



Code Related Issues for Affordability Work Group

**Meeting #2: The Current Code
Monday February 2, 2015**

Objectives

I. Understand Existing Code Provisions

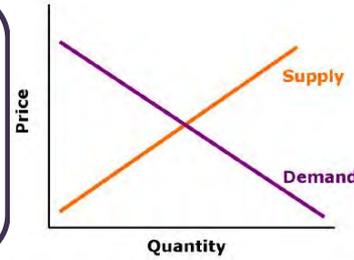
II. Identify Barriers to Imagine Austin Vision



Different Types of Affordable Housing

Market Rate Affordable Housing:

Housing built by private developers that is affordable due to size, location, age, quality, maintenance, etc...



Income-Restricted Affordable Housing:

Housing that is reserved for households at particular incomes (often in terms of a percentage of Median Family Income, or MFI) for a specified period of time.

Affordability through Regulations or Incentives

Utilizes the Code or Incentives to encourage developers to include affordable units, despite market pressures.

Subsidized Affordable Housing

Housing Subsidized by Federal or Local funds to make the development feasible with lower rents or prices. Usually has an affordability period.



Who Needs Housing That's Affordable?



**Extremely Low-Income Seniors
and People with Disabilities**

Over 17,000 Austinites

\$10,248 or less
per year



**Low-Wage
Workers**

Over 84,000 Austinites

\$15,400-\$25,650
per year for an individual
30% - 50% Median Family Income



**Low-Income
Families**

Over 67,000 Households

\$36,608-\$58,550
per year for family of four
50%-80% Median Family Income



**Middle-Income
Families**

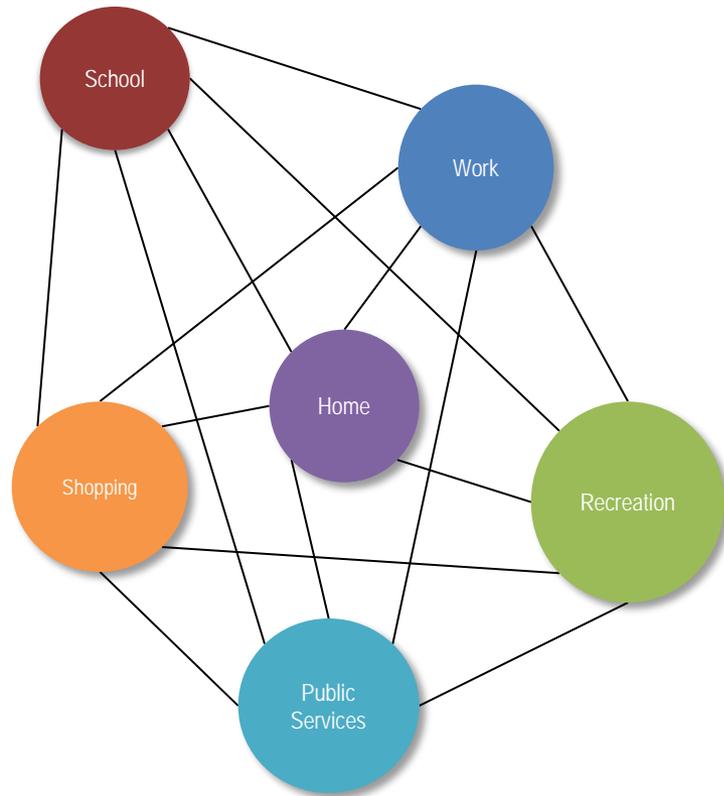
Over 57,000 Households

\$58,550-\$87,840
per year for family of four
80% - 120% Median Family Income

How Does Transportation Affect Affordability?



