

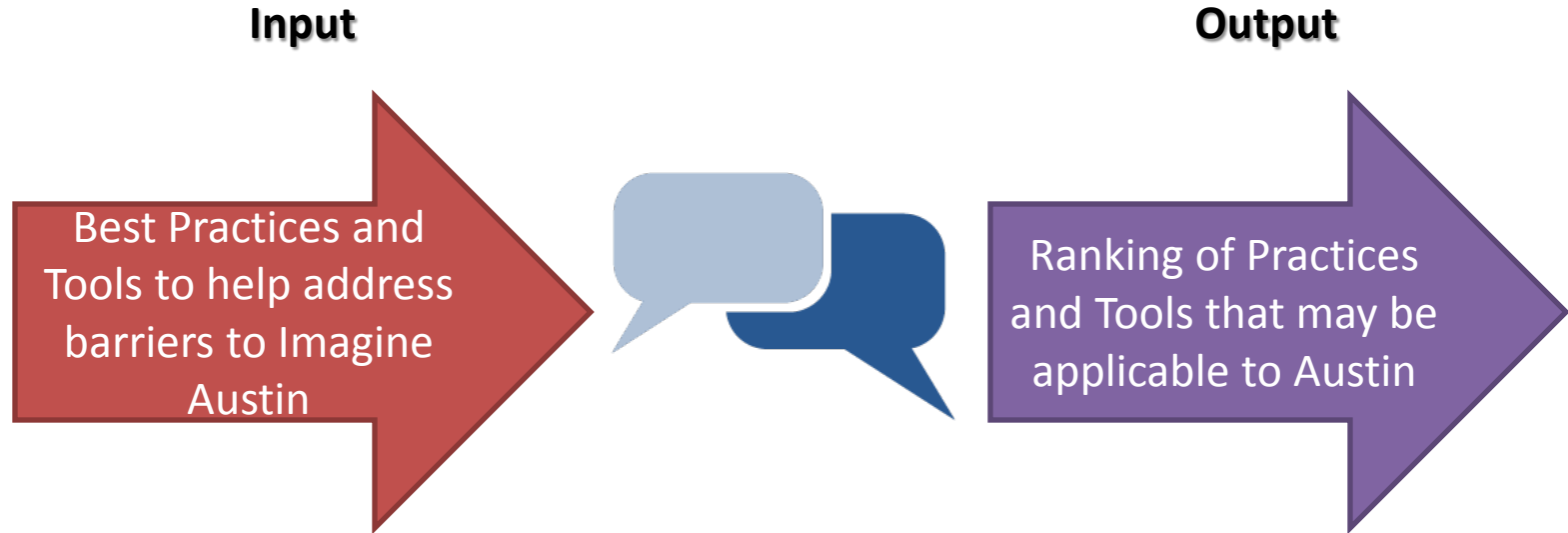


# **Code Related Issues for Affordability Work Group**

**Meeting #3: Best Practices  
Friday February 13, 2015**

# Objectives

**Identify best practices that may be applicable to Austin and discuss tradeoffs**



# Potential Code Topics that may Impact Household Affordability

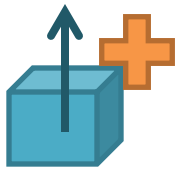
**I. Density Bonus**

**II. Zoning**

**III. Range of Housing Types**

**IV. Development Review Process**

**V. Pedestrian Connectivity**

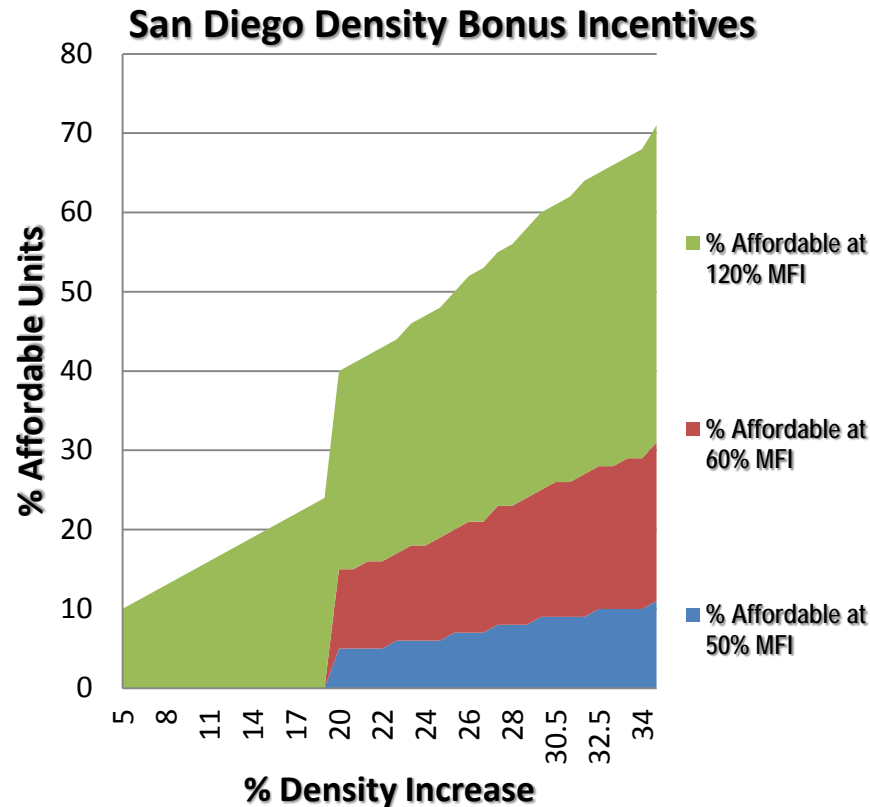


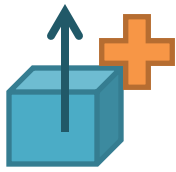
# I. Density Bonus

Simple, Easy to Understand Density Bonus Policies

## ***San Diego, California***

**Specific density bonus policies to assist low, very low, and moderate income households, as well as seniors and families**





# I. Density Bonus

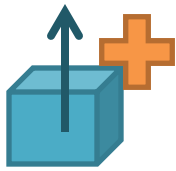
## Affordable Housing Near Transit



### ***Los Angeles, California***

#### **TOD Density Bonus**

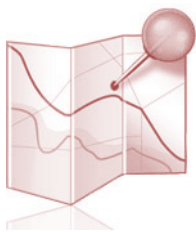
To promote affordable housing near transit, Los Angeles's zoning code permits an increase in Floor Area Ratio (FAR) for commercially-zoned properties within 1,500 feet of a rail station or a rapid bus stop if affordable housing is provided.



# I. Density Bonus

Program	Affordable Units Achieved
Downtown (2013)	\$1,316,260 of in-lieu fees approved
East Riverside Corridor (2013)	19
PUD (2008)	undetermined
