

# Late Backup

Council Member Kathie Tovo

Amendments April 24, 2019

## Question 2. Housing Capacity.

1. Objective. The revised Land Development Code should provide a greater level of housing capacity than Draft 3, and the City Manager should consider this goal in developing proposed revisions to the Code text and zoning map.
  - a. The new code and map should allow for housing capacity equivalent to two to three times the Austin Strategic Housing Blueprint (ASHB) goal of 135,000 new housing units, including the ~~as well as for~~ ASHB goals of 60,000 affordable housing units, and 30% Missing Middle Housing, and be achieved in a manner consistent with direction provided throughout this document.
  - b. In general, additional by-right entitlements achieved through mapping and code revisions should be provided only with the intent to increase the supply of income-restricted affordable housing alongside market-rate units in activity centers, along activity corridors, and in transition areas, ~~and of missing middle housing~~.
    - i. By-right entitlements should only be granted where that entitlement carries with it the requirement to provide additional income restricted affordable housing units ~~or, in smaller projects, in-lieu fees, or missing middle housing~~.
    - ii. [Option: By-right entitlements should be granted where it provides for additional affordable housing bonus opportunities.]
    - iii. The granting of new entitlements — especially in areas currently or susceptible to gentrification — should be limited so as to reduce displacement and dis-incentivize the redevelopment of existing housing, especially ~~older~~ multi-family residential development, unless substantial increases in long-term affordable housing will be otherwise achieved.

1. Code Text. Code revisions to provide additional housing capacity should include:

- ~~a. Non-zoning regulations will be applied so as to allow for higher unit yields for parcels within activity centers and fronting activity corridors. Subject thereto, the prioritization of non-zoning regulations will be for transportation [Option: and utility] right-of-way acquisition, traffic mitigation and transportation demand management, drainage, water quality, [Option: Parkland dedication, heritage tree preservation];~~  
Modify non-zoning regulations to allow for higher unit yields on parcels within activity centers and fronting activity corridors. In considering potential revisions to non-zoning

regulations, appropriate consideration may be made for the right-of-way acquisition, traffic mitigation and transportation demand management, drainage, heritage tree preservation, parkland dedication, and water quality. [THIS ADDITION IS PRIMARILY STAFF RECOMMENDED LANGUAGE].

Review non-zoning regulations related to Austin Energy and Austin Water (other than regular fees) that can significantly impact the cost of development. Review and suggest changes to non-zoning regulations that may encourage demolition rather than the redevelopment of existing structures.

- b. A city-led testing process to assess the impact of revised regulations that includes participation by design and technical professionals and the substantial involvement of the public. The testing should examine how the proposed zoning and non-zoning code provisions perform when applied to various types and scales of development, and staff should complete this testing prior to review by boards and commissions.
- c. Adding residential to appropriate commercial zoning categories.
- d. Identifying and implementing opportunities throughout the code to encourage preservation of existing housing, especially market affordable housing.
- e. Measures to dis-incentivize the demolition and replacement of an existing housing unit(s) with a single, larger housing unit.

...

- 3 Zoning Map. Map revisions to provide additional housing capacity should include broader use of zones that allow for affordable housing density bonuses than in Draft 3. **Additional direction to staff to develop specific, context-sensitive criteria for areas where the distance between corridors is less than ½ mile.**