CodeNEXT Advisory Group
July 25, 2016

Code Prescription:

Mobility

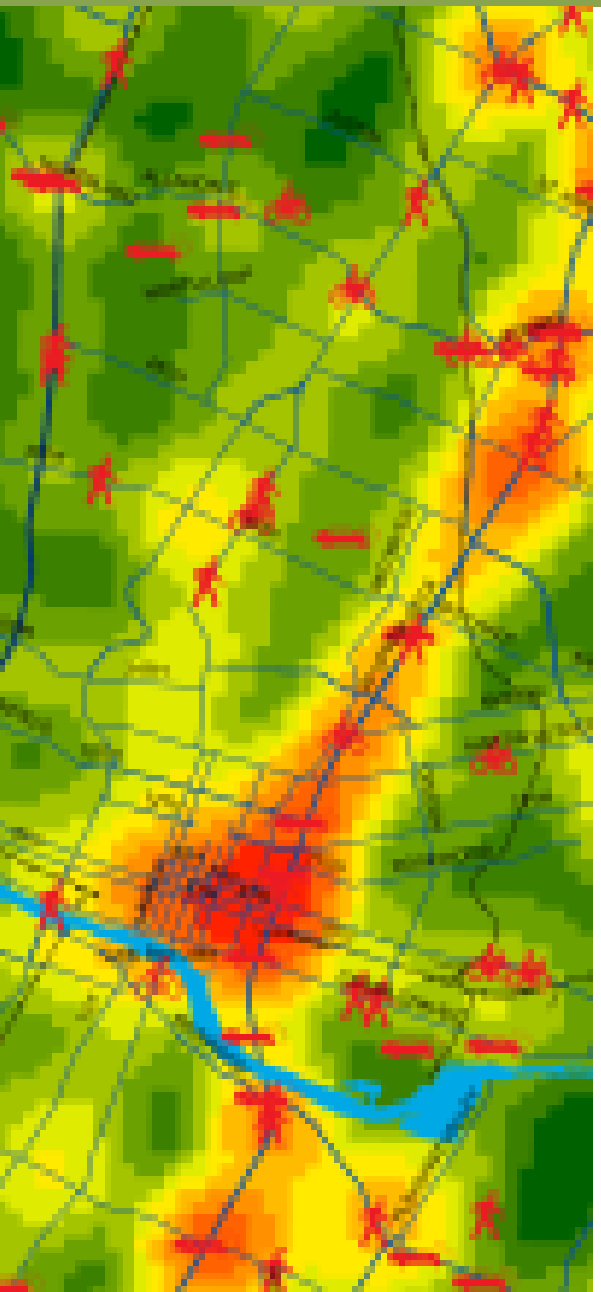
CODE NEXT
SHAPING THE AUSTIN WE IMAGINE

What we will cover

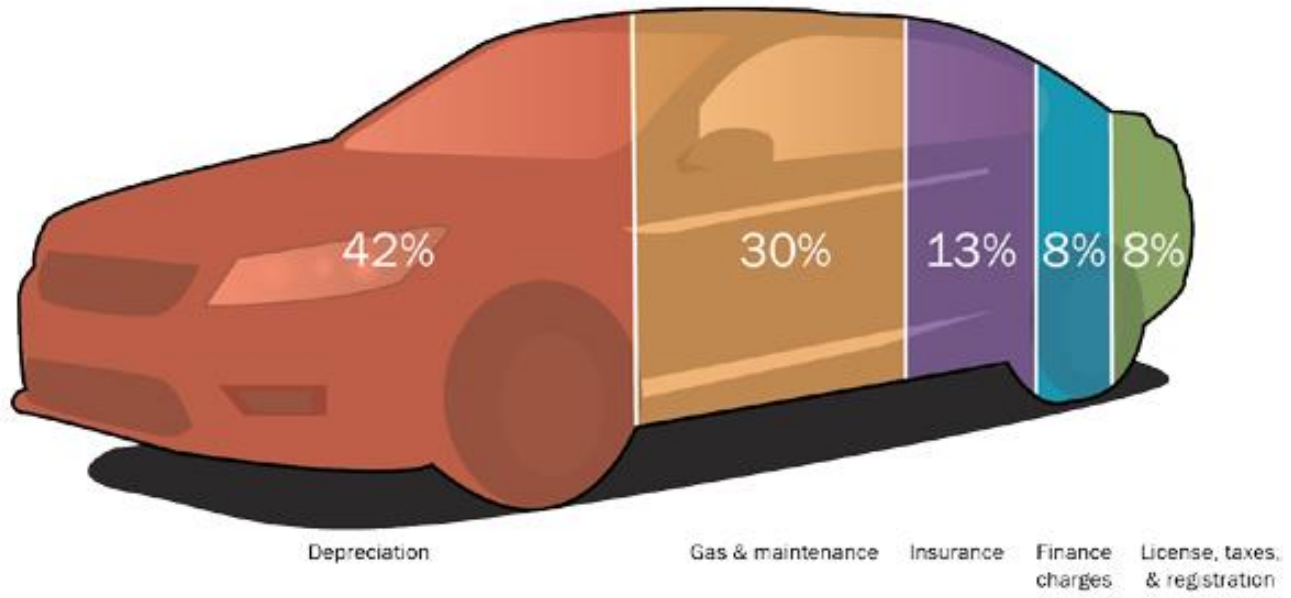
1. Existing conditions
2. *Imagine Austin's* vision for transportation
3. Code Prescriptions
4. Next steps