North Burnet/Gateway (2009)	0
TOD (2009)	304
Vertical Mixed Use (2007)	373
Rainey District (2005)	51
UNO (2004)	509 affordable units and \$1,628,867 of in-lieu fees received

\* In an affordable hsg. devt.



# II. Zoning

## Off-Site Stormwater Detention

### Austin, Texas

#### Regional Stormwater Management Program (RSMP)

- Provides developers an alternative to providing on-site detention ponds.
- Developers have the option to pay a fee that will be used by the City for regional flooding solutions.

#### How could it relate to the code?

- Smaller scale off-site solutions for smaller parcels, somewhere in-between the scale of the RSMP and on-site management

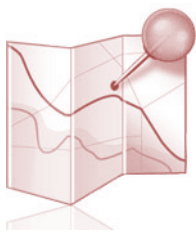


Austin's Central Park is an example of an RSMP

Public Benefits	Private Benefits
<ul style="list-style-type: none"> <li>• Private funding of projects</li> <li>• More comprehensive planning</li> <li>• Better control of projects, and</li> <li>• More overall effectiveness of improvements to reduce flood hazards</li> </ul>	<ul style="list-style-type: none"> <li>• Less overall costs to develop a site without harming other property owners.</li> <li>• Allows more flexibility in the development layout, savings in the design, permitting, and construction costs associated with the on-site facility</li> <li>• Avoidance of operation and maintenance costs for commercial and multifamily development facilities.</li> </ul>

