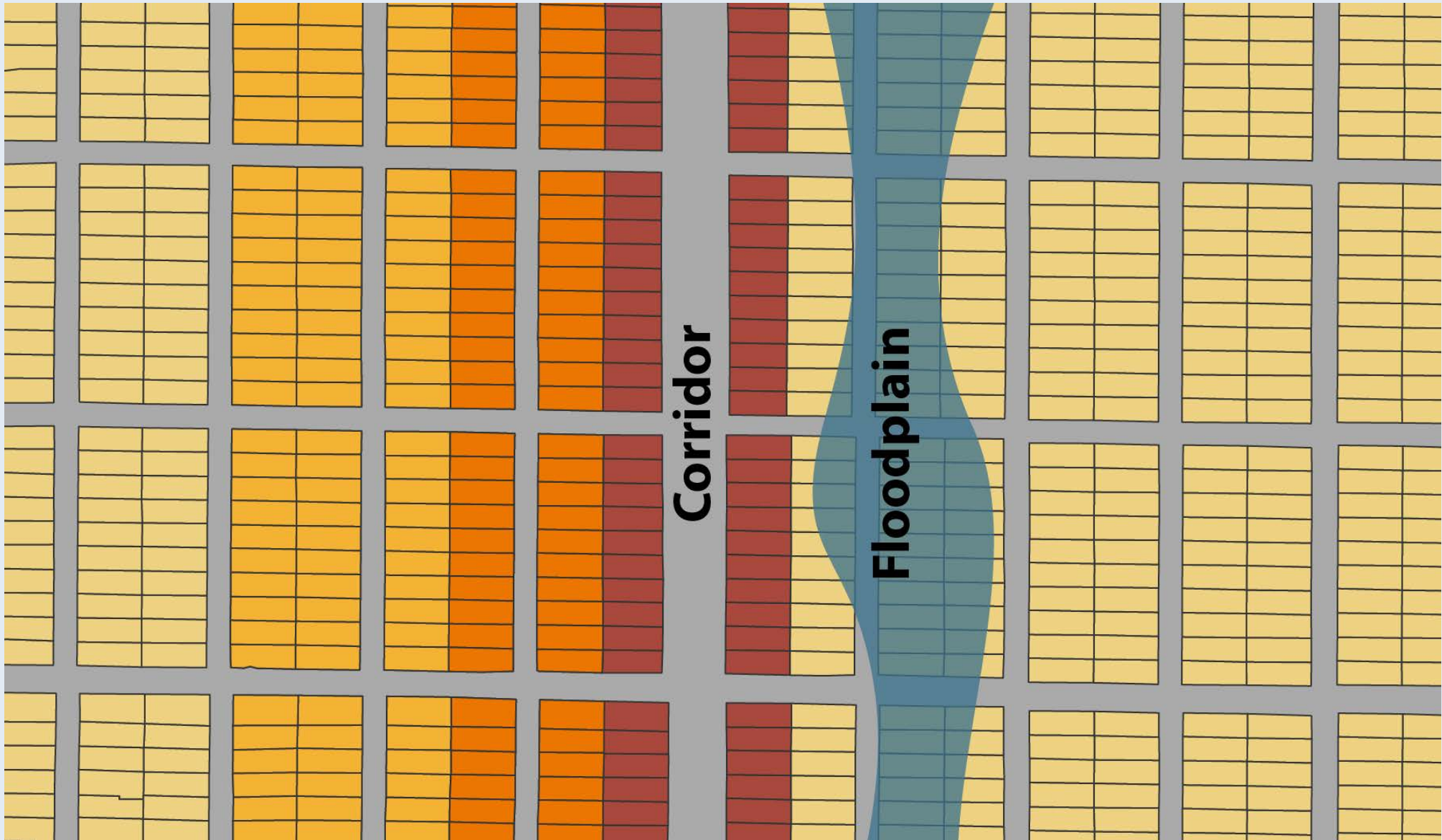












COMPATIBILITY

Council Direction

“Lot(s) adjacent to parcels fronting an activity corridor will be mapped with a zone that does not trigger compatibility and that could provide a step-down in scale from the zone of the parcel fronting an activity corridor. ”

“The revised zoning map should include a transition zone that will eliminate the impact of compatibility for parcels along all activity corridors and within activity centers...Lot(s) adjacent to parcels fronting an activity corridor will not trigger compatibility and will be in scale with any adjacent residential house-scale zones.”

“In general, consider revisions that minimize the impact of compatibility standards on properties facing transportation corridors, particularly in relation to shallow lots.”

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Unpredictable, triggered by zone or use• Compatibility restricts height and unit yield on majority of growth corridors	<ul style="list-style-type: none">• Compatibility based on zone adjacency only• Length of compatibility area reduced• Majority of corridors still affected by compatibility, particularly shallow lots	<ul style="list-style-type: none">• Mapping of new transition areas with zones that do not trigger compatibility on each other or corridor properties	<ul style="list-style-type: none">• Consistent and predictable compatibility application• Increase buildable capacity on corridors

DOWNTOWN ZONING

Council Direction

“Code and map revisions should maximize potential for employment and residential units within Downtown, in accordance with the Downtown Austin Plan and the guidance in this document, with affordable housing benefits included and calibrated.”