- Offers **options** depending on where you're going
- Offers households more **cost efficient** modes when trying to reduce expenses
- Having choices **improves quality of life** and provides positive benefits, such as improved health, socialization and environmental sustainability



Source: Center for Neighborhood Technology H+T Index

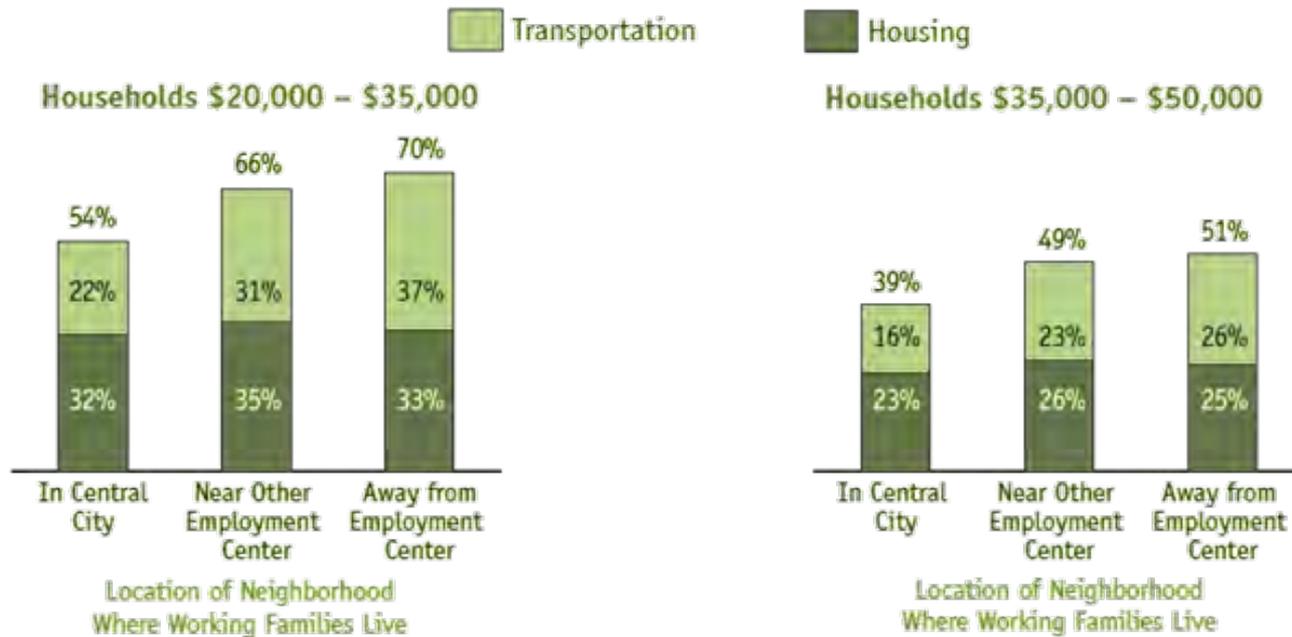


TRUE AFFORDABILITY AND LOCATION EFFICIENCY

H+T® Affordability Index

Greater Affordability For Working Families Near Transit and Jobs

Share of Income Spent on Housing and Transportation



Source: Center for Neighborhood Technology calculations.

NOTE: Employment centers are job locations with a minimum of 5,000 employees.

Transportation Costs are Huge!

Figure 3: Annual Transportation Costs for a Typical Regional Household, Selected Cities, 2010

