

## CodeNEXT Mobility Prescriptions

Autocentric to Multimodal	<b>Plan for density along transit corridors</b>
	<ul style="list-style-type: none"><li>○ Transect zones with medium to high densities should support transit and these levels of transects will be applied within station areas of high-capacity transit corridors<ul style="list-style-type: none"><li>▪ T5 &amp; T4 – include multi-family and mixed-use</li><li>▪ T3 – missing middle housing diversity and more nuanced compatibility between higher intensity centers and corridors adjacent to SF neighborhoods.</li></ul></li><li>○ Affordable housing options for Transit Dependent populations</li><li>○ Will be applied within 1/8- ¼ mile of existing and planned transit stations.</li></ul>
	<b>Austin Strategic Mobility Plan</b>
	<ul style="list-style-type: none"><li>○ The Austin Transportation Department is currently updating the City transportation plan that will cover a 10+ year timeframe and will update and define our City transportation needs moving forward instead of looking backward.</li><li>○ Pulling multiple mobility programs and plans into one integrated approach to planning for all modes, the ASMP will provide a comprehensive vision of the strategies, programs, projects, and metrics needed to create a safe and efficient 21st century transportation network.</li><li>○ Update the current Roadway Table, which defines the existing and future conditions of our streets and will establish new right-of-way requirements. The purpose of the Roadway Table update is to guide transportation improvements obtained through the development review process and through the City's capital improvement program.</li></ul>
	<b>Street Design</b>
	<ul style="list-style-type: none"><li>○ Street design standards, including connectivity, will be updated in the new Code to reflect best practices in multi-modal design.</li><li>○ Corridor Mobility Reports, the Bicycle Master Plan, the Sidewalk Master Plan, and the Urban Trail Master Plan recommendations should be implemented at the time of development. This will result in construction all at once rather than a second-stage CIP project and deferred benefit.</li></ul>
	<b>Sidewalk Connectivity &amp; Quality</b>
	<ul style="list-style-type: none"><li>○ Either removing waivers or making them more restrictive to obtain.</li><li>○ Eliminating the fiscal security exemption for sidewalks in subdivisions.</li><li>○ Adding specific requirements to reconstruct noncompliant sidewalks</li><li>○ Eliminating language allowing developers to only build sidewalks on one side of a corner lot.</li><li>○ The Code will address connectivity improvements triggered by remodels.</li></ul>

Autocentric	<b>Utilities</b> <ul style="list-style-type: none"> <li>Context-sensitive solutions are needed to facilitate the mobility and place-making goals of new desired street cross-sections and building placement standards, while maintaining the public safety and reliability of utility systems.</li> <li>The City will be undertaking a CodeNEXT, street typologies, and utility assignments/standards alignment process to identify potential conflicts between new proposed standards and existing utility standards (and other criteria) and find context-sensitive solutions to address them.</li> </ul>
	<b>Transportation Demand Management</b> <ul style="list-style-type: none"> <li>Subsidize transit passes</li> <li>Provide a parking cash-out for employees</li> <li>Unbundle parking costs from rent or unit purchase prices</li> <li>Price parking on an hourly, daily, or variably priced basis</li> <li>Provide carshare parking spaces and/or subsidize carshare membership</li> <li>Bike share</li> <li>Have a transportation coordinator for the development</li> <li>Join a transportation management association</li> <li>Provide a guaranteed ride home for employees</li> <li>Subsidize transit passes</li> <li>Provide a parking cash-out for employees (offers cash equivalent to the cost of a parking space for employees who commute by modes other than driving)</li> <li>Unbundle parking costs from rent or unit purchase prices (allow renters or buyers to choose whether they would like to purchase or rent parking along with a unit)</li> <li>Provide real-time transportation data</li> <li>Price parking on an hourly, daily, or variably priced basis</li> <li>Provide carshare parking spaces and/or subsidize carshare membership</li> <li>Provide bicycle amenities</li> <li>Support bikeshare station installation and/or subsidize bikeshare membership</li> <li>Allocate a percentage of units for affordable and/or workforce housing</li> <li>Offer shuttle service to supplement transit</li> <li>Provide preferred parking for carpools, and facilitate ride matching among employees to assist in carpool formation.</li> </ul>
Mitigating Congestion	<b>Variances</b> <ul style="list-style-type: none"> <li>Variances will be limited and will be more difficult to obtain in order to strengthen the Code's ability to help manage traffic congestion attributed to growth, enhance safe connectivity, and ensure walkability.</li> </ul>