“The application of non-zoning regulations to smaller, remaining downtown sites should allow for greater potential for employment and residential units than Draft 3, with affordable housing benefits included and calibrated in accordance with the Downtown Austin Plan and the direction of this document.”

DOWNTOWN ZONING

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none"> Central Business District (CBD) <ul style="list-style-type: none"> FAR 8:1 No height limit Downtown Mixed Use (DMU) <ul style="list-style-type: none"> FAR 5:1 120' height limit Unlimited density Various other zones 	<ul style="list-style-type: none"> Downtown Core (DC) <ul style="list-style-type: none"> FAR 8:1 No height limit Commercial Center (CC) <ul style="list-style-type: none"> FAR 5:1 120' height limit Unlimited density Various other zones <ul style="list-style-type: none"> FAR 3:1, 80' FAR 2:1, 60' FAR 1:1, 40' 	<ul style="list-style-type: none"> No change in overall zoning entitlements Small increase (5') to CC zone heights 	<ul style="list-style-type: none"> Implements the Downtown Austin Plan (DAP) zoning Tweaks to CC improve development potential for smaller sites Downtown Density Bonus Program remains appealing option

DOWNTOWN DENSITY BONUS

Council Direction

“Code and map revisions should maximize potential for employment and residential units within Downtown, in accordance with the Downtown Austin Plan and the guidance in this document, with affordable housing benefits included and calibrated.”

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Various FAR and height bonuses mapped by subdistrict• Bonus height and/or FAR capped	<ul style="list-style-type: none">• No change to bonus map subdistricts• Bonus height and/or FAR capped	<ul style="list-style-type: none">• No change to subdistrict boundaries, but increase/eliminate bonus caps in some subdistricts	<ul style="list-style-type: none">• Maximizes potential for employment and residential• Increases capacity for market-rate and income-restricted affordable units

DOWNTOWN AUSTIN PLAN (DAP)

Council Direction

“Code and map revisions should maximize potential for employment and residential units within Downtown, in accordance with the Downtown Austin Plan and the guidance in this document, with affordable housing benefits included and calibrated.”

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Not codified today except for DDBP• Qualitative and quantitative recommendations	<ul style="list-style-type: none">• Zoning recommended by the DAP• Includes Downtown Plan Overlay:<ul style="list-style-type: none">• Uses• Frontages• Compatibility	<ul style="list-style-type: none">• Zoning recommended by the DAP• Includes Downtown Plan Overlay:<ul style="list-style-type: none">• Uses• Frontages• Compatibility	<ul style="list-style-type: none">• Implements the DAP• Allows fine tuning of Downtown regulations difficult to achieve

DOWNTOWN PARKING

Council Direction

“Code revisions should provide that parking structures are able to evolve over time as transportation patterns change, including design standards for structured parking that will facilitate eventual conversion to residential or commercial uses.”

“The Manager should determine if parking in certain areas should be counted against FAR.”

“The Manager should explore options for adopting parking maximums or minimum unit-yield in areas necessary to ensure sufficient transit-supportive development.”

DOWNTOWN PARKING

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none"> • No minimum on-site parking requirement for CBD and DMU zoning • Accessible parking spaces required • Shared parking allowed • Commercial off-street parking is a CUP • Parking maximum 	<ul style="list-style-type: none"> • No minimum on-site parking requirement for DC and CC zoning • Accessible parking spaces required • Shared parking allowed • Commercial off-street parking is a CUP • No parking maximum 	<ul style="list-style-type: none"> • No minimum on-site parking requirement for DC and CC zoning • Accessible parking spaces required • Shared parking allowed (clarified) • Commercial off-street parking is permitted if accessory • Parking maximum • Allow convertible garages to be converted in the future without counting against FAR 	<ul style="list-style-type: none"> • Lets the market dictate parking while still requiring accessible spaces; preserves parking maximum • Allows existing parking to be more easily shared and utilized • Allows space for cars to be converted to space for people in the future

PARKING

Council Direction

“Minimum parking requirements should be generally eliminated in areas that are within the ¼ mile of activity centers, activity corridors, and transit priority network, except that some parking requirements may be maintained for areas where elimination of parking requirements would be particularly disruptive (conditions to be proposed by staff).”

