


**HOUSING &  
PLANNING**
**Affordability Impact Statement**

*Proposed Amendments to City Code Section 25-2-582(C) CH-PDA  
Commercial Highway – Planned Development Agreement  
Initiated by: Resolution No. 20230323-085*

<b>Proposed Regulation</b>	<ul style="list-style-type: none"> <li>The proposed changes would amend City Code Section 25-2-582(C) CH-PDA Commercial Highway – Planned Development Agreement to eliminate all the regulations found in 25-2-582(C) and clarify that a zoning ordinance establishing a CH-PDA controls over any conflicting CH regulations.</li> <li>Planned Development Agreement (PDA) is a combining district designation that allows for modifications of certain standards combined with industrial and commercial zoning districts (IP, LI, CH, MI, R&amp;D) subject to Council approval. There is currently a 10-acre minimum as well as additional site development regulations for PDAs used in combination with Commercial Highway (CH). Applicants currently request Light Industrial (LI) with Planned Development Agreement (LI-PDA) to modify standards to achieve heights above 120 feet because LI-PDA doesn't have additional site development requirements.</li> </ul>
<b>Land Use/Zoning Impacts on Housing Costs</b>	<p style="text-align: center;"> <input type="checkbox"/> Positive   <input type="checkbox"/> Negative   <input checked="" type="checkbox"/> Neutral         </p> <ul style="list-style-type: none"> <li>The elimination all the regulations found in 25-2-582(C) for CH-PDA is expected to address the inappropriate use of Light Industrial zoning and facilitate the implementation of more suitable zoning combinations in major highway areas, particularly those situated adjacent to residential neighborhoods east of IH-35, where industrial zoning has been disproportionately concentrated.</li> <li>The usage of CH and LI-PDA zoning are not particularly widespread. There are only 36 instances of CH zoning and 81 instances of LI-PDA in the City of Austin.</li> </ul>
<b>Impact on Development Cost</b>	<p style="text-align: center;"> <input type="checkbox"/> Positive   <input type="checkbox"/> Negative   <input checked="" type="checkbox"/> Neutral         </p>
<b>Impact on Affordable Housing</b>	<p style="text-align: center;"> <input type="checkbox"/> Positive   <input type="checkbox"/> Negative   <input checked="" type="checkbox"/> Neutral         </p> <ul style="list-style-type: none"> <li>Removal of all the regulations found in 25-2-582(C) would likely encourage the use of CH-PDA for infill redevelopment but wouldn't require the addition of the Vertical Mixed Use combining district, or the superiority requirements under a PUD.</li> </ul>
<b>Other Policy Considerations</b>	<ul style="list-style-type: none"> <li>Although this change would likely have a small impact, it is important to note the health implications of locating residential housing directly adjacent to major corridors. The U.S. Centers for Disease Control and Prevention (CDC) recommends limiting development alongside highways and heavily trafficked roads.<sup>1</sup> A</li> </ul>

	growing body of research indicates a link between residential proximity to highways and childhood asthma, cardiovascular disease, and premature death. <sup>2,3,4</sup> Many of these diseases have more pronounced negative effects in communities of color, particularly Black communities. <sup>5,6</sup>
<b>Proposed Alternative Policy Language</b>	<ul style="list-style-type: none"><li>Consider incorporating a superiority requirement for CH-PDA to ensure community benefits such as affordable housing and environmental design considerations<sup>7</sup> to minimize the effects of nearby highways.</li></ul>
<b>Manager's Signature</b> <u>Marla Torrado</u>	