

HOME INITIATIVE PHASE I

ANALYSIS & RECOMMENDATIONS

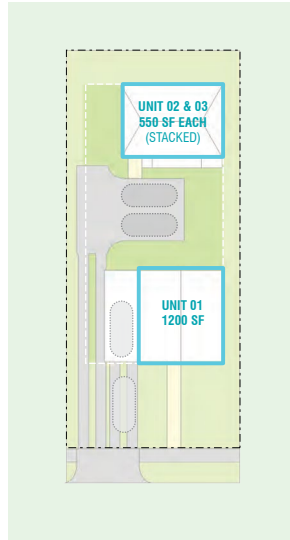
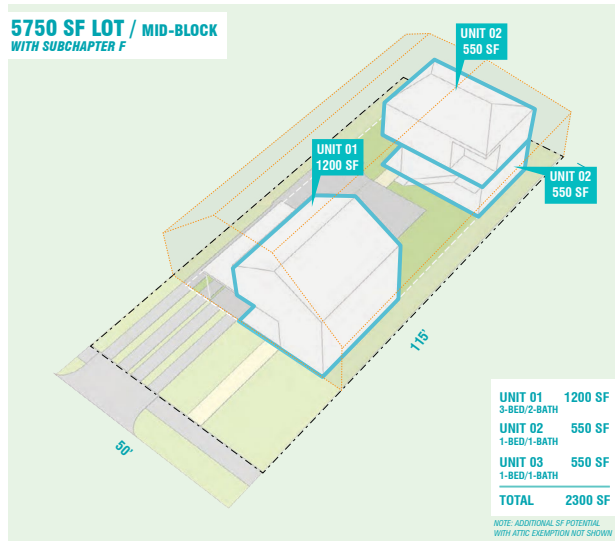
NOVEMBER 27, 2023 - COUNCIL WORK SESSION



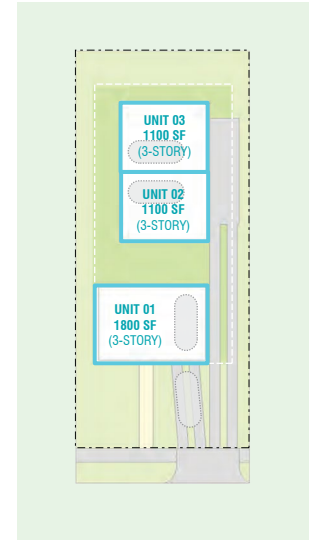
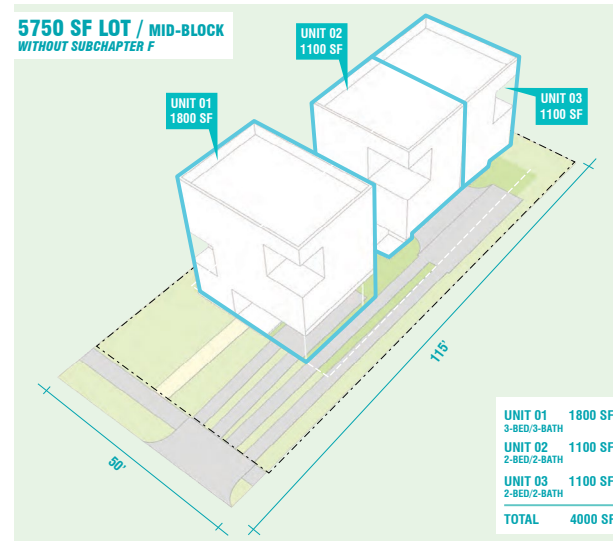
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HOME PHASE 1 / SCENARIO MODELS

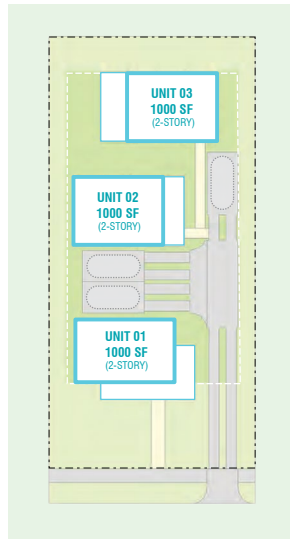
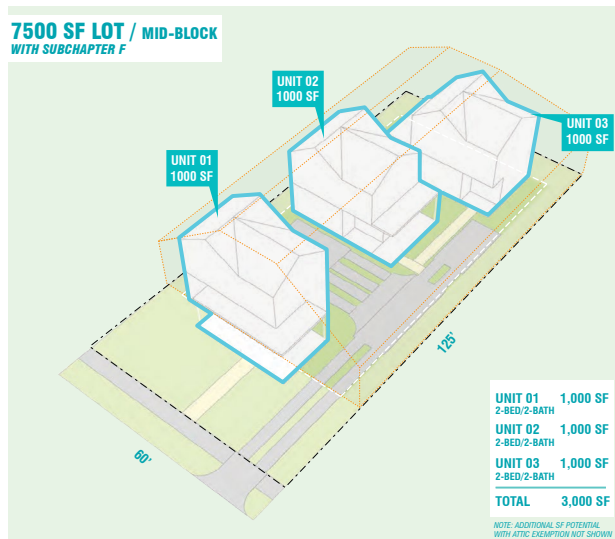
**5750 SF LOT / MID-BLOCK
WITH SUBCHAPTER F**



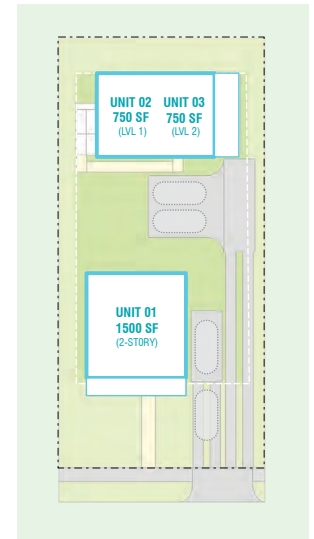
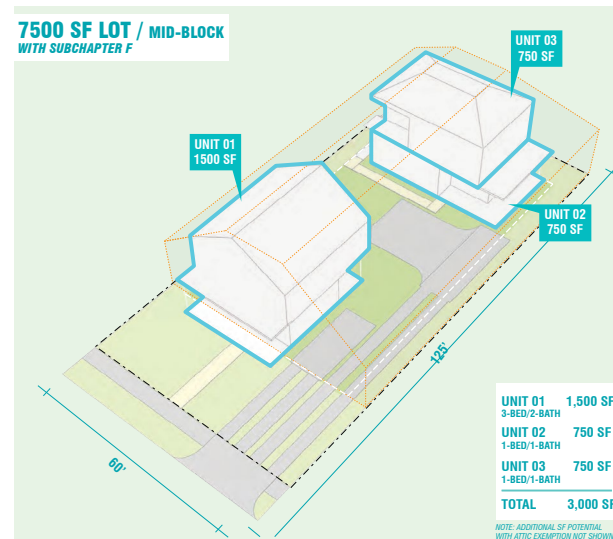
**5750 SF LOT / MID-BLOCK
WITHOUT SUBCHAPTER F**