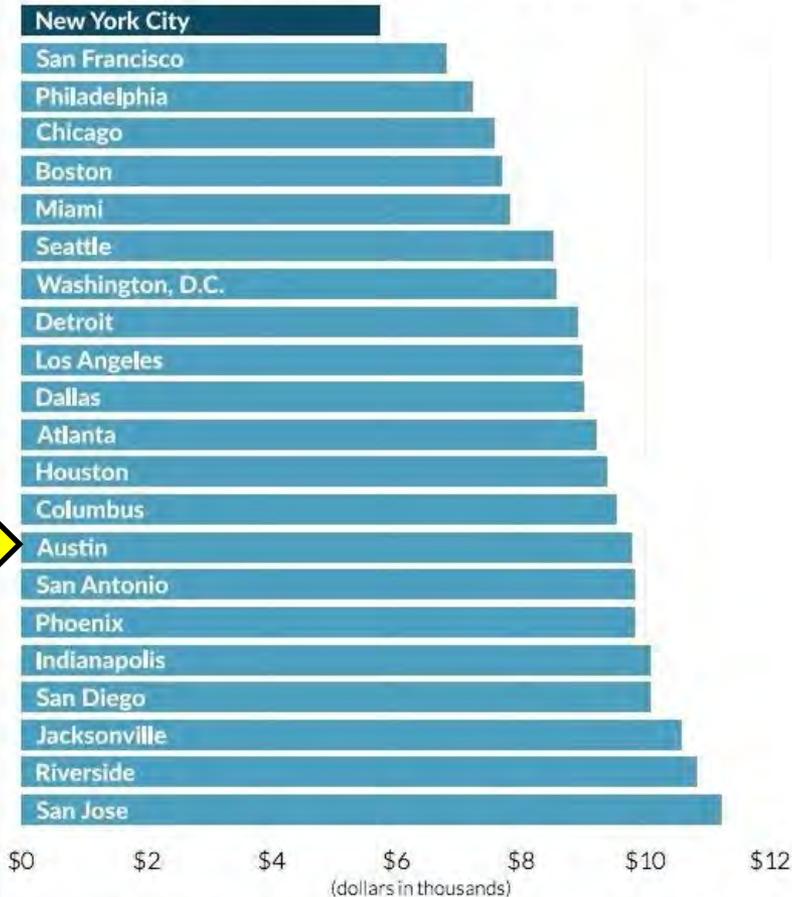
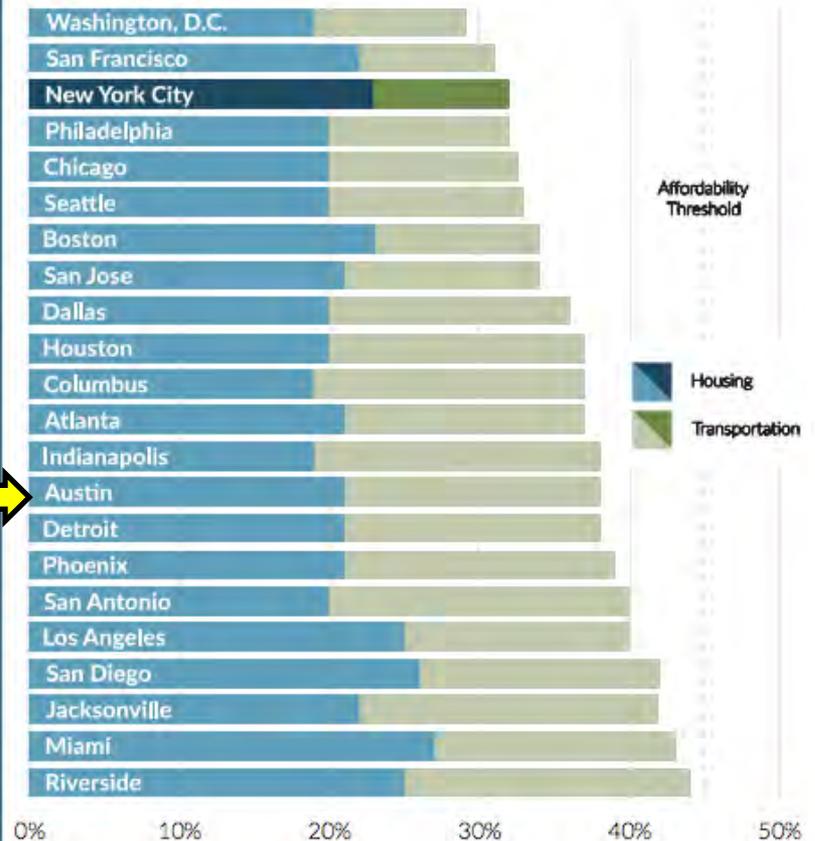