Existing Conditions

Existing Conditions



Average Annual Cost of Vehicle Ownership in Austin: $11,983

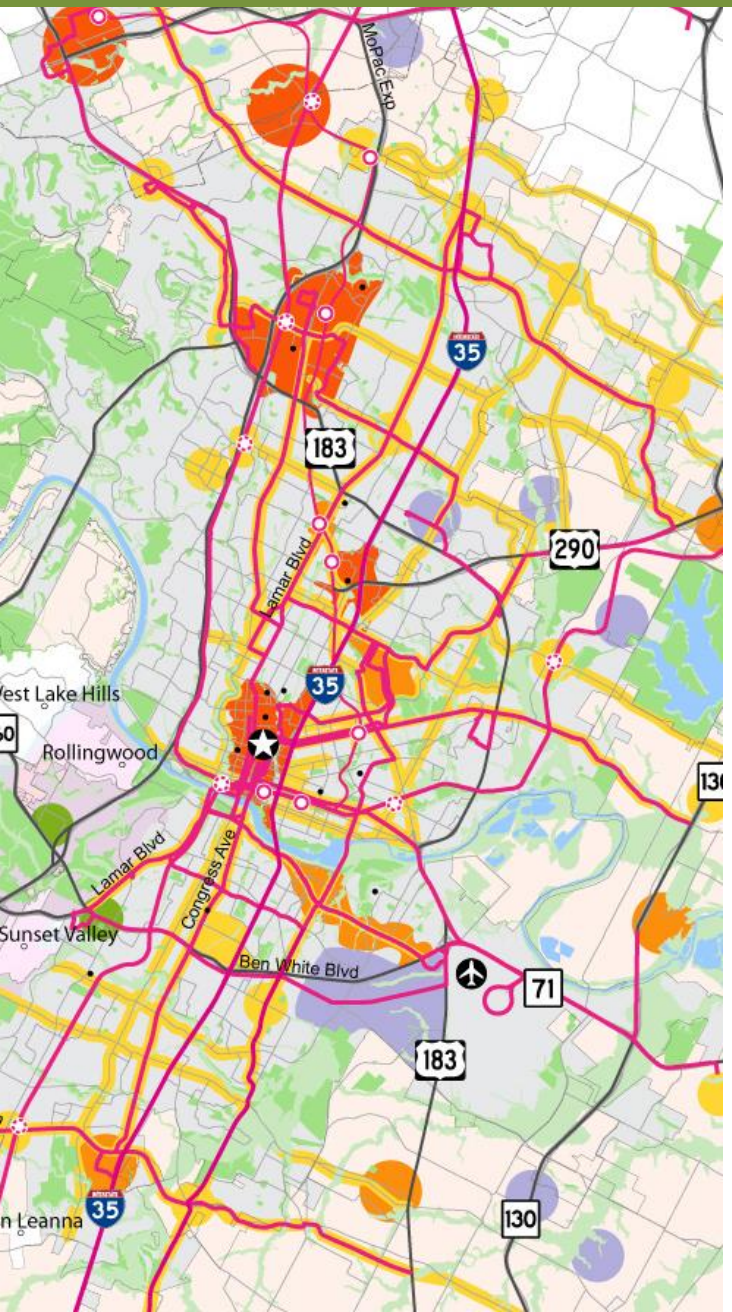


Imagine Austin: Mobility

Vision:

Our transportation network provides a wide variety of options that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of Austinites.

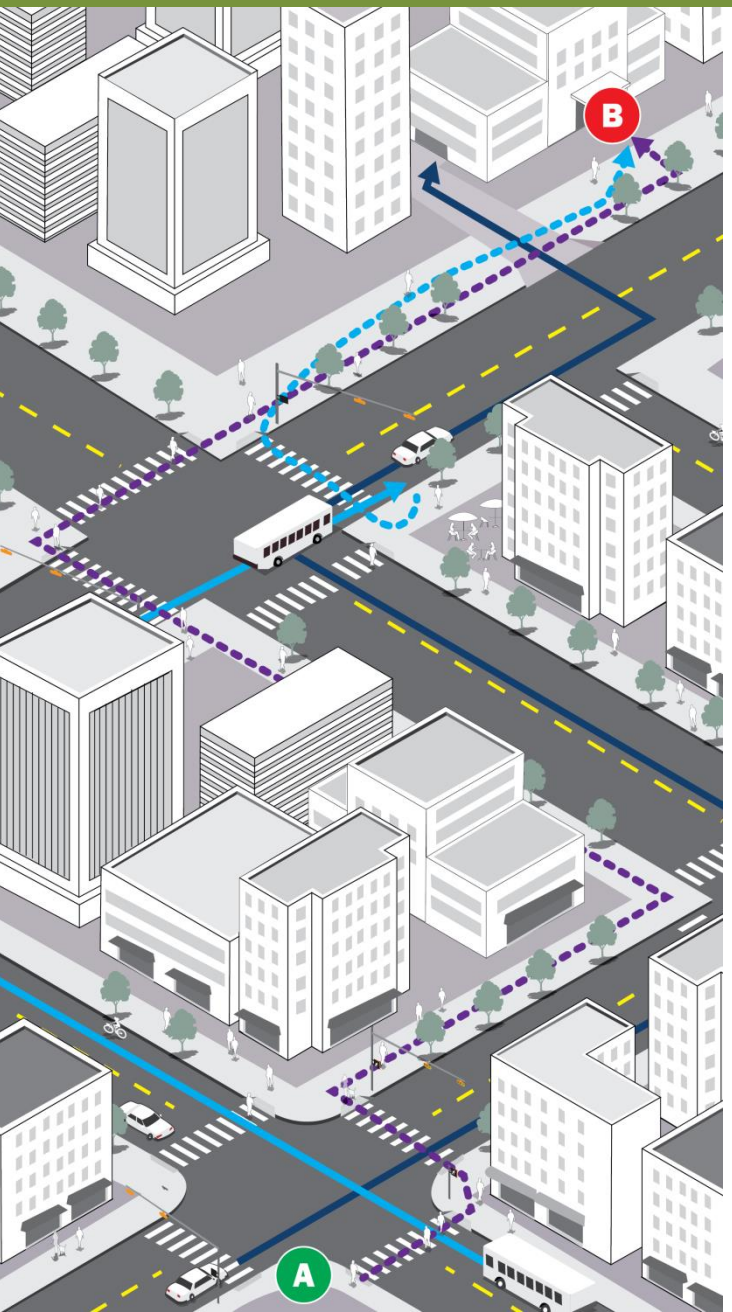
Moving toward becoming more multimodal



Imagine Austin Growth Concept Map:

- Promotes a compact and connected city
- Focuses new development in corridors and centers accessible by walking, bicycling, transit, and cars

More than getting from A to B



Maximize multiple goals:

- Mobility & Accessibility
- Affordability
- Placemaking
- Economy
- Environment
- Health

Code Prescriptions Overview

A. Change from auto-centric to multimodal

B. Mitigate effects of congestion

C. Address parking

D. Increase household affordability

E. Account for the cost of growth

F. Improve safety

A. Change from auto-centric to multimodal

1. **Plan for density along transit corridors**

- Higher density transect zones near transit routes
- Application of transect during zoning
- Address remodels—how do we get the public realm improvements triggered by redevelopment?