**7500 SF LOT / MID-BLOCK
WITH SUBCHAPTER F**



**7500 SF LOT / MID-BLOCK
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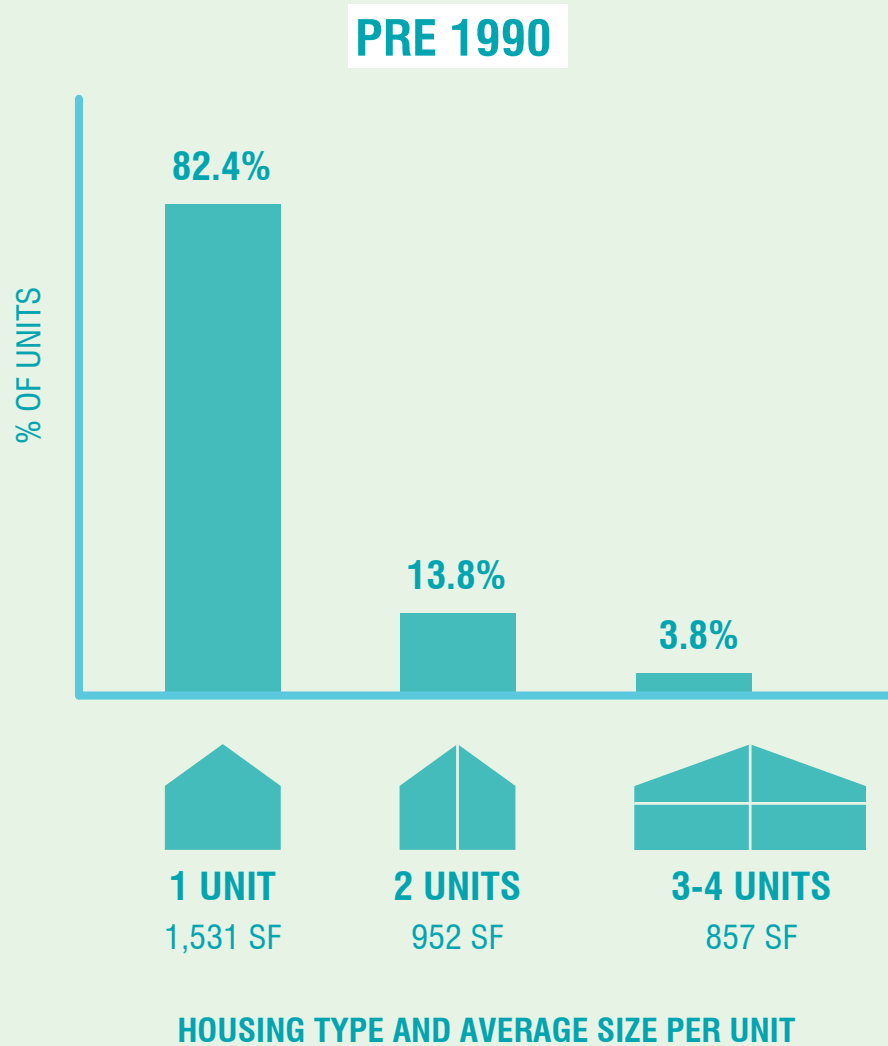
HOME Initiative Phase 1 Recommendations 14 November 2023

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CITY OF AUSTIN - HOUSE SIZES & TYPES



Source: Travis County Central Appraisal District

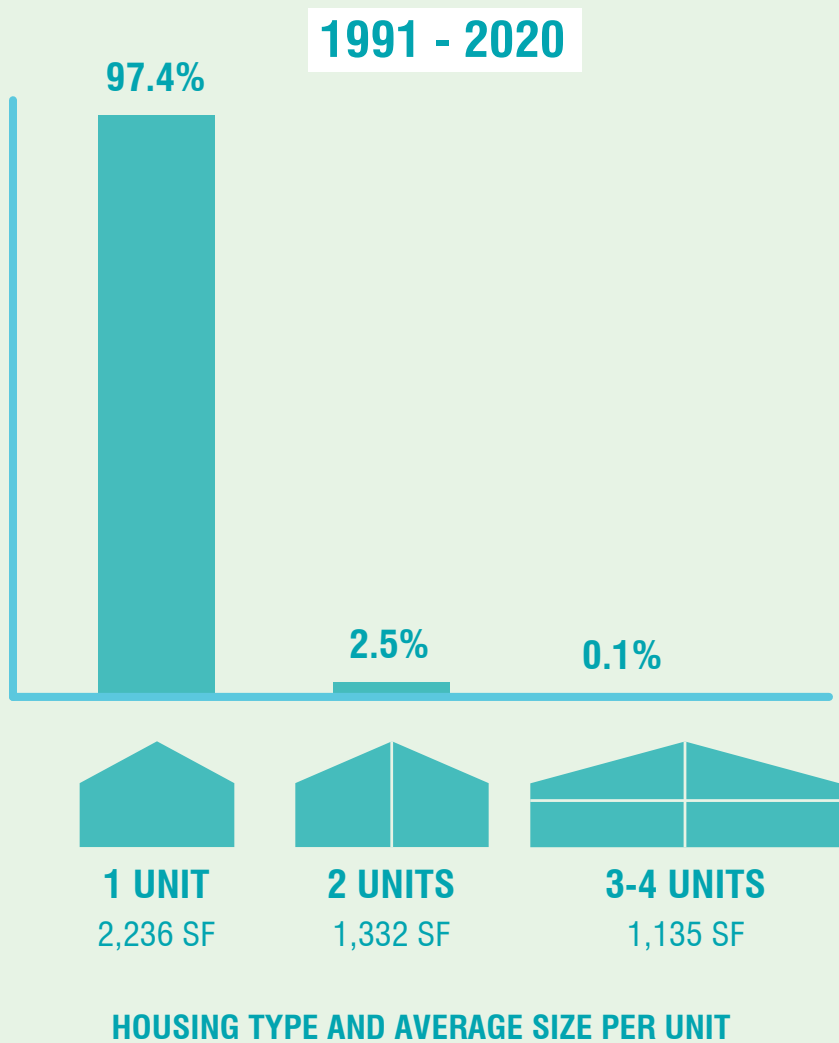
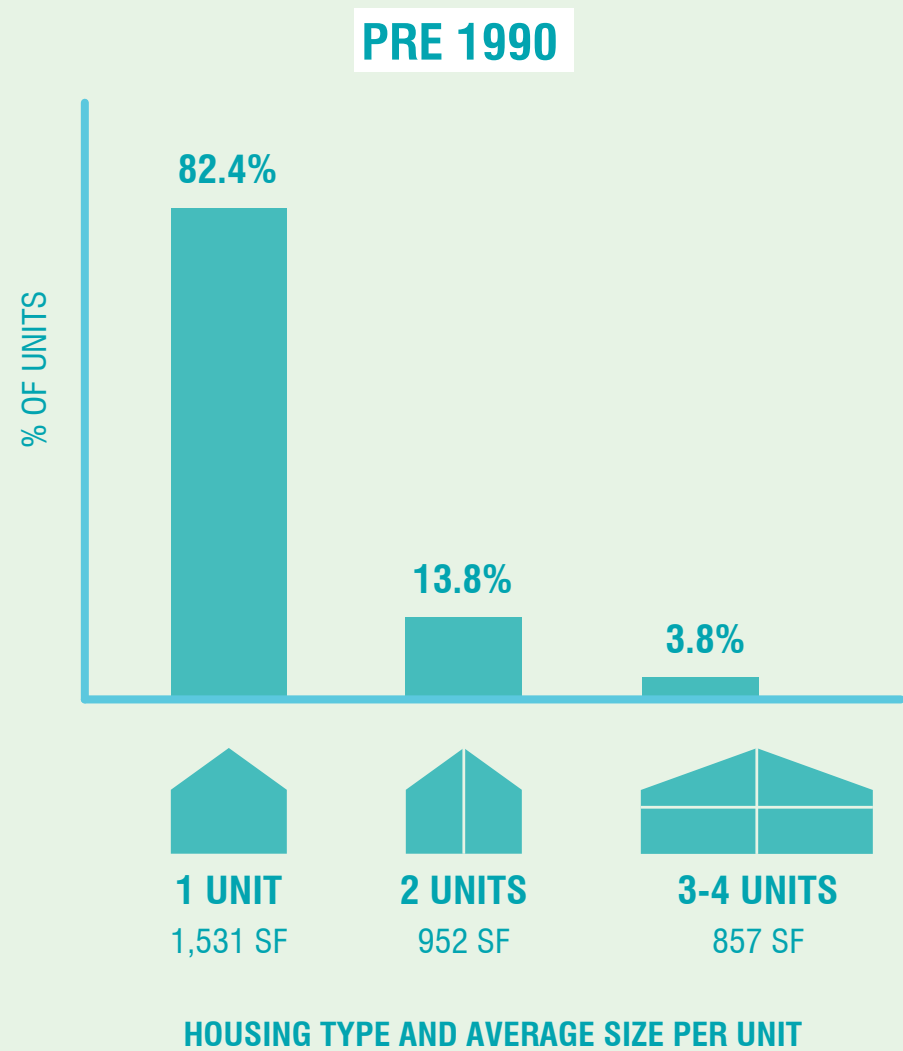
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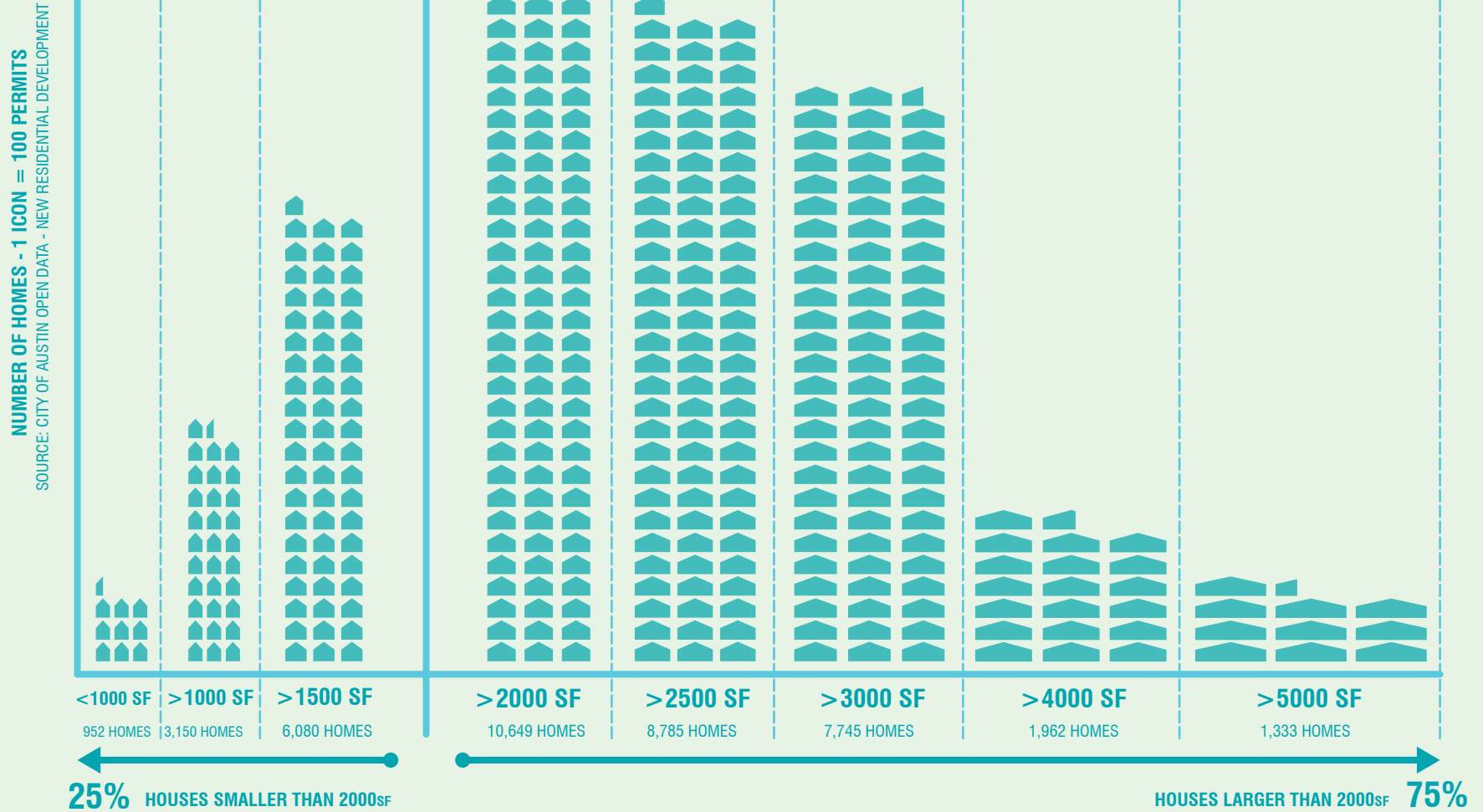
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CITY OF AUSTIN - HOUSE SIZES & TYPES