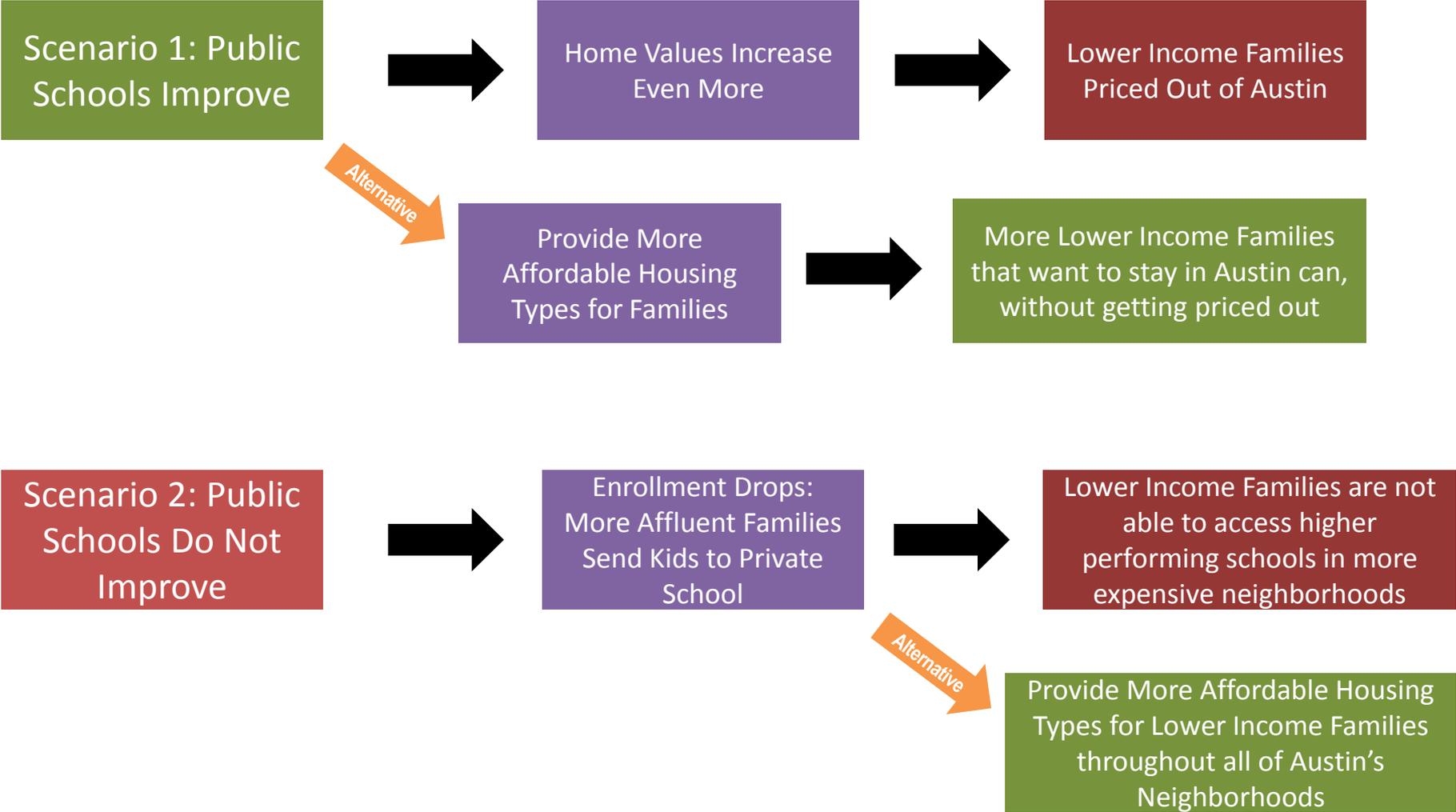
Figure 6: Housing and Transportation Costs as a Percent of Income for a Typical Household, Selected Cities, 2010



Source: U.S. Department of Housing and Urban Development, *Location Affordability Portal - Version 1* (accessed July 10, 2014), www.locationaffordability.info/lai.aspx.

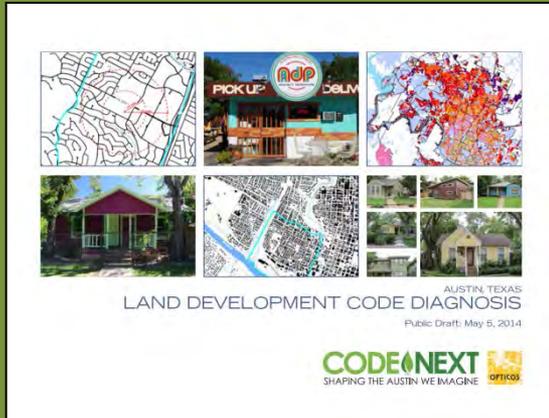
Source: U.S. Department of Housing and Urban Development, *Location Affordability Portal - Version 1* (accessed July 10, 2014), www.locationaffordability.info/lai.aspx.