Source: City of Austin Regional Stormwater Management Program



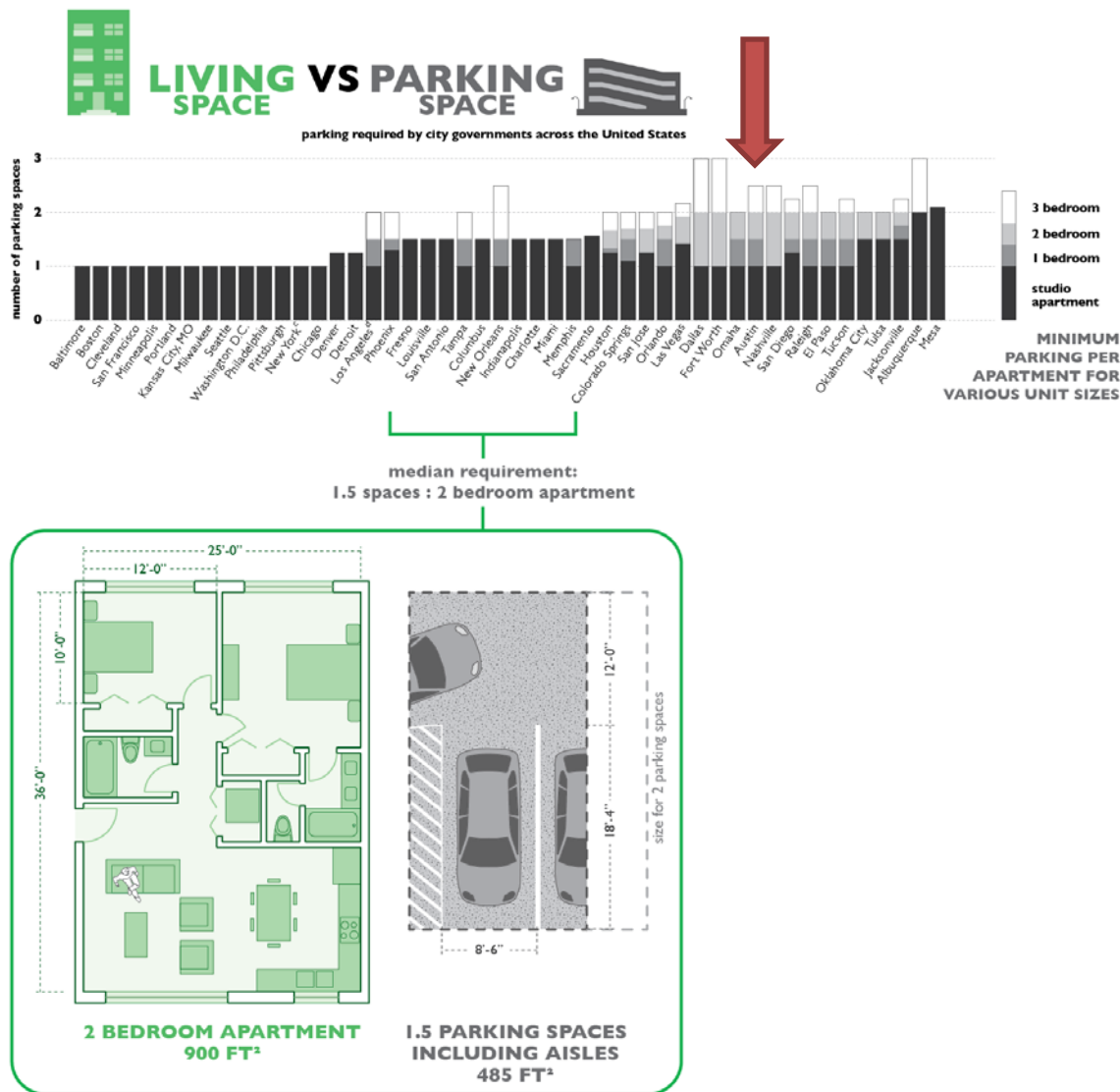


# II. Zoning

## Context Sensitive Parking Requirements

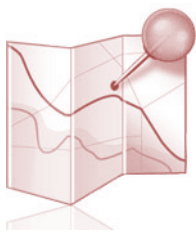
### Minneapolis, Minnesota Citywide Parking Standards

- Baseline requirement for auto parking is 1 space per unit.
- Baseline requirement for bike parking is ½ space per unit.
- Reductions in residential auto parking requirements for 5+ unit multifamily development can be granted for presence of a shared vehicle or for access to high frequency transit stop (10% each)
- Site Specific Overlays reduce these parking standards even further



Sources: City of Minneapolis Parking Standards  
Citylab: America's Totally Inconsistent Minimum Parking Requirements





# II. Zoning

## Parking Management Districts

### ***Austin, Texas***

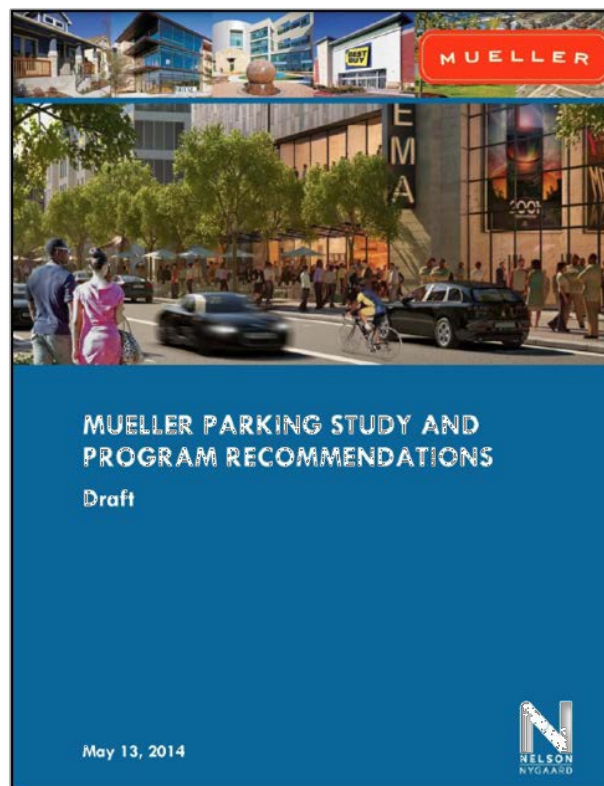
#### **Mueller Parking Management District Pilot**