Parking	Context- Sensitive Requirements
	<ul style="list-style-type: none"> <li>○ The amount of parking required by a land use depends to a degree on what the land use is, but more importantly, on where that use is located.</li> <li>○ To better account for the role of context, the revised LDC will consolidate parking requirements for similar land uses and address parking within the transect chapter.</li> <li>○ In more intensive transect zones, parking minimums should be eliminated and maximums established instead.</li> <li>○ In the non-transect zones, parking requirements for use types will be simplified for ease of use.</li> </ul>
	Minimum Requirements
	<ul style="list-style-type: none"> <li>○ Minimum parking requirements should be eliminated in the more intensive transect zones (T4 through T6), and parking maximums established instead.</li> </ul>
	Smart Shared Parking
	<ul style="list-style-type: none"> <li>○ To aid people in finding available parking, the code will encourage parking facilities to incorporate technology for real-time availability displays.</li> <li>○ The code will also anticipate increased use of TNCs and the needs of autonomous vehicles.</li> <li>○ The Transportation Department is also undergoing a full RPP guideline review to address the growing program and to create more strict and more inclusive decision-making policies that will allow for a better overall approach to RPP.</li> </ul>
	TDM
	<ul style="list-style-type: none"> <li>○ A baseline TDM requirement should include unbundling parking from the cost of housing to allow residents to pay separately for parking.</li> <li>○ Alternatively, a “parking cash out” program would maintain free parking, but give tenants, customers, and employees the cash equivalent of a forgone parking space.</li> <li>○ Bicycle parking facilities and bike or carshare memberships for developments over a certain size within bike/car share service areas.</li> </ul>
	Paid Parking in Higher Intensity Zones
	<ul style="list-style-type: none"> <li>○ Require that parking be paid, the demand for parking can be reduced in the higher intensity transect zones, encouraging more transit use, walking, and bicycling.</li> <li>○ Count available on-street parking when determining the amount of parking available at a site and implementation of strategies to reduce parking demand.</li> <li>○ A survey of current development with the approved current parking requirement should be conducted to determine a percentage of on-street parking utilization in comparison to what is actually available.</li> </ul>

Affordability	Density Bonuses & Cash-out programs
	<ul style="list-style-type: none"> <li>○ Encourage affordable housing along transit corridors through means such as the Density Bonus program or the single family compatibility requirements modification that will achieve household affordability.</li> <li>○ Other programs, such as separating the cost of housing and parking or offering cash equivalents for unused parking spaces, can also contribute to increasing affordability.</li> </ul>
Account for the Cost of Growth	Impact Fees/ Mitigation
	<ul style="list-style-type: none"> <li>○ The scoping of the TIAs should be context-sensitive and evaluate access management, TDM, parking, and impacts to safety.</li> <li>○ Varying impact fee rates may be set by City Council and imposed for developments in different areas of the City, such as outside of activity centers and corridors, to encourage desired development patterns.</li> <li>○ Implementation of an impact fee ordinance will be a general code amendment and may fall outside of the LDC, but it will impact land use patterns.</li> </ul>
Safety	Build Safety into Design
	<ul style="list-style-type: none"> <li>○ We need improved code regulations to require safety and mobility improvements through the development process by utilizing tools such as a mitigation ordinance, street impact fee, and improved TIA processes.</li> </ul>
	Code for multimodes
	<ul style="list-style-type: none"> <li>○ Creating code that encourages a diverse mix of uses, better connectivity, and densities that support transit ridership can also promote transit, walking, and bicycling.</li> </ul>
	Incorporate safety into review
	<ul style="list-style-type: none"> <li>○ Outside of code, addressing mobility and safety at the time of development will be improved with addition of staff and enhanced processes and procedures that incorporate mobility and safety as a part of initial development review.</li> </ul>