Source: Travis County Central Appraisal District

CITY OF AUSTIN - NEW RESIDENTIAL PERMITS / 2012-2022



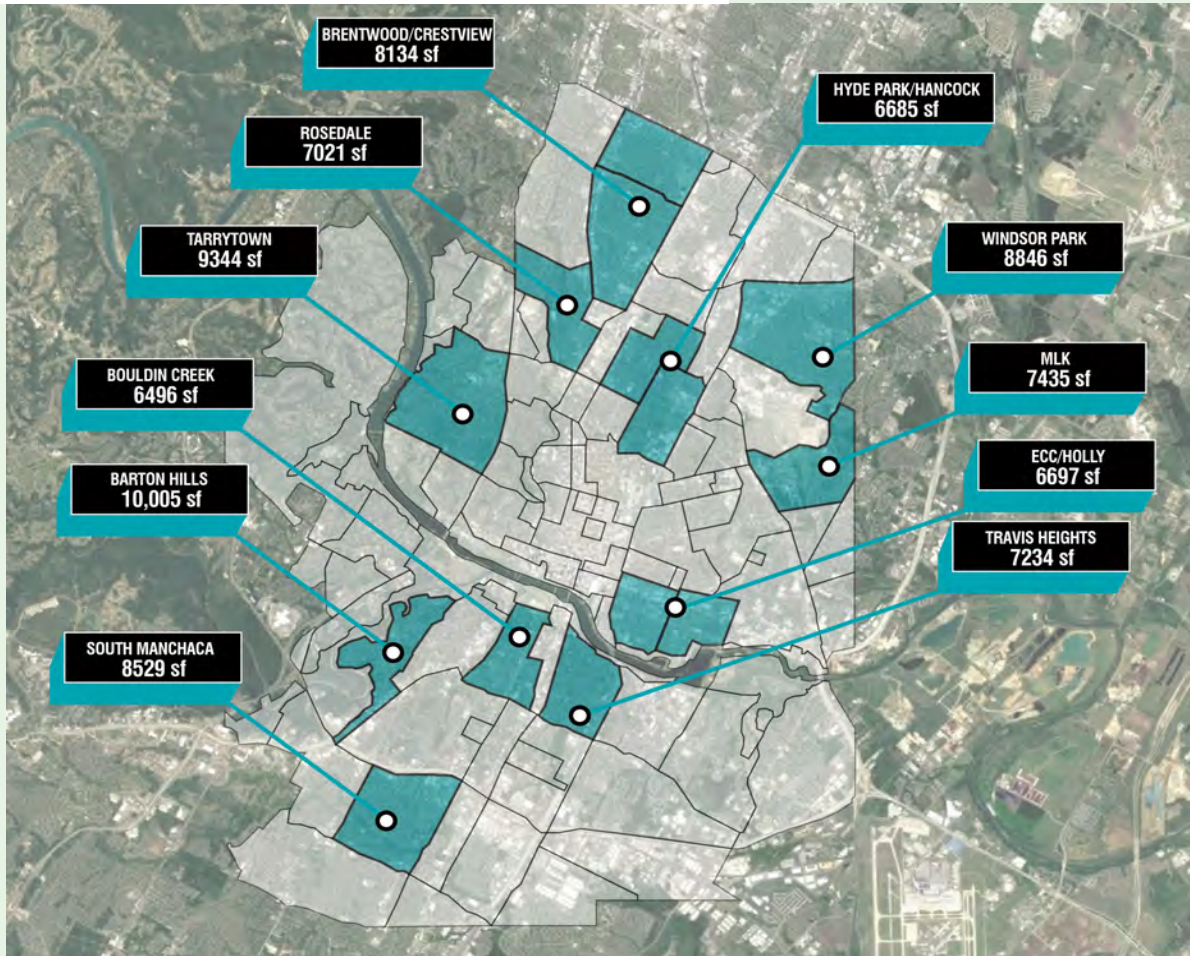
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MEDIAN LOT SIZES BY NEIGHBORHOOD



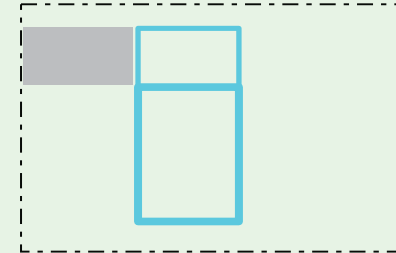
TYPICAL LOT TYPES

PRE 1950



- Typical lot width of ~50'-0"
- Smaller bungalow-style houses closer to street (typically less than 25'-0")
- Single width driveway, typically to the side of house
- Garage in the rear, if any
- Alley access at rear is common

POST 1950



- Typical lot width of 65'-0" +
- Wider, bigger ranch-style houses with large front yards (typically 25'-0" or more)
- Double width driveway, with carport or garage to the side of house
- Alley access is very rare; no vehicle access to rear of lot without demolishing part of existing house

PRE 1950	NEIGHBORHOOD / MEDIAN RESIDENTIAL LOT SIZE	
	East Cesar Chavez/Holly	6697 sf
	MLK	7435 sf
	Clarksville	6665 sf
	Hyde Park / Hancock	6685 sf
	Travis Heights	7234 sf
	Bouldin Creek	6496 sf