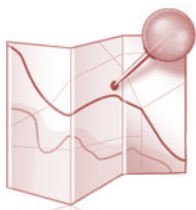
Utilizes supply management strategies and pricing policies to meet the parking needs of the area.

Promotes transit use, ridesharing, and other alternative modes of transportation.

The practice:

- Encourages mixed use developments
- Encourages a balanced transportation system
- Enhances economic development
- Ensures the maximum utilization of land
- Requires less land area for parking
- Makes more land available for tax-generating purposes

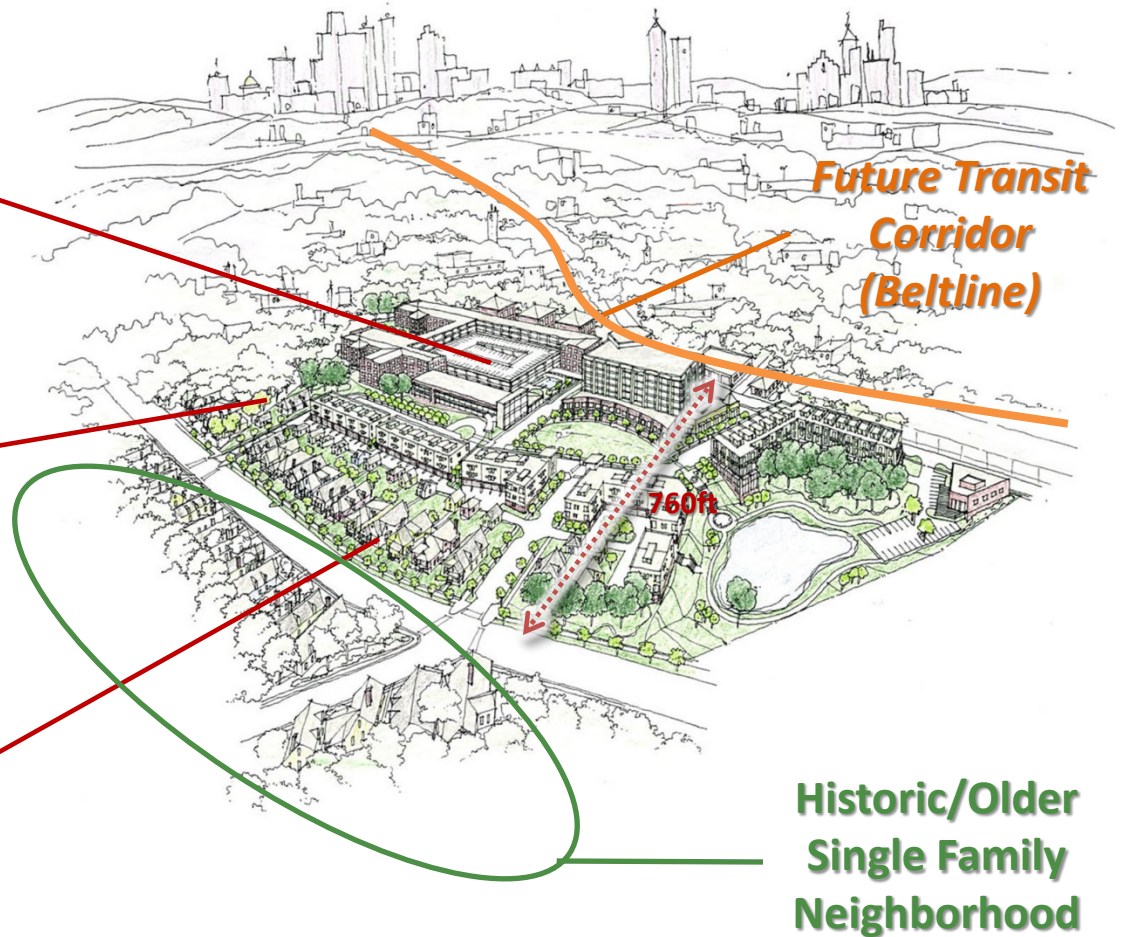


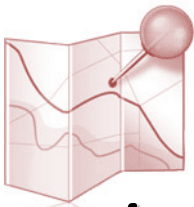


# II. Zoning

Reasonable Compatibility Around  
Future or Current Transit

## Atlanta, Georgia Beltline Zoning Overlay





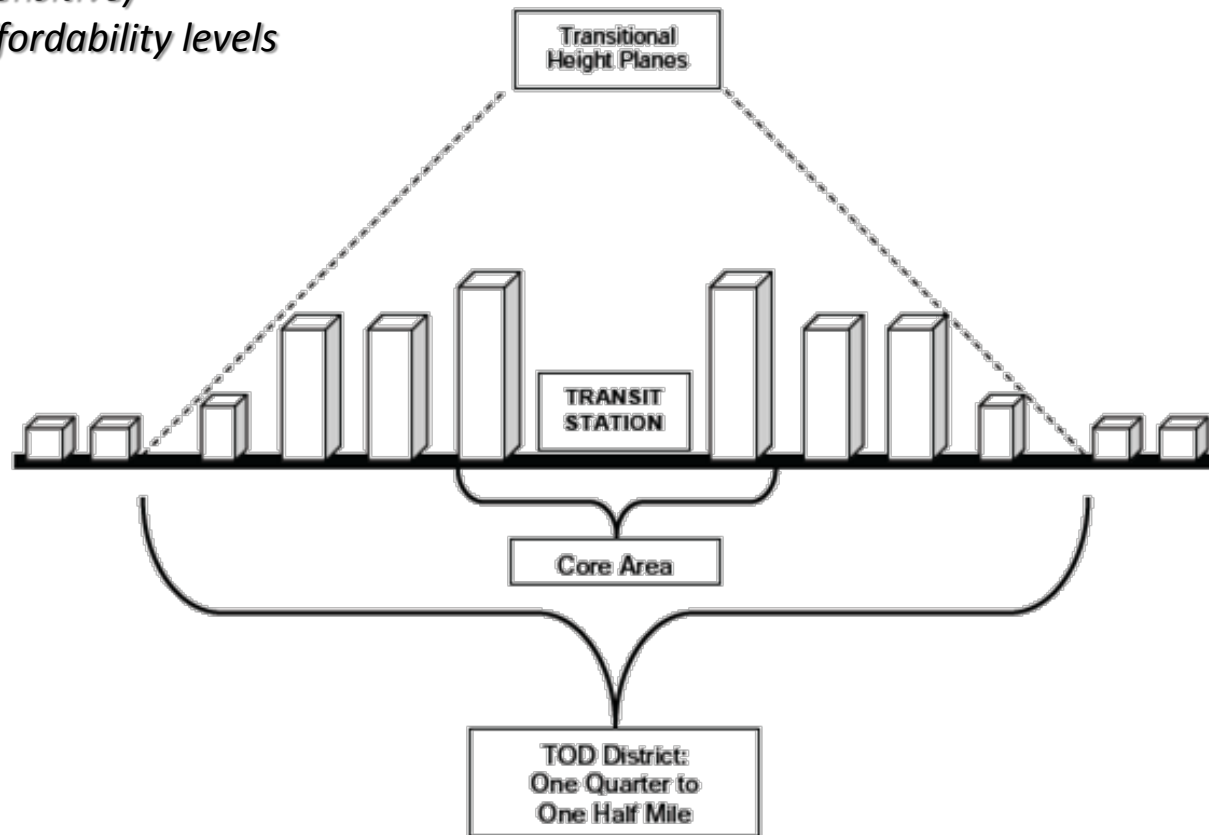
# II. Zoning

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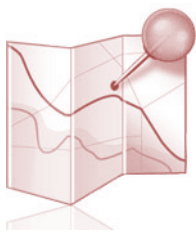
## Atlanta, Georgia

### MARTA Transit Oriented Development (TOD) Guidelines

- Four foundational principles to TOD:
  - *Station-area development that is compact and dense relative to its surroundings (context-sensitive)*
  - *A rich mix of land uses and affordability levels*
  - *A great public realm*
  - *A new approach to parking*







# II. Zoning

## Small Lot Sizes

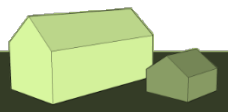


### ***Portland, Oregon***

#### **Living Smart Program**

- Goal: Produce high-quality housing designs that are compatible with a variety of neighborhoods and meet the needs of median-income and entry-level buyers.
- Design competition for affordable, single-family detached homes on the skinny lots.
- An advisory team composed of builders, architects, and neighborhood residents helped city staff define the competition parameters.
- Book of designs for narrow lot development specifically suited to Portland's neighborhoods.



