

Council Member Alison Alter - December 6, 2019
Land Development Code 1st Reading Amendments

ALTER Amendment 1

Imagine Austin Centers - Additional mapping of increased entitlements to maintain our housing capacity goals should first prioritize adding capacity by mapping additional entitlements within Imagine Austin Centers, starting with Regional Centers, (except those that currently have a regulating plan or are to be mapped F25) in high opportunity areas, as well as within Imagine Austin Centers containing undeveloped (greenfield) areas.

ALTER - Amendment 2

Corridor Uses - Staff shall identify options for removing personal storage as a by-right permitted use on all corridors. Personal storage could be allowed via a MUP or CUP.

ALTER - Amendment 3

Affordable Housing - Parcels currently zoned for commercial-only use such as CS, GO, GR, LO, NO that do not allow residential uses by right today should be mapped to include an affordability requirement with any residential development. This can be accomplished by either re-mapping them for an MU zone that contains an affordability requirement, or creating a zone that has an affordability requirement to the MS category that these parcels were mapped to in the October 4th draft.

Explanation: We continue to see properties currently zoned exclusively for commercial uses (i.e. that do not have the right to build residential uses today) that were mapped to allow for residential uses by-right without an affordability requirement. The majority of exclusively commercial parcels that in the draft were allowed residential were mapped for MU zones with an affordability requirement, but some of them were mapped for MS zones without an affordability requirement, merely an affordability bonus. These parcels are in high-opportunity areas and represent a missed opportunity for obtaining income-restricted affordable housing. We have ambitious affordability goals in high opportunity areas and we can't miss these opportunities. From the May 2, 2019 Council Direction: "Residential uses should be allowed in commercial zoning categories. Draft 3 mapping included affordability requirements for commercial properties where residential uses are not permitted and these requirements should be maintained in the new draft."

ALTER - Amendment 4

FAR Calibration - Staff should come back with code language and modeling demonstrating the impacts on housing **capacity** and affordability to eliminate attic, garage, and balcony exemptions from FAR calculations in residential-house scale and transition zones. Staff should prepare information to demonstrate what if any impact eliminating those exemptions would have on housing unit capacity. The new code should include an updated and clear definition of "Residential Unit" so that only spaces truly meant for separate habitation are allowed to access increased FAR and impervious cover entitlements.

ALTER - Amendment 5

Development Reserve - Areas currently zoned as Development Reserve that are to be maintained as undevelopable open space for the foreseeable future, such as greenspace owned and operated by homeowner associations, should be mapped as Conservation Land (23-3C-9070) or some other suitable zone to reflect their status as privately owned open space.

Explanation: The current code has a Development Reserve category. Unlike previous drafts, the new proposed code does not carry that category forward. As a result, properties zoned Development Reserve today as part of unbuildable areas of subdivisions, including green spaces owned by HOAs, have been zoned to allow for development. This has caused avoidable alarm in the community. These areas should instead be zoned to reflect their status as unbuildable open spaces.

*****NEW*****

ALTER - Amendment 6

To increase efficiency of constructing and operating schools, consider appropriate revisions to the draft LDC and/or applicable land development standards agreements to generally:

1. simplify the development review and permitting process and
2. engage with local school districts to identify potential code revisions needed to ensure that reductions in minimum parking standards do not disrupt school operations, including transport of students to and from school.