A. Change from auto-centric to multimodal

2. Austin Strategic Mobility Plan

- Comprehensive vision of strategies, programs, projects, and metrics
- Updates the Roadway Table

A. Change from auto-centric to multimodal

3. Street design

- Connectivity requirements
- Implementation of Corridor Mobility Reports, Bike, Sidewalk, and Urban Trail Master Plans at time of development

A. Change from auto-centric to multimodal

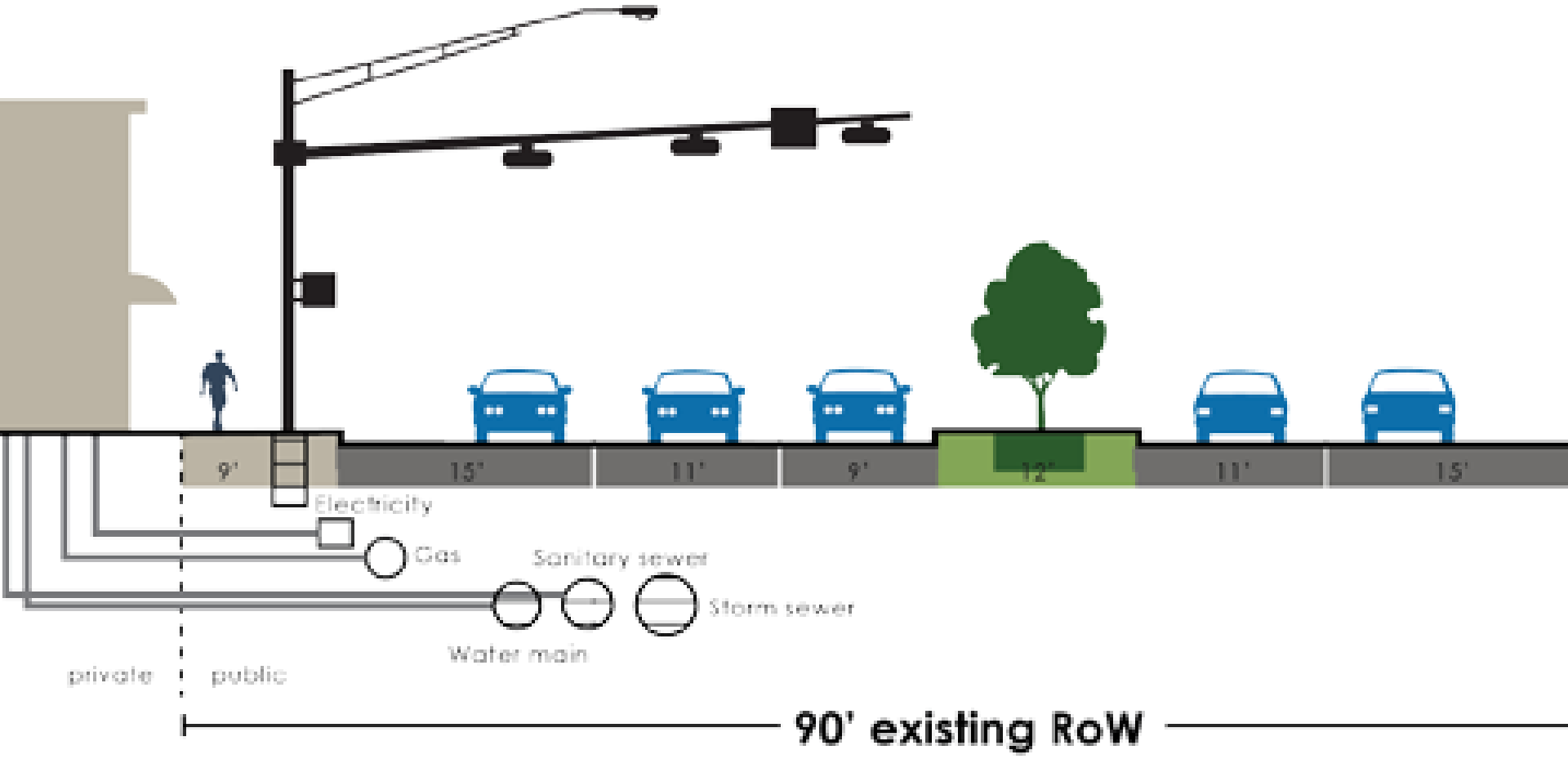
4. Sidewalk connectivity and quality

- Close loopholes
- Minimize driveway cuts through shared access
- Trigger connectivity requirements with remodels, not just redevelopment

A. Change from auto-centric to multimodal

5. Utilities

- Address potential conflicts between utility requirements and multi-modal street cross-sections



B. Mitigate effects of congestion

1. Transportation Demand Management

- TDM toolkit required based on thresholds
- E.g. subsidized transit passes, bike amenities, cash-out, etc.

2. Variances

- More stringent requirements for variances

C. Address parking