Relationship between Schools and Families



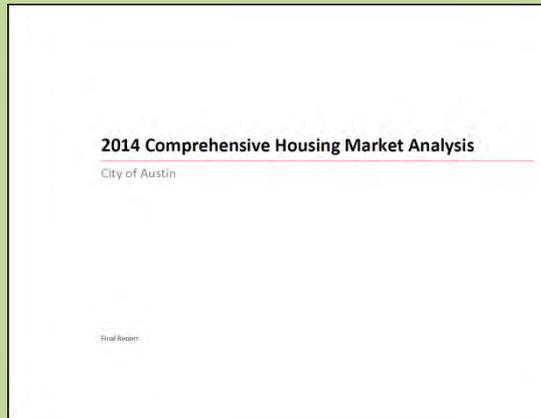
Resources

CodeNEXT Code Diagnosis



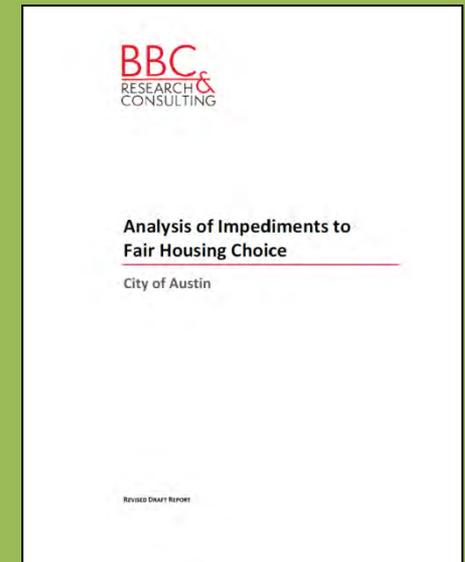
- Summarizes major issues identified by the public, city staff, and the CodeNEXT team within the existing Land Development Code (LDC).

Comprehensive Housing Market Study



- Identifies the greatest housing needs in Austin now and in the future
- Presents potential policies and strategies to address them

Analysis of Impediments to Fair Housing Choice (AI)



- Provides information on barriers to a fair housing market in Austin.
- Details potential strategies and action steps to overcome these impediments

Potential Code Topics that may Impact Household Affordability

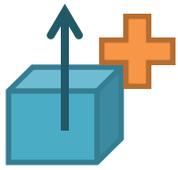
I. Density Bonus

II. Zoning

III. Range of Housing Types

IV. Development Review Process

V. Transportation and Affordability



I. Density Bonus

What is a Density Bonus Program?

An incentive-based tool that grants additional entitlements (density) in return for positive community benefits.

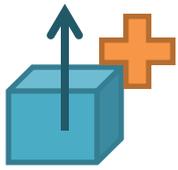
Entitlements can include:

- Additional Density (FAR: Floor Area Ratio)
- Additional Units per Acre
- Additional Height