POST 1950	NEIGHBORHOOD / MEDIAN RESIDENTIAL LOT SIZE	
	Brentwood/Crestview	8134 sf
	Pecan Springs	9349 sf
	Tarrytown	9344 sf
	Barton Hills	10005 sf
	Windsor Park	8846 sf
	South Manchaca	8529 sf

MEDIAN RESIDENTIAL LOT SIZE IN CITY OF AUSTIN:

7976 SF

SOURCE: TRAVIS COUNTY DISTRICT APPRAISAL EXPORT [2019]

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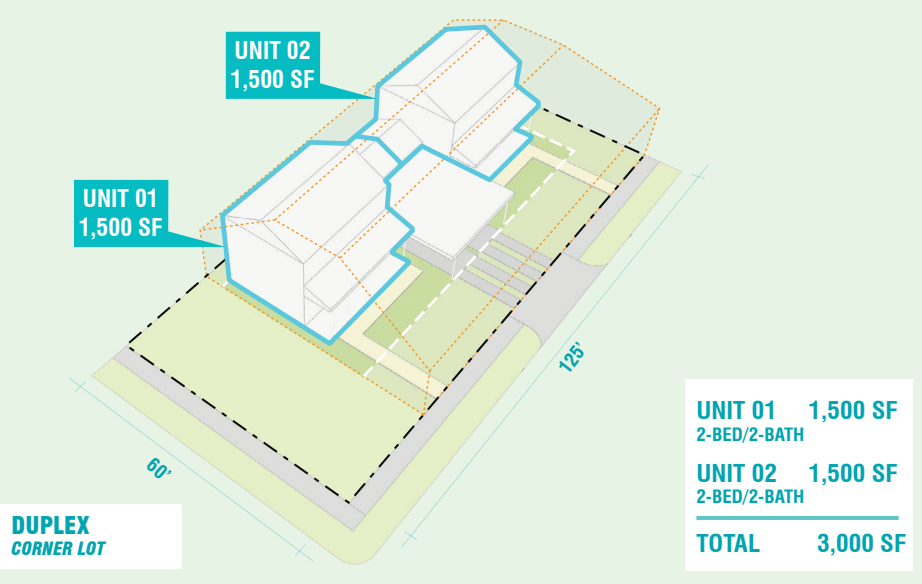
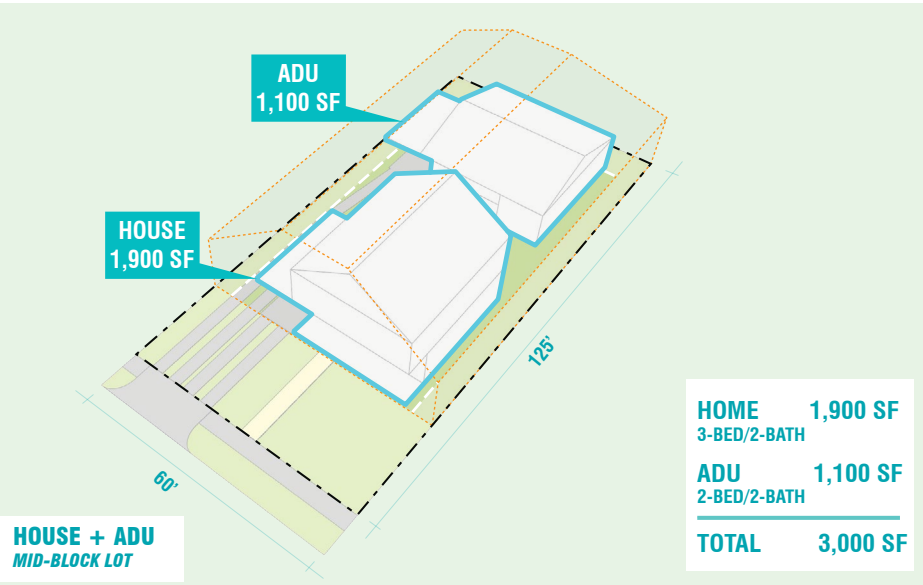
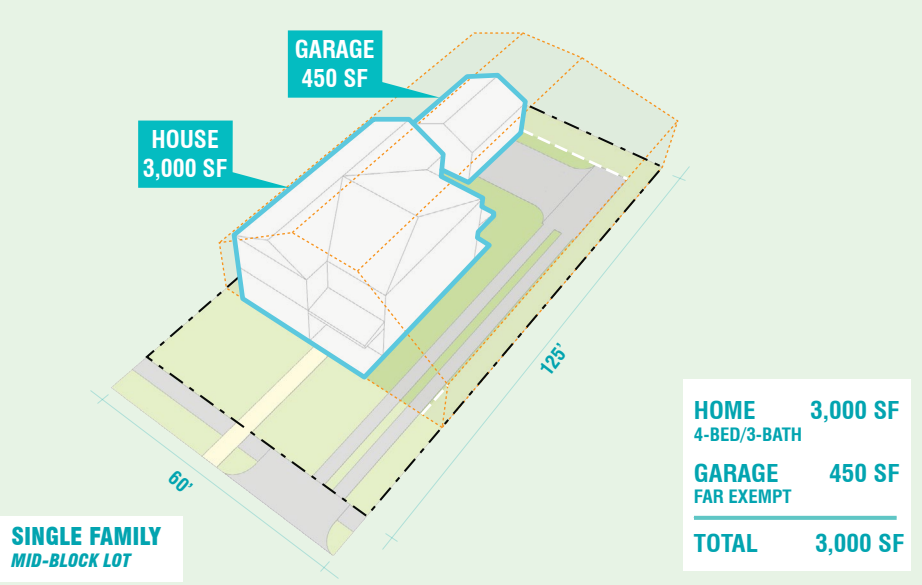
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PERMITTED DEVELOPMENT SCENARIOS / CURRENT CODE

7500 SF LOTS WITH SUBCHAPTER F



ZONING			ZONING STANDARDS
	Lot Size:	7500 sf	SF-3 - median
	Impervious Cover:	45% of lot (3375sf)	SF-3
	Floor Area Ratio:	40% of lot (3000sf)	Subchapter F
	Setbacks : (front/rear/side/street-side)	25' / 10' / 5' / 15'	SF-3
	Parking:	2 spaces per unit > 1100 sf 1 space per unit < 1100 sf	Appendix A
	McMansion Tent:	per Subchapter F	Subchapter F

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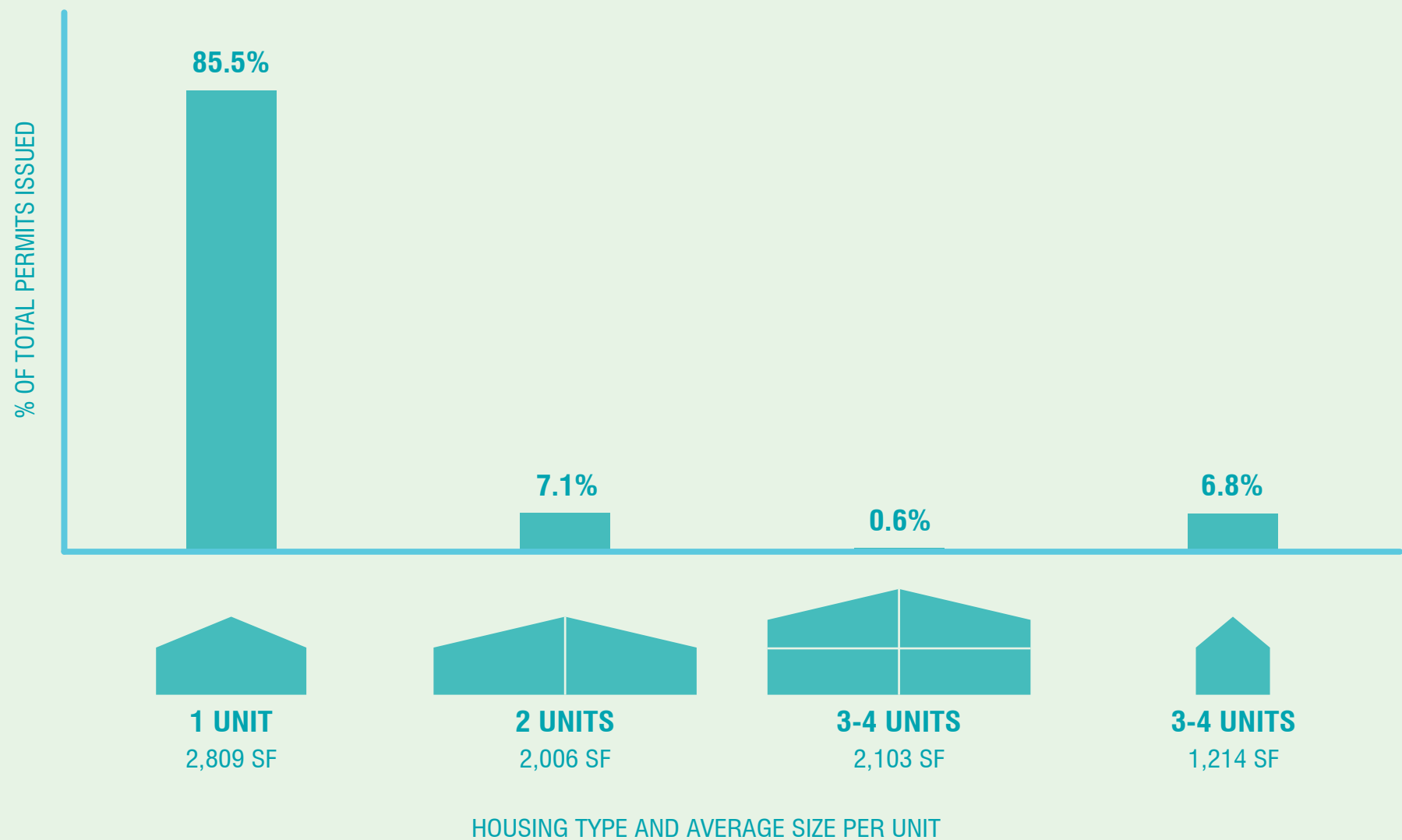
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CITY OF AUSTIN - RESIDENTIAL PERMITS / 2012-2022