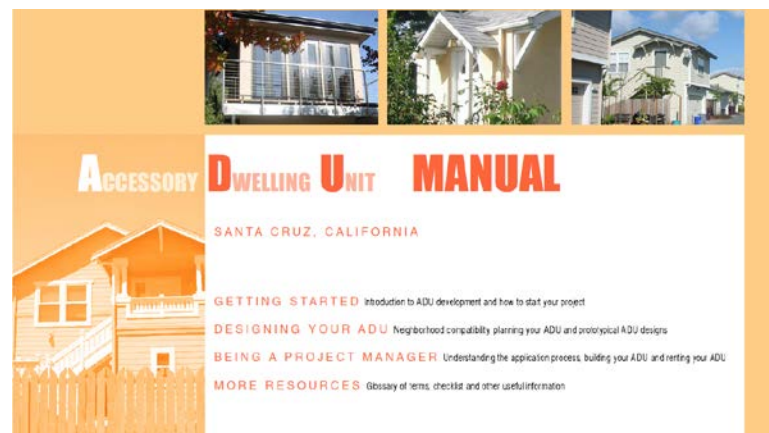


# III. Range of Housing Types

## Accessory Dwelling Units

### ***Santa Cruz, California***

- Created an ADU manual to navigate development process
- Created standard ADU plans
- Fee waivers / loan program for low and very low income units



Sources: Santa Cruz ADU Manual  
Portland ADU Ordinance

### ***Portland, Oregon***

- Reduced regulatory barriers
- Waived development fees thru 2016



Front of main house

ADU at rear



Front of main house

ADU at rear



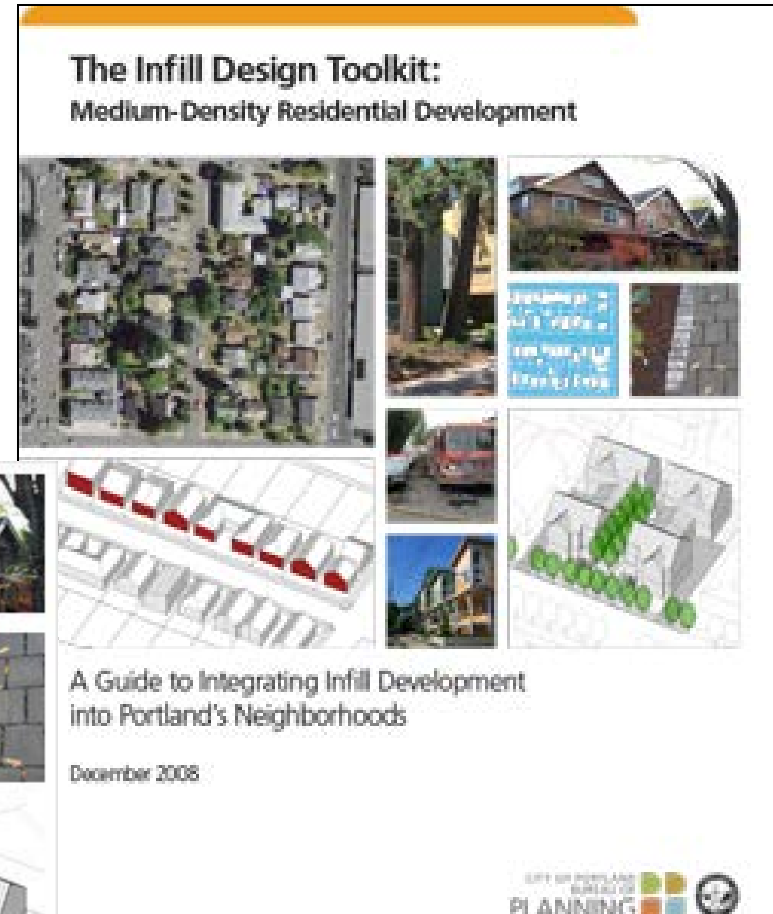
# III. Range of Housing Types

## Missing Middle: Infill

### Portland, Oregon

#### Infill Design Toolkit

- Guide for infill development in established neighborhoods with a variety of housing prototypes.
- Provides a comprehensive menu of housing typologies.



# III. Range of Housing Types

## Improve Options for Shared Housing Communities

### ***Amherst, Massachusetts***

#### **Open Space Community Developments (OSCD)**

- Cohousing, a type of collaborative living arrangement is intrinsically an affordable model through resource sharing.
- Allows “organized groups of households to construct dwelling units and common facilities for their collective and individual ownership and use” and may contain a mixture of housing types and non-residential uses compatible with and supportive of residential development.
- Defined as “flexible in nature and allows for modifications of lot size, bulk or type of dwelling, density, intensity of development, or required open space.” Density bonuses are provided for affordable units.