Incentives

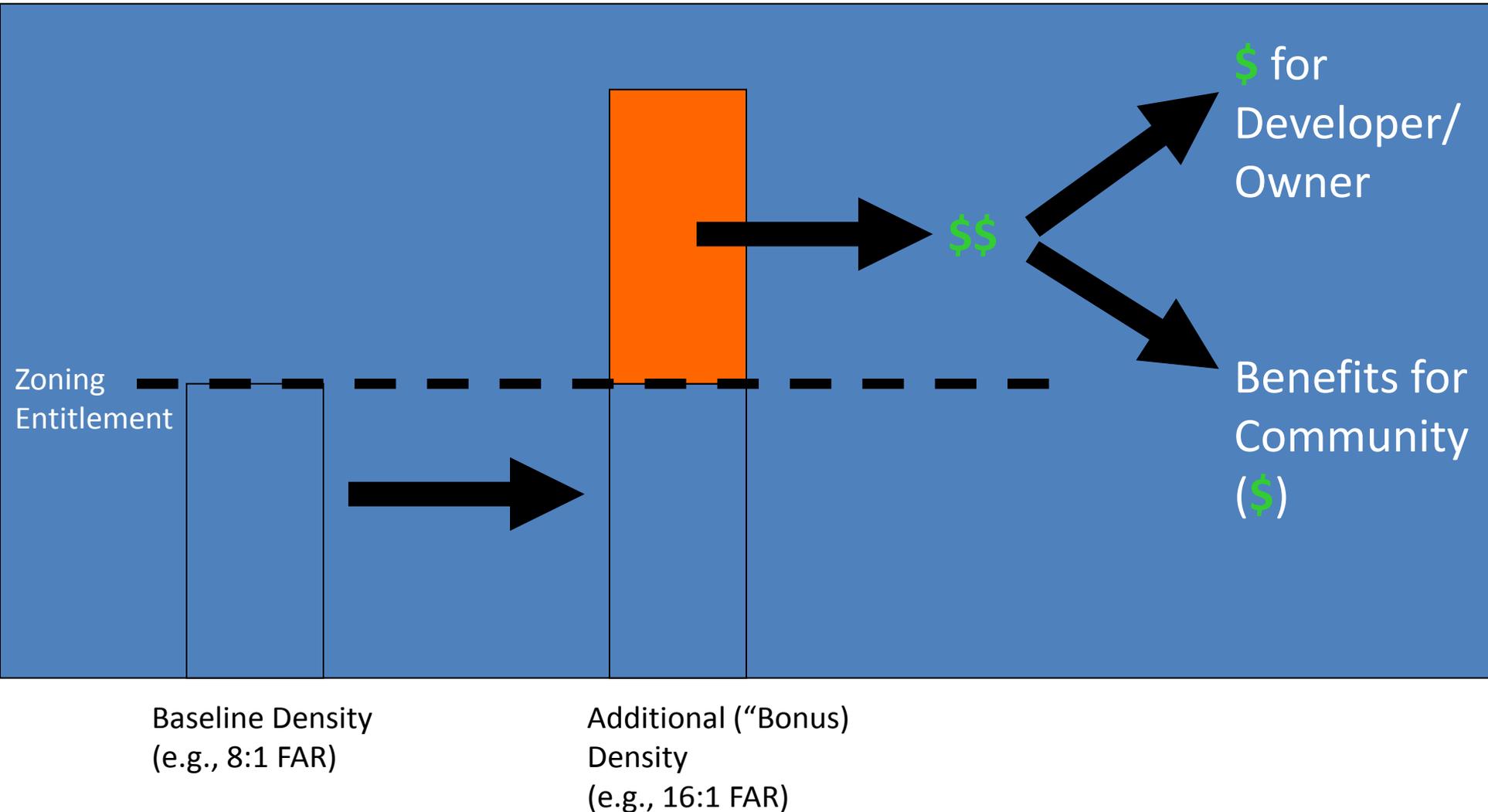
**Allowable
Under Current
Zoning**

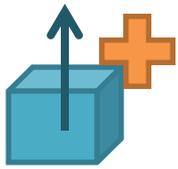




I. Density Bonus

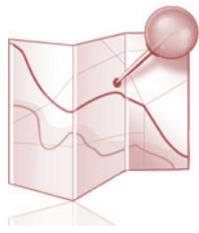
HOW DO DENSITY BONUS PROGRAMS WORK?





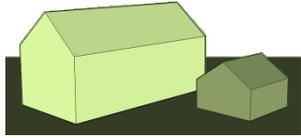
I. Density Bonus

Program
Downtown (2013)
East Riverside Corridor (2013)
North Burnet/Gateway (2009)
TOD Density (2009)
TOD Height (2009)
Downtown (Interim) (2008)
Vertical Mixed Use (2007)
Rainey District (2005)
University Neighborhood Overlay (2004)
Total affordable units: 1,755



II. Zoning

Code Topic Relating to Affordability	How Code Impacts Affordability
Minimum Lot Sizes	Limits smaller, more affordable lot sizes and unit sizes
Spacing requirement, restriction on attached units	Limits Accessory Dwelling Units
Floor to Area Ratio (FAR) and Height	Limits density and constricts housing supply when applied uniformly or in areas where growth is encouraged
Minimum Site Area Requirements	Limits number of units permitted based on site area
Compatibility Standards	May make development of small parcels along corridors adjacent to single-family infeasible, potentially limiting the number of housing units that can be built where growth is encouraged
Parking Requirements	Increases cost of development; space dedicated to cars rather than housing units
Impervious Cover; Building Coverage; On-site Water Quality	Can limit dense urban development where growth is encouraged



III. Range of Housing Types

Accessory Dwelling Units

What is an Accessory Dwelling Unit?