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3-UNIT DEVELOPMENT / EXISTING EXAMPLE



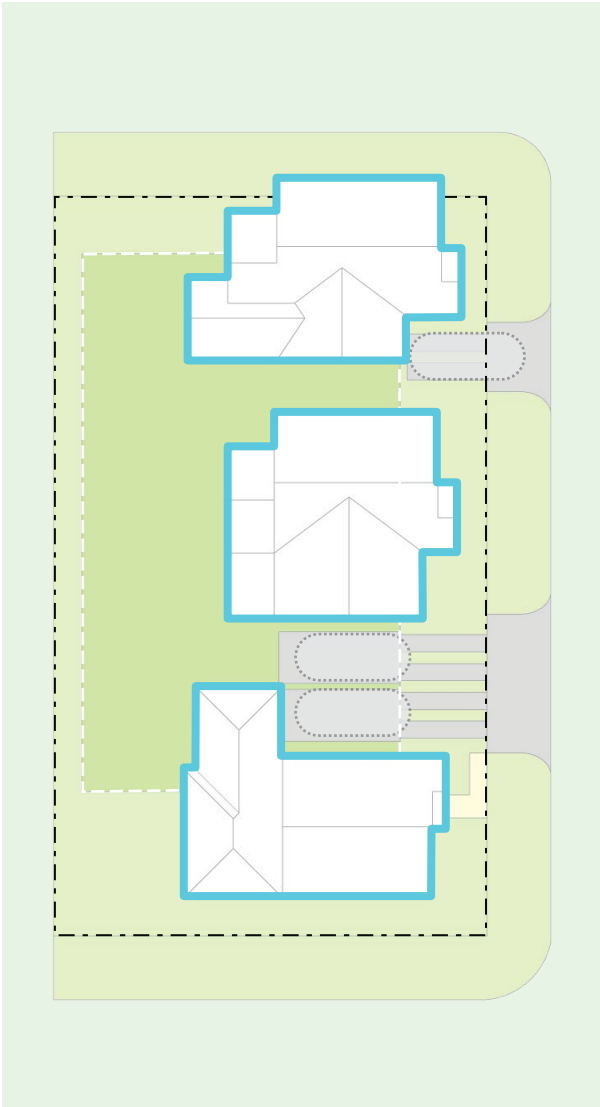
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3-UNIT DEVELOPMENT / EXISTING EXAMPLE



ZONING	Lot Size:	9600 sf
	Lot Type:	Corner, no alley
	Impervious Cover:	44% of lot (45% allowed)
	Floor Area Ratio:	40% of lot (40% allowed)
	Setbacks (front/rear/side):	non-conforming
	Parking:	1 space per unit
	McMansion Tent:	N/A

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RECOMMENDATIONS

HOME Initiative Phase 1 Recommendations
14 November 2023

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RECOMMENDATIONS

1. FURTHER INCREASE FLEXIBILITY WITHIN THE TWO-UNIT USE

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2. CREATE A NEW FLOOR-AREA-RATIO (FAR) TOOL FOR TWO- & THREE-UNIT USE

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a. CREATE AN FAR CAP FOR EACH USE

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b. INCENTIVIZE CONSTRUCTION OF TWO & THREE UNITS BY MODESTLY INCREASING
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- c. SET A MAXIMUM SIZE LIMIT FOR A SINGLE UNIT

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4. ADOPT A PRESERVATION INCENTIVE

PRECEDENT RESEARCH

↑ PORTLAND RESIDENTIAL INFILL PROJECT

- ↑ The Year-One Report indicates Portland was able to increase the amount of ‘missing middle’ housing options under development significantly by allowing more multi-unit types in it’s single family neighborhoods.

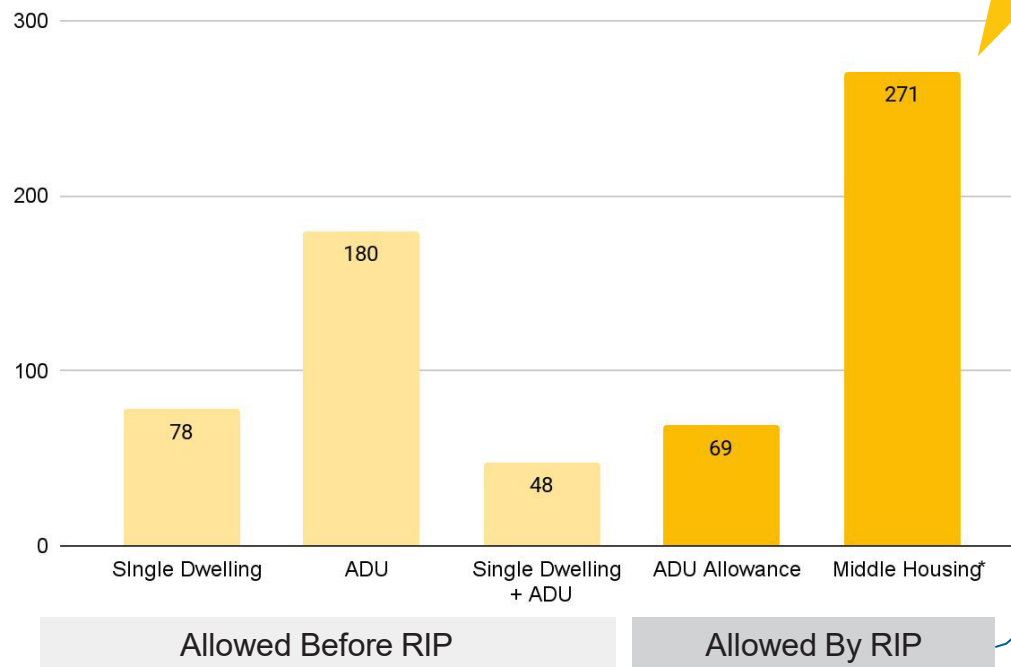
Permit Activity Overview



Key Finding

Three quarters of permitted middle housing units were in fourplexes

Permit Activity by Housing Type (R2.5, R5, and R7 Zones)



RIP-Enabled Units Permitted by Housing Type

Aug 1, 2021- July 31, 2022

	ADU Allowances	69
	Duplex	34
	Triplex	27
	Fourplex	204
	Sixplex	2

*Middle Housing category includes 4 corner duplexes

Source: City of Portland Building Permit Data R2.5-R7 Zones, 8/21-7/22

PRECEDENT RESEARCH

↑ PORTLAND RESIDENTIAL INFILL PROJECT

- ↑ Portland restricts single family homes to .40 FAR and allows for a .10 FAR step per unit.