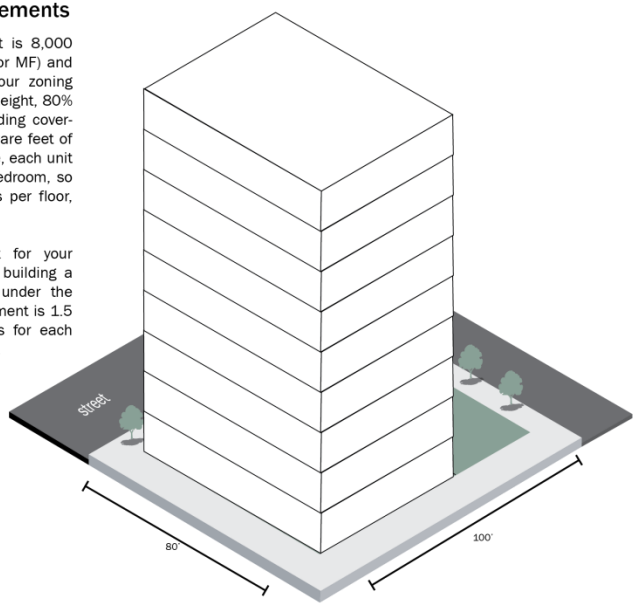
Parking requirements

reduce housing units and increase costs

1 No parking requirements

Suppose you own a parcel that is 8,000 square feet (the minimum size for MF) and want to build an apartment. Your zoning allows MF-6, which allows 90 ft height, 80% impervious cover, and 70% building coverage. You can build on 5,600 square feet of the site. To keep the math simple, each unit will be a 500 square foot one-bedroom, so you end up with about 10 units per floor, totalling 80 units.

However, this doesn't account for your parking requirement. If you are building a multifamily residential building under the current LDC, the parking requirement is 1.5 spaces per unit, plus .5 spaces for each additional bedroom after the first.

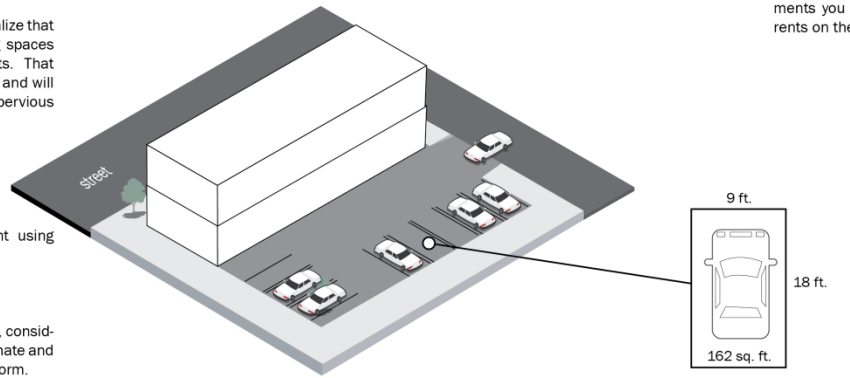


2 Surface parking

Once you factor in parking, you realize that you have to provide 120 parking spaces for 80 one-bedroom apartments. That won't fit on your remaining space and will put you over your allowable impervious cover.