A small apartments or home that shares the same lot as a larger dwelling i.e. an apartment above a detached garage, a small guest house in a backyard behind a main house.



Life Cycle Diagram: for family and housing needs



Front of main house



ADU at rear



Front of main house



ADU at rear

III. Range of Housing Types

Missing Middle

What is the Missing Middle?

Missing Middle housing types provide a range of housing choices and a range of housing affordability. These uses provide residential intensity that help support neighborhood services.



Carriage House



Fourplex



Live/Work



Townhouse



Duplex



Mansion Apartment/Apartment House



Large Multiplex (6 – 8 units)

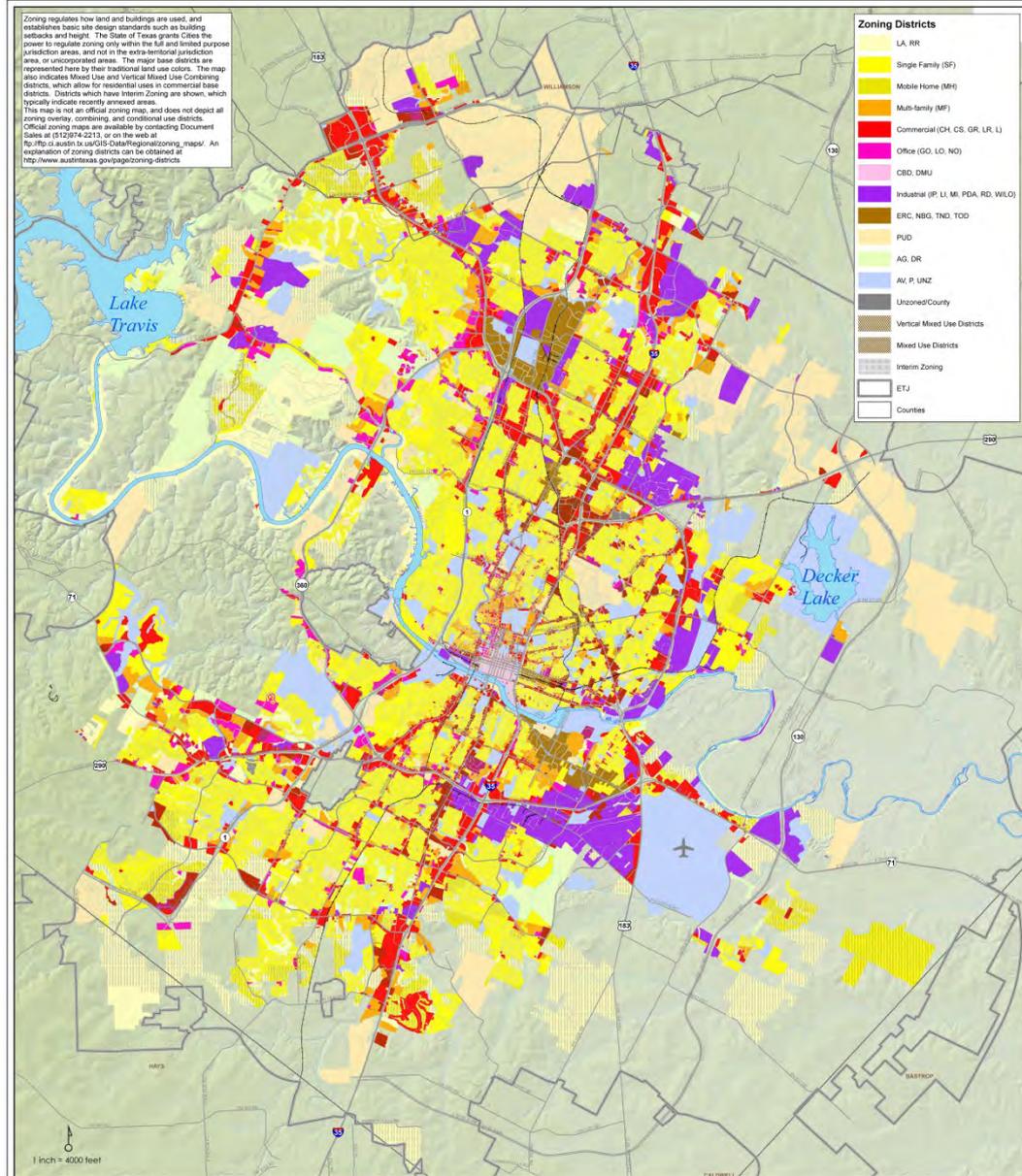


Townhouse

Major Zoning Districts

Major Zoning District	Sum of Acres	Percentage
Single-family	52,523.5	25.4%
ROW	30,255.9	14.7%
LA,RR	25,685.9	12.4%
PUD	23,311.4	11.3%
P,AV,UNZ	20,132.3	9.8%
Industrial	10,846.4	5.3%
Commercial	10,553.5	5.1%
AG,DR	9,462.8	4.6%
Multi-family	8,207.7	4.0%
Office	3,556.4	1.7%
Vertical Mixed Use	3,389.4	1.6%
Mixed Use	3,259.9	1.6%
NBG	1,434.4	0.7%
Water	1,212.1	0.6%
ERC	817.6	0.4%
MH	803.9	0.4%
Historic	337.8	0.2%
TOD	332.3	0.2%
CBD, DMU	311.6	0.2%
Grand Total	206,434.8	100.0%

Zoning regulates how land and buildings are used, and establishes basic site design standards such as building setbacks and height. The State of Texas grants Cities the power to regulate zoning only within the full and limited purpose jurisdiction areas, and not in the extra-territorial jurisdiction areas, or unincorporated areas. The major base districts are represented here by their traditional land use colors. The map also indicates Mixed Use and Vertical Mixed Use (Combining districts, which allow for residential uses in commercial base districts. Districts which have Interim Zoning are shown, which typically indicate recently annexed areas. This map is not an official zoning map, and does not depict all zoning overlay, combining, and conditional use districts. Official zoning maps are available by contacting Document Sales at (512)874-2211, or on the web at http://ftp.ci.austin.tx.us/US-Data/Regional/zoning_maps/. An explanation of zoning districts can be obtained at <http://www.austintexas.gov/page/zoning-districts>.