Austin's average lot size is most similar to the R7 zone and currently allows for .40 FAR with numerous exemptions in most residential areas.

PRE-RIP CONTEXT ANALYSIS

New Floor Area Ratio (FAR) Restrictions Imposed by RIP

In addition to allowing more units per parcel, RIP placed limits on the maximum floor area allowed for single unit dwellings. To understand the potential impact of these limits, residential sales were analyzed for the three years preceding RIP adoption.

The Pre-RIP Context Analysis focuses on detached single-family homes built between 2018 and 2022 that are above and below RIP floor-to-area (FAR) limits for single unit dwellings. Under RIP, there is a sliding scale for maximum FAR that varies by zone and number of units per lot.

Under RIP1, the FAR for four units was the same as for three units. This was changed with RIP2.

FAR by Zone and Units per Lot

Units	R7	R5	R2.5
1	0.4 to 1	0.5 to 1	0.7 to 1
2	0.5 to 1	0.6 to 1	0.8 to 1
3+	0.6 to 1	0.7 to 1	0.9 to 1

Source:

<https://www.portland.gov/bds/zoning-land-use/residentia>

PRECEDENT RESEARCH

↑ PORTLAND RESIDENTIAL INFILL PROJECT

- ↑ The homes built under the Portland Residential Infill Project stepped down in size the more units were allowed.

DEVELOPMENT CHARACTERISTICS

Unit Size By Housing Type in Each Zone



Key Finding #6

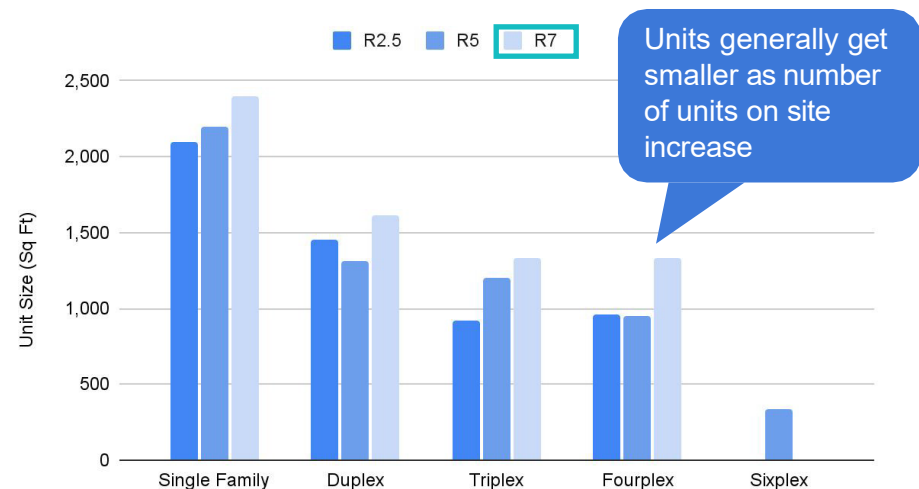
Even with new FAR limits for all building types, Middle Housing units tend to be much smaller than detached single dwellings.

This trend is also visible within Middle Housing types. For example, fourplexes tend to include smaller units than triplexes and duplexes.

The Planning Commission revised FAR limits for fourplexes as part of RIP2 to better enable larger sized units.

Source: City of Portland Building Permit Data R2.5-R7 Zones, 8/21-7/22

Average Unit Size (Sqft) by Housing Type and Zone



IMPLEMENTATION

	0.05 INCREMENT		0.10 INCREMENT		0.15 INCREMENT		0.2 INCREMENT	
	2 UNIT	3 UNIT	2 UNIT	3 UNIT	2 UNIT	3 UNIT	2 UNIT	3 UNIT
OPTION 4 - HARD CODE								
FAR MAX	0.50	0.55	0.55	0.65	0.60	0.75	0.65	0.85
OR SF	2875	3163	3163	3738	3450	4313	3738	4888

This implementation would create Modify Two-Unit Residential Use and create a Three-Unit Residential Use (using the same structure as the 26 October 2023 draft) with the following criteria included (in place of fully waiving Subchapter F):

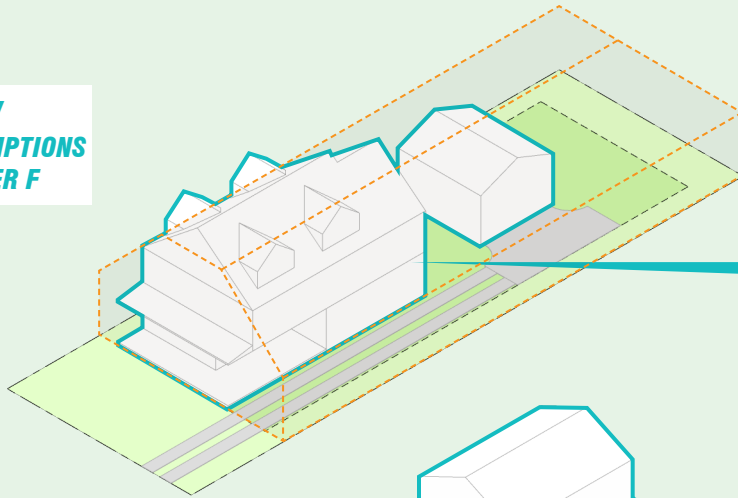
1. No single unit can exceed the allowable area currently under Subchapter F (can be replaced later with other simplified metric)
2. For properties zoned SF-1, SF-2, and SF-3, Waive Subchapter F 2.1 (Maximum Development Permitted) and replace with “the greater of 0.XX FAR or XXXX of gross floor area” according to the chart above. In all other zones, base zoning FAR applies.
3. Waive Subchapter F 2.2 (Building Height), 2.5 (Side Yard Setbacks), 2.6 (Setback Planes), 2.7 (Side Wall Articulation), 3.3.3.5 (15’ Foot High Space)
4. Amend 25-1-21 definition of Gross Floor Area (creates yet another definition in the LDC) for the purposes of these two uses. Garages must be explicitly INCLUDED in Gross Floor Area in these uses. The other differences between the Subchapter F definition of Gross Floor Area and the Base Code definition of Gross Floor Area need to be accounted for.

ANALYSIS

The base equivalent of 0.45 accounts for approximately the 75% of use cases of subchapter F, but not the maximum. Garages must be explicitly INCLUDED in Gross Floor Area in these uses. Carports and Porches (unenclosed) area already excluded. Habitable Attics are already included (when interior height is greater than 6’), but this is would be the greatest opportunity for loss of current entitlements if not waived that the 0.45 base for 1 unit does not represent. However, increasing the base above 0.45 would greatly increase building area overall rather than allowing for conditional uses of the attic exemption.

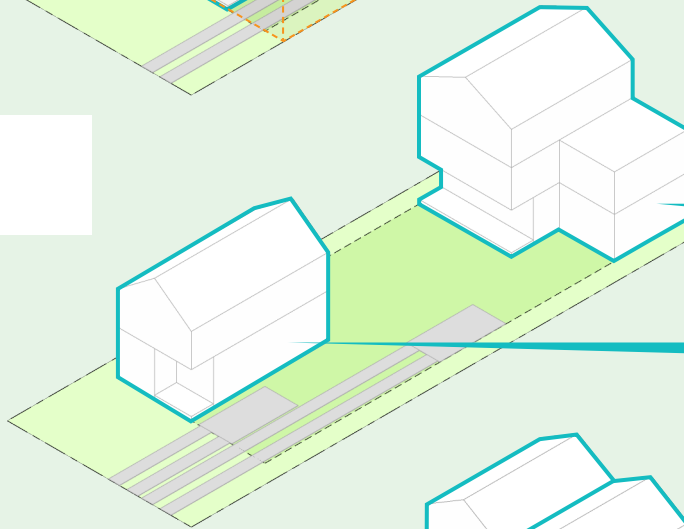
Maintaining single-family homes under Subchapter F and creating separate FAR limits for two- and three-unit developments under City’s base Floor Area definition will create two different ways to account for FAR (see spreadsheet), adding confusion.