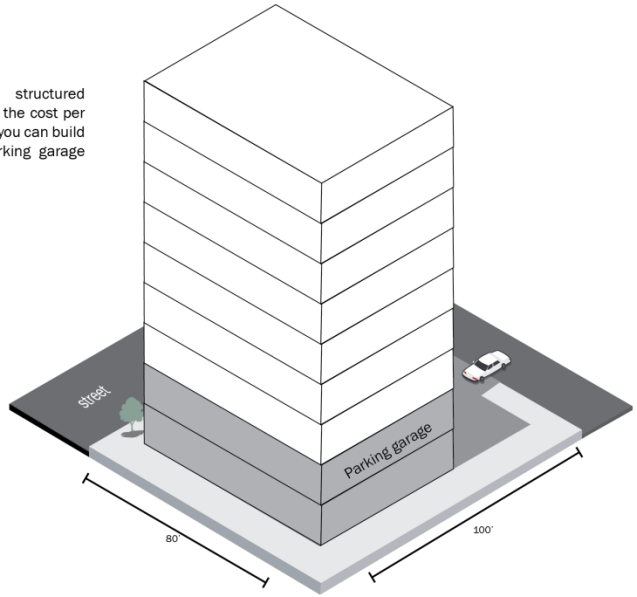
In order to park your apartment using surface parking, you calculate:
6,400 = 500x + 243x
where x is the number of units

This puts you a 8 units for the site, considerably less than your original estimate and a considerably different building form.



3 Garage parking

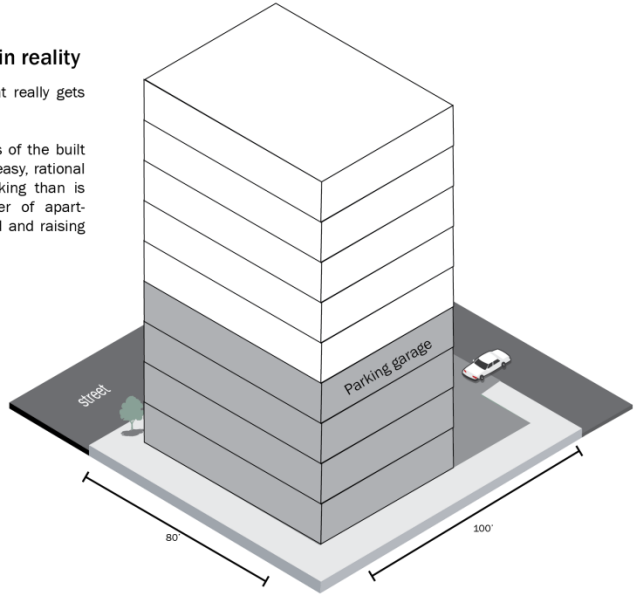
Alternatively, you can build structured parking, although this will raise the cost per unit. With a 5,600 s.f. footprint, you can build 67 units, with 2 levels of parking garage beneath.



4 Garage parking in reality

Of course, none of this it what really gets built.

Instead, because most aspects of the built environment make driving the easy, rational choice, you include more parking than is required, reducing the number of apartments you could have provided and raising rents on the ones you do build.