#### **Potential Barriers:**

- Density Restrictions, Mandatory Parking Requirements, Dwelling Units Without Kitchens



**Sunward Cohousing: Ann Arbor, Michigan**

**Illustrates greenspace preservation, highly clustered housing and parking on the periphery**



# III. Range of Housing Types

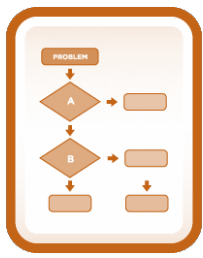
## Missing Middle: Cottage Housing

### ***Kirkland, Washington*** **Cottage Housing Ordinance**

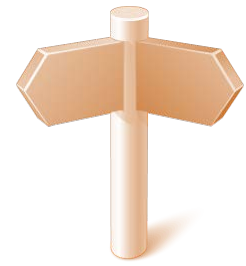
- Increases the housing supply and housing style choices in ways that are compatible with existing single-family communities
- Promotes housing affordability by encouraging smaller homes



Source: HUD User Case Studies – Kirkland Washington Cottage Housing Ordinance



# IV. Development Review Process

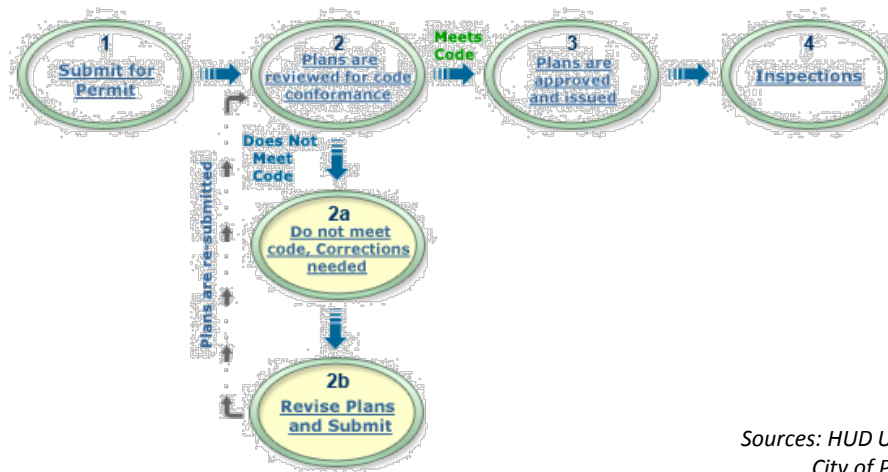


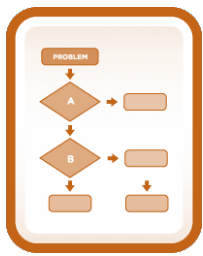
## Permit Ready Plans

### Portland, Oregon

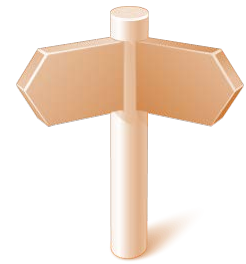
#### Permit-Ready Plans

- To streamline the approval process, the city designated the plans as “permit-ready” — plans pre-approved by the City Council that have already passed life, safety, and structural review.
- Developers can purchase building permits and receive plan sets free of charge with the assurance that the plan will be approved, but if the developer changes the exterior, the design would no longer be permit-ready and would be subject to normal review processes. Developers can make changes to the interior floor plan, but the architect must first approve the modifications.
- Completed site plans are eligible for review under the city’s Fast Track program. Developers with eligible projects can receive housing permits within 10 working days, saving them both time and money.





# IV. Development Review Process

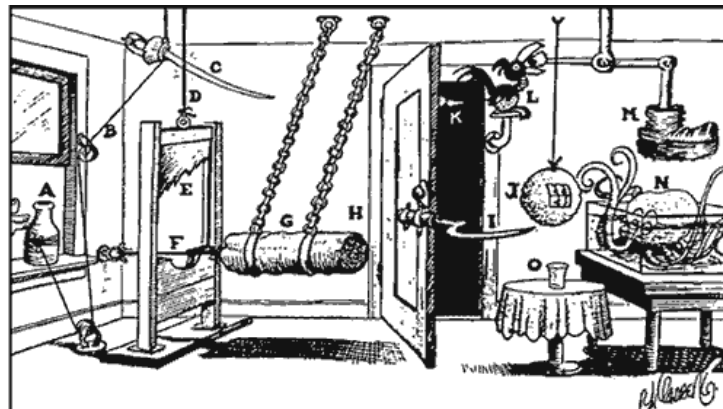


## Streamlined Development Review Process

### **Montgomery County, Maryland**

#### **Streamlining the Development Review Process**

- Consolidate multiple reviews involved for many projects into a single application
- Require a concept plan to be submitted for staff review prior to submission of the application that will be reviewed by the Planning Board
- Allow certain details — such as landscaping, lighting and recreation facilities that are now required as part of a site plan — to be reviewed and approved after plats have been recorded
- Encourage public input at additional points in the process, such as before and after submission of the concept plan, at meetings organized by the developer, in correspondence or meetings with staff, and at Board meetings



Source: Montgomery County Development  
Review Process Recommendations





# V. Pedestrian Connectivity

Complete Streets



Spectrum of Options =  
Greater Affordability

## ***Austin, Texas***

### **Complete Streets Policy**

- Completing streets is a gradual process that requires both the private and public sectors.
- Every street is approached individually, depending on how people use it and its character – residential or commercial, two lanes or four.
- While a quiet neighborhood street may be fine as it is, a busy major corridor often needs new infrastructure to make it complete, such as a protected bike lane, wider sidewalks, or features for people using transit.