SINGLE FAMILY
FAR .40 + EXEMPTIONS
WITH SUBCHAPTER F



3375 SF EXEMPTIONS:
GARAGE, PORCH, ATTIC

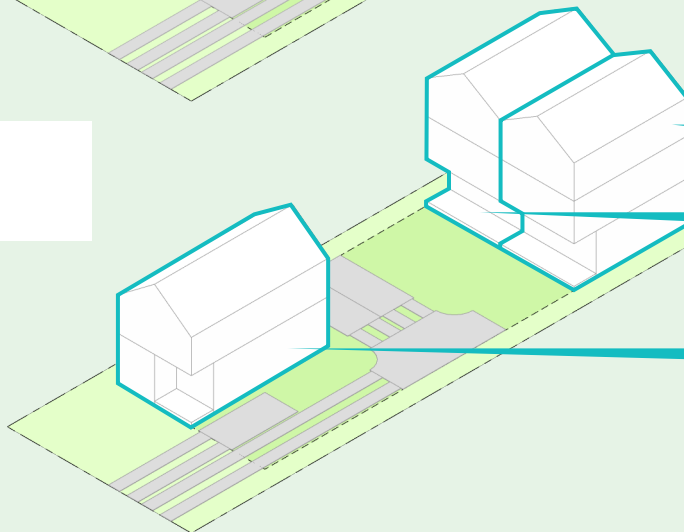
TWO UNIT
FAR .55



2625 SF

1500 SF

TRIPLEX
FAR .65



1700 SF

1700 SF

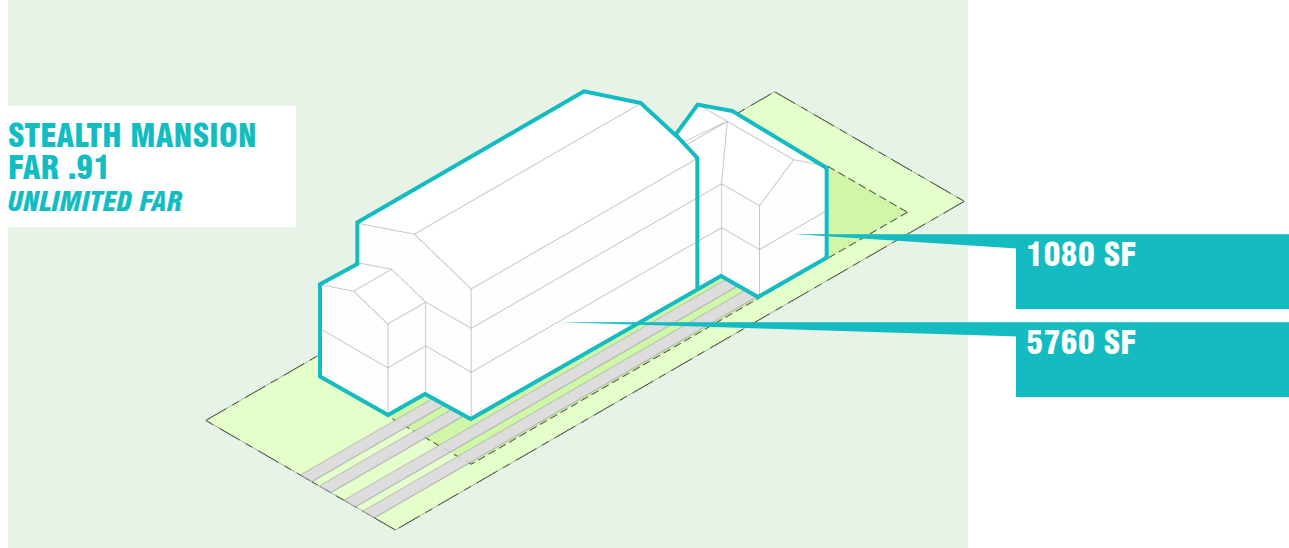
1500 SF

ZONING	LOT SIZE	7500 SF LOT
	LOT TYPE	MID-BLOCK
	IMPERVIOUS	45% OF LOT
	FAR	VARIES W/ EXEMPTIONS
	SETBACKS	25'/10'/5'
	PARKING	1 SPACE PER UNIT
	SETBACK TENT	VARIES

ADDITIONAL IMPLEMENTATION

↑ DISCOURAGE STEALTH MCMANSIONS

We support adding an FAR limit to any single unit of a multi-unit development to prevent a 'stealth McMansion', which we feel would be a misuse of the additional FAR granted under this program.



ADDITIONAL IMPLEMENTATION

↑ ADOPT PRESERVATION INCENTIVE

Defer to recommendations of Preservation Austin for Phase I and recommend bolstered incentives in Phase II including a tree preservation bonus.



Thoughtbarn + Delineate Studio
Photo by Andrea Calo



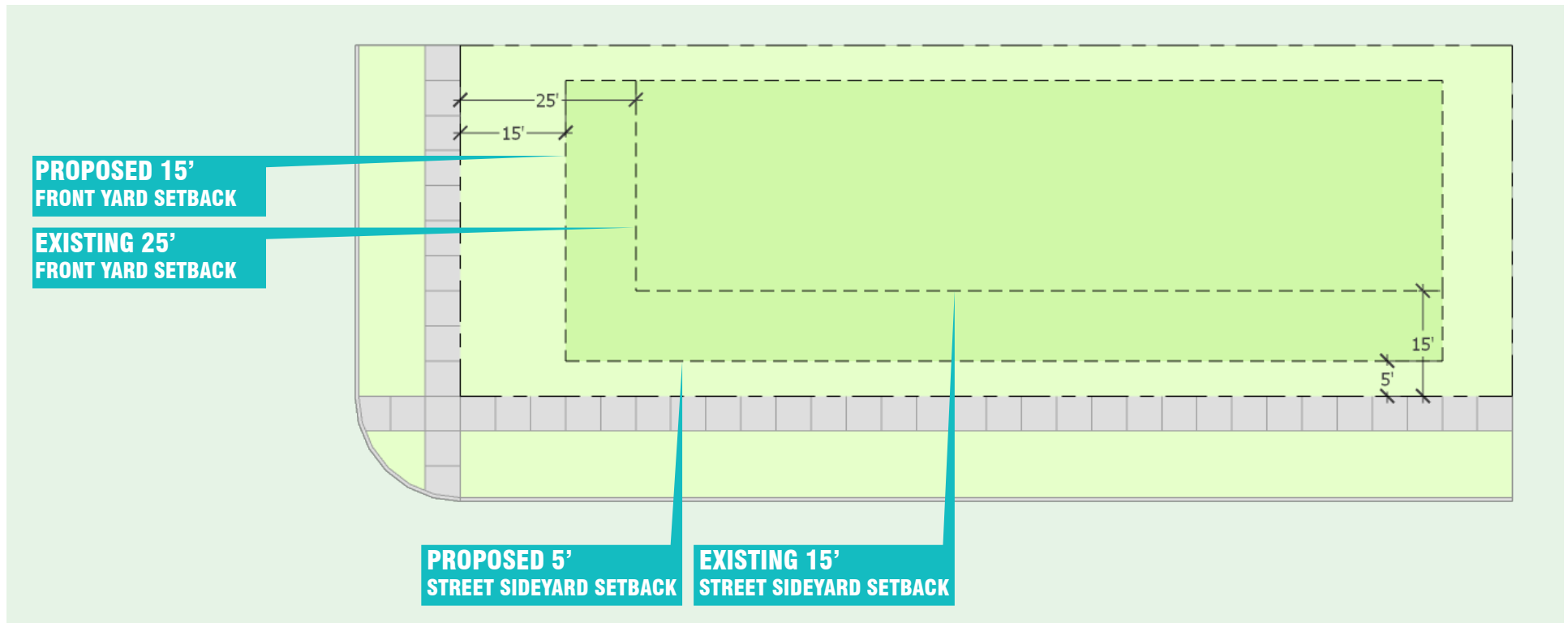
ADDITIONAL IMPLEMENTATION

↑ REDUCE FRONT YARD SETBACKS TO 15'

Provide benefit of front yard averaging to all

↑ REDUCE STREET SIDE YARD TO 5'