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Sidewalks required at residential review, building permit, subdivision, and site plan• Sidewalk fee-in-lieu is granted with high frequency• No requirement for sidewalk rehabilitation• Mitigation includes sidewalk construction	<ul style="list-style-type: none">• Required sidewalks be built at the same time as the street construction• Strengthened administrative review for fee-in-lieu• Ensure rehabilitation and new construction	<ul style="list-style-type: none">• Parking not required within ¼ mile of centers, corridors, or TPN if on an accessible route• Some parking or other sidewalk mitigation may be required if not on an accessible route	<ul style="list-style-type: none">• Parking reductions applied in areas conducive to multi-modal transportation options• Integrated land use regulations and mobility infrastructure

PARKING MAXIMUMS

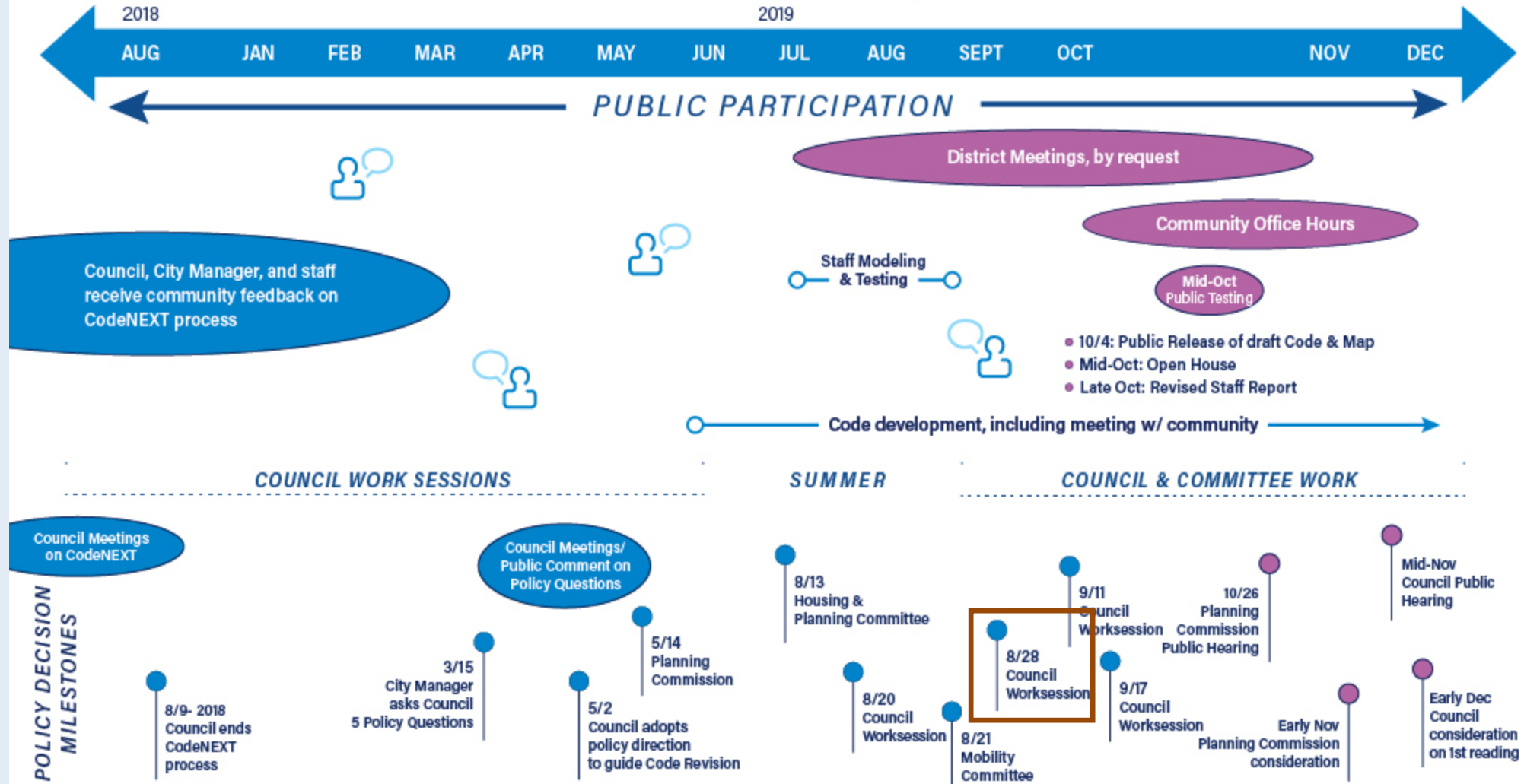
Council Direction

“The Manager should...Explore options for adopting parking maximums or...in areas necessary to ensure sufficient transit-supportive development (e.g., TODs).”

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none">• Parking maximums exist only in CBD and some regulating plans	<ul style="list-style-type: none">• Generally reduced on-site parking requirements• Set a city-wide parking maximum of 200% for most zones	<ul style="list-style-type: none">• 200% Citywide• 150% for Centers, Corridors, or TPN• 100% Downtown	<ul style="list-style-type: none">• Supports a TDM-first approach to transportation mitigation• Supports a reliable, high-frequency transit system• Allows for development to focus on housing people versus housing cars

Land Development Code Revision: Proposed Timeline*

*Proposed dates, subject to change based on Council direction & outcome of public process



Updated 8/28/2019

QUESTIONS
