



## COMMISSION RECOMMENDATION

### Urban Transportation Commission

#### Recommendation Number 20180416-04A: CodeNEXT Draft 3

WHEREAS, CodeNEXT is the first major rewrite of Austin's Land Development Code in 30 years, the existing code lacks the tools our city needs to effectively shape and manage growth, and the existing code has exacerbated our congestion, displacement, and segregation issues; and,

WHEREAS, codified racial inequity, housing affordability, and transportation and traffic concerns are among the foremost issues for the City's citizens; and,

WHEREAS, the Imagine Austin Comprehensive Plan was adopted in 2012 as a vision for Austin's future, focusing on sustainability, social equity, economic opportunity; and,

WHEREAS, Imagine Austin identified preserving livability, expanding transportation choices, tackling the ethnic divide, protecting our natural resources, promoting prosperity for all, and collaborating regionally as key challenges and opportunities; and,

WHEREAS, the City is developing a new city-wide transportation plan, the Austin Strategic Mobility Plan (ASMP) that will expand the vision of the Imagine Austin Comprehensive Plan into actionable mobility-related goals and objectives to guide Austin's near- and long-term transportation investments; and,

WHEREAS, the ASMP will include prioritized policies, programs and projects throughout the city of Austin, will be inclusive of all modes of transportation (biking, walking, driving, taking transit, etc.) and will guide Austin's transportation investments for the next 10+ years; and,

WHEREAS, the Land Development Code provides updates to the allowable land uses throughout the City; and,

WHEREAS, the best transportation plan is a good land use plan; and,

WHEREAS, the City of Austin and the Central Texas region will not build its way out of congestion and transportation issues with the current growth patterns and transportation priorities; and,

WHEREAS, the City's assessment of the current Draft 3 code does not materially change the vehicle-miles traveled (VMT) per household, the average mode split, or the employment accessible within a 30-minute transit trip;

WHEREAS, the current assessment of CodeNext Draft 3 code does not significantly increase opportunities for non-single-family-housing missing-middle housing, despite the majority of our residents being renters, in large part due to constraints of "single-family compatibility" on adjacent lots;

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that the approved code should include the following to reflect the values in Imagine Austin and best practices for addressing the City's most pressing issues:

- Decrease the percentage of the City (roughly 25 percent) that would be exempt from CodeNEXT zoning to eliminate confusion of having two active land development codes;
- Increase residential zoning to more ably address the housing affordability crisis and provide more options (including “missing middle” housing);
- Further decrease parking minimums in all land use categories, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors
- Support additional opportunities for sites to reduce parking requirements;
- Increase density not just on identified transit-friendly corridors but within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of those corridors to further shift mode choice away from single-occupancy vehicles; transition zones from corridor should reflect Imagine Austin and extend one to four blocks on either side of the corridor;
- Incentivize shared driveways for all types of development to both reduce impervious cover and better manage access points along roadways;
- Require that the updated Transportation Criteria Manual reflect the following goals:
  - Transportation Impact Analyses should focus less on peak 15-minute period traffic congestion and more on aligning with larger plans and goals, such as the ASMP, Vision Zero, active transportation plans and goals, and Capital Metro operating and capital plans;
  - Develop clear analysis requirements that are followed for all projects;
  - Specifically, remove level of service (LOS) as a metric and include VMT as a replacement to better align analyses with the City's goals;
  - Create a trip generation model specific to the City of Austin that includes the specific context of the development and location;
  - Re-examine the Rough Proportionality and cost-sharing requirements to more directly reflect the impact of the development and not the cost of historical infrastructure;
  - Focus on Transportation Demand Management (TDM) rather than supply-side improvements (LOS analysis);
  - Develop TDM standards for development that focus on the inclusion of TDM elements rather than trip reduction results;
- If additional Transportation Impact Analyses are to be required, appropriately staff DSD and/or ATD in order to review these documents more efficiently.
- Exempt parcels within  $\frac{1}{4}$  or  $\frac{1}{2}$  mile of Imagine Austin corridors and destinations, and other transit corridors as defined by the City, Capital Metro and other transit agencies of the single-family compatibility constraints.

Date of Approval:

Record of the vote:

Attest:

DRAFT