Major Zoning Districts
CITY OF AUSTIN
FULL AND LIMITED PURPOSE JURISDICTION AREAS

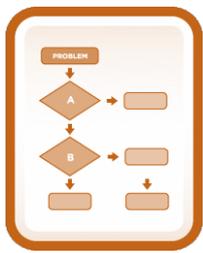
Created: Monday, December 23, 2013
File: major_zoning_districts.mxd



PLANNING AND DEVELOPMENT REVIEW DEPARTMENT

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Planning and Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



IV. Development Review Process



Code Topic Relating to Affordability

How Code Impacts Affordability

Level of Discretion

High degree of uncertainty, additional costs for negotiation, negative impact on Council and Commission workloads

Review Process and Appeals

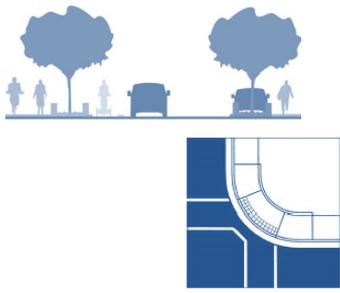
Multiple layers of discretionary review with no clear appeal process, internal conflicts across reviews and departments

Site Plan Requirement

Requires preparation of detailed and expensive site plan for any building with 3 or more units

License Agreements for improvements in Right of Way (ROW)

Current license agreement process remains complicated, slow and daunting



V. Transportation & Affordability



Code Topic Relating to Affordability	How Code Impacts Affordability
Subdivision Regulations	In newer areas blocks are typically large, street connections limited and land uses separated. This pattern makes walking, biking and utilizing transit challenging
Zoning and Permitted Uses	Single use zoning districts limit the ability to create and integrate a range of housing types and provide nearby employment, retail, and other amenities
Transportation-Related Regulations (Parking, TIA, Street Standards)	Parking is expensive, requires significant space, and encourages automobile use. TIAs do not typically account for alternative modes of transportation. Street standards are focused on automobiles and are “one size fits all”
Environmental Regulations	When applied uniformly can encourage low density, auto-dependent development patterns, limit street and trail connections, and limit transportation options