C. Address parking

1. **Context-sensitive requirements**

- Consolidate parking reqs.
- Eliminate minimums and establish maximums in more intensive districts

2. **Smart, shared parking**

- Make sharing easier
- Rework RPP and build on the Parking and Transportation Management District

3. **TDM**

4. **Paid parking**

- In higher intensity districts, this can reduce parking demand and make walking, biking, and transit more attractive

D. Increase household affordability

1. Density bonuses and cash-out

- Density bonuses for affordable housing along transit corridors
- Unbundling parking from housing costs

E. Account for the cost of growth

1. **Fees/Mitigation**

- Context-sensitive TIAs
- Impact fees to direct development

F. Improve safety

1. **Build safety into design**

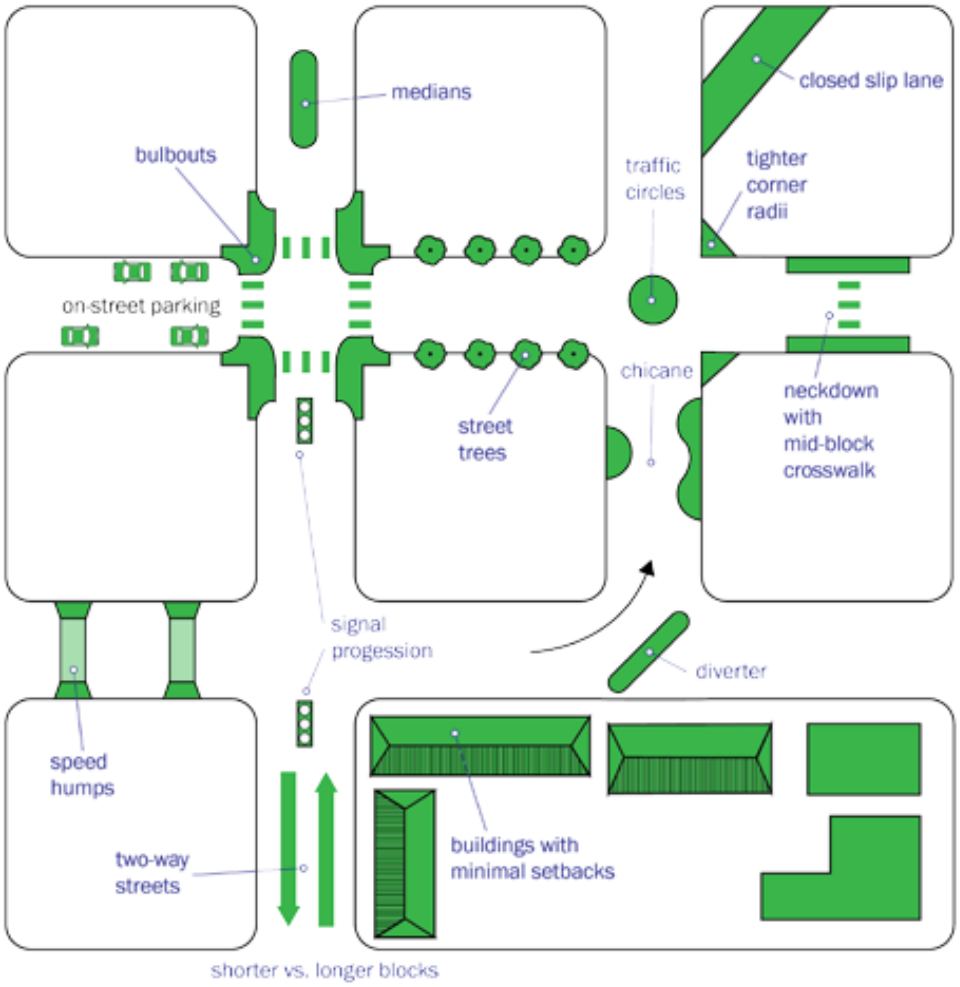
- TIAs, mitigation, impact fees

2. **Code for walking, bicycling, & transit**

- Mix of uses, connectivity, transit-supportive densities, slow street designs

3. **Incorporate safety into review**

- Review for safety during development review



Schedule for the 4 Code Prescription Papers

2016

2017

March
Natural & Built Environment

May
Household Affordability

July
Mobility

September
Fiscal Health

January
Draft Code Released

Code Prescription: Mobility Schedule

July 25
CAG Meeting:
Presentations
& Discussion

August 1
CAG
Meeting:
Public Input

August 22
CAG Meeting:
Discussion &
Recommendations
Actions

Ongoing
speakupaustin!
Road Show

August
Community
Open House

August 4
Reddit
AMA

ASK ME ANYTHING

August 30
Council
Work
Session

Questions?

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