# V. Pedestrian Connectivity

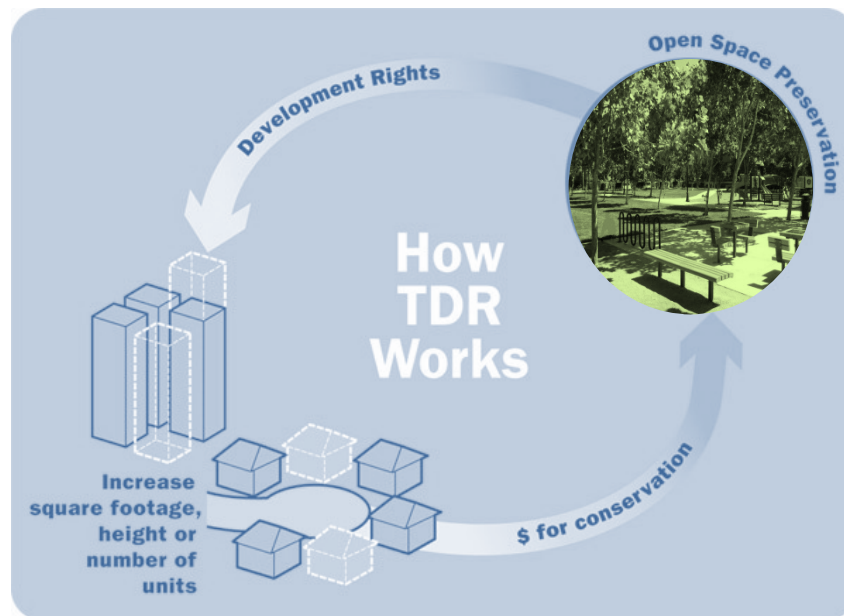
Open Space Provision



## ***Arlington, Virginia***

### **Transfer of Development Rights**

- Site plan projects can transfer density from one parcel or site plan to another.
- Allows a site to send density and other development rights for the purposes of the preservation or facilitation of open space, historic preservation, affordable housing, community facilities, or community recreation.





# V. Pedestrian Connectivity

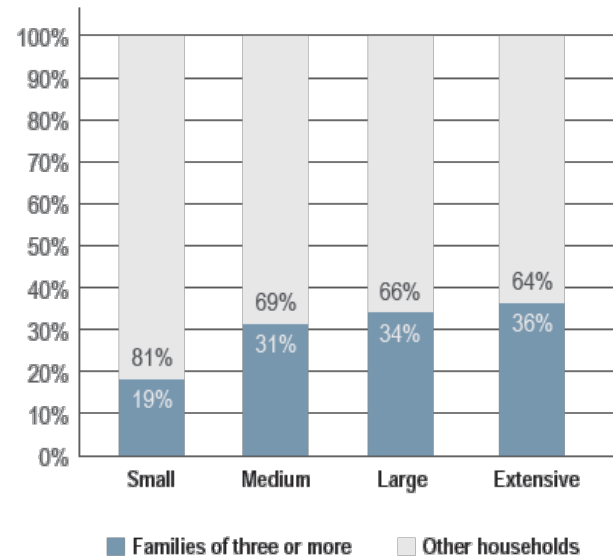
## Integration of Schools with Transit Planning



Spectrum of Options =  
Greater Affordability

- School quality plays a major role in families' housing choices
- A wide mix of housing unit types is needed to attract diverse families
- School funding is intricately related to housing unit mix
- Student participation in afterschool activities may depend on transit access
- Children with multimodal transit alternatives can access the increasing landscape of school options
- Teachers benefit from mixed-income TOD that incorporates workforce housing
- TOD design principles support walkability and safety for children and families
- The mix of uses and transit connectivity inherent to TOD can bring family serving amenities and services closer to residential areas
- Integrating schools with TOD planning provides opportunities for the shared use of public space
- TOD offers opportunities for renovating and building new schools in developments, which draws families

Mix of Household Types Living Near Transit  
by System Size



Families with children are more likely to live near transit when the transit system is large enough to offer a viable alternative to driving.

Source: Hidden in Plain Sight, CTOD, 2004.