This allows for easier development of three units

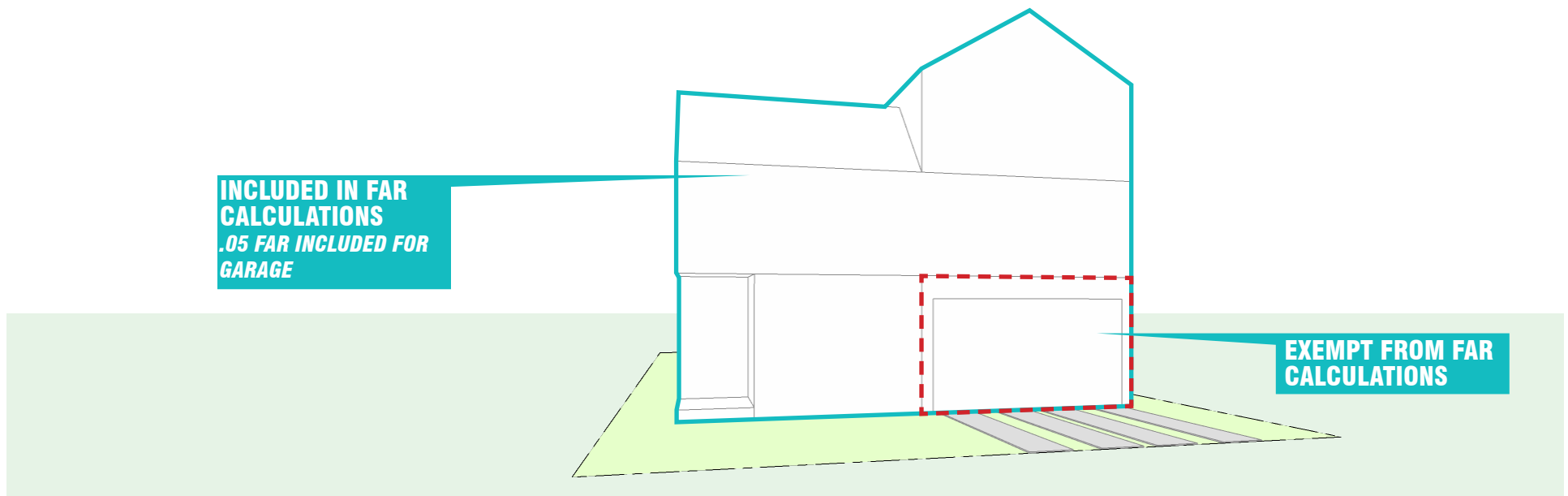


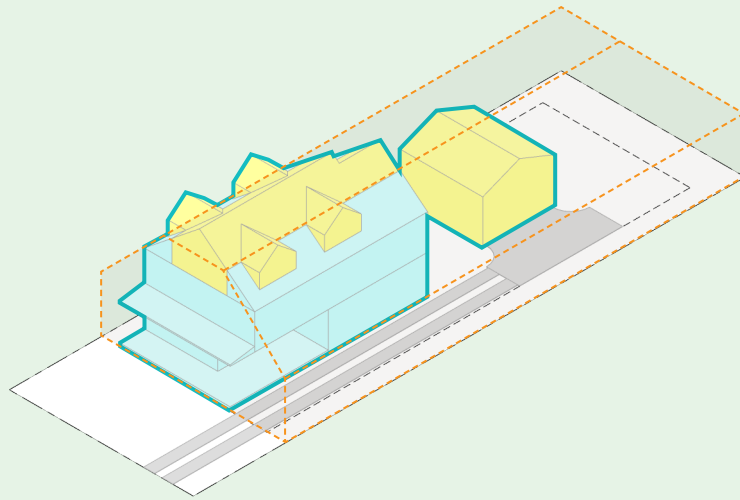
ADDITIONAL IMPLEMENTATION

↑ Parking Structures should be included in FAR

There is a difference between how FAR is calculated in the base building code and how it was calculated for Subchapter F - parking structures are 100% exempt from the base building code calculations, whereas Subchapter F allowed for only 450 sf detached, or 200 sf attached.

- ↑ Our FAR gradients already include a .05 FAR increase to account for parking. By excluding parking structures from FAR we are giving a double bonus and encourage garage-centric housing development.
- ↑ Allowing developers to decide between building more living space or car storage with the extra FAR builds in more flexibility to the market.

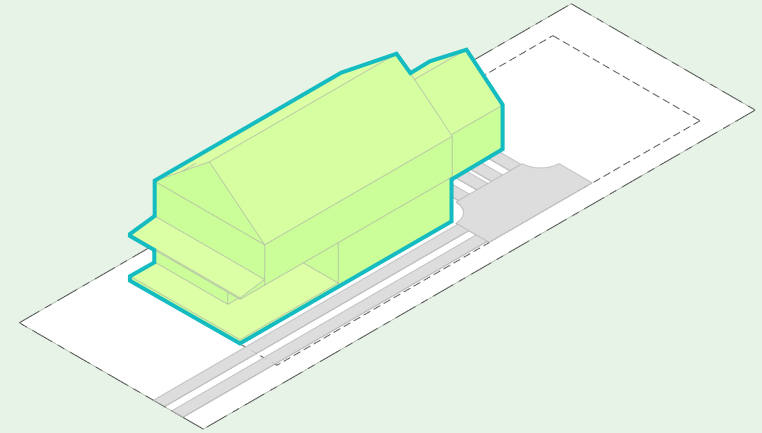




FAR .40 + EXEMPTIONS

AS CALCULATED UNDER SUBCHAPTER F

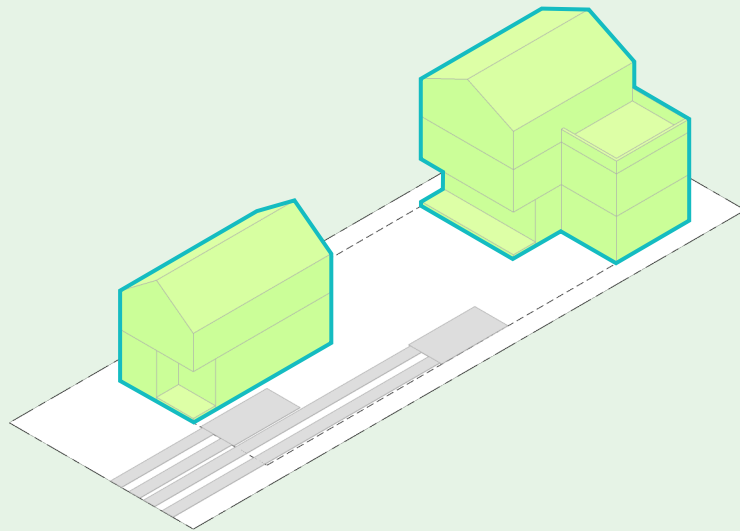
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FAR .45

WITH PARKING INCLUDED IN FAR

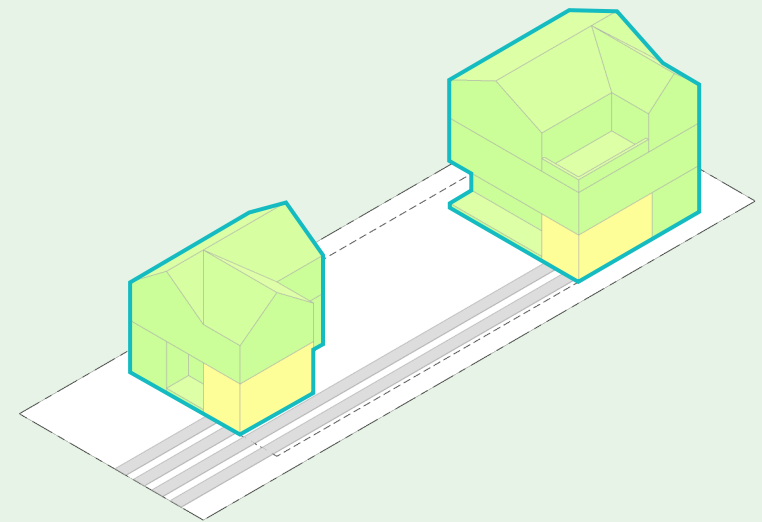
The average exemption taken for a single family house under Subchapter F is approximately .05 FAR. This accounts for the attic, garage, and basement exemption and was calculated by analyzing current permit data. Providing a .10/.20 FAR bump for two/three unit developments results in a .55/.65 FAR cap, which includes the space previously exempted to attics, garages, and basements. This method simplifies the permitting process and does not encourage odd rooflines or autocentric developments.



FAR .55

WITH PARKING INCLUDED IN FAR

≠



FAR .55 + EXEMPTIONS

WITH PARKING CALCULATED UNDER SUBCHAPTER F

If we allow for Subchapter F type parking exemptions, while also including the .05 FAR bump to the base calculation, we are essentially 'double dipping' and encouraging more autocentric developments. A more simple and flexible strategy would be to include all parking into the definition of FAR as defined in the city code. This would still give the added bump that is built into the .55/.65 FAR cap while simultaneously allowing for more freedom of design. The above two unit example with Subchapter F parking exemptions gives a FAR of .60.