

[Commissioner Shaw Comments to UTC Comments to ASMP](#)

Managing Our Demand

- With respect to Action Item 21, update the Land Development Code related to housing and transit-supportive density to:
 - Increase density not just on identified transit-friendly corridors but within ¼ to ½ 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 [depending on characteristics of corridor segments and adjacent communities.](#)
 - Increase residential zoning to more ably address the housing affordability crisis and provide more options (including “missing middle” housing);
 - Incentivize shared driveways for all types of development to both reduce impervious cover and better manage access points along roadways.

- With respect to Action Item 21, update the Land Development Code related to parking to:
 - Eliminate parking minimums in all land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 – Reduce Impacts of Global Warming); [\[Removal of parking requirements in single family zoned neighborhoods should be triggered once sidewalks have been established. Forcing all parking on-street makes walking, biking and playing in many streets less safe. Need to maintain Residential Parking Programs as commercial parking requirements are removed.\]](#)
 - Support any opportunity for sites to reduce parking requirements.

- Insert new action item after Action Item 22 to state: “Plan for downtown growth. Plan and zone for the downtown and the university to grow in both residential and employment density as fast as the region’s growth or faster.” Downtown is a special part of the transportation network as the one part of the city that can reach and be reached by public transportation to and from anywhere in the city that is on public transportation. The existence of the downtown housing and job cluster makes it much easier for job movers and two-earner households to find transit-supportive residential and job locations. [\[I did not think we were advocating increased office zoning in university areas such as UNO. Downtown already has a higher % jobs than any other Texas City and is a reason for the congestion. Recommend focusing on developing new employment centers in IA centers and increase employment outside of downtown. Most workers downtown cannot afford to live there or do not find it suitable for families. \]](#)

- Update Action Item 26 to include new bullets:
 - “Eliminate the exemption of above-grade parking facilities from FAR.” This exemption acts as a form of a parking subsidy.

○ “Replace existing parking opt-out incentives with other incentives.” Current land development code in certain zoning areas (e.g. VMU, UNO, etc.) allows developers to provide less parking by providing affordable housing and other community benefits; other incentives will need to be provided.

- With respect to Action Items 27, 28, and 32, empower staff to set and adjust parking rates as necessary to achieve average occupancy rates no greater than 85 percent per blockface, reflecting a main implementation item in the Downtown Austin Parking Strategy document.
- Update Action Item 28 to state: “Identify and implement geographical Parking and Transportation Management Districts as the preferred method of managing parking demand in excess of on-street parking supply in coordination with local business and neighborhood districts.”
- With respect to Action Item 32, develop a detailed curb management plan that allows staff to identify issues and address through a number of options, including flexible designations.
- Develop priorities for locating dockless vehicle parking (including bicycles) within the curb-to-curb spaces (including existing on-street parking spaces) to not reduce available sidewalk space as part of Action Items 32 and 61.

☒ Update Action Item 28 to state: “Identify and implement geographical Parking and Transportation Management Districts as the preferred method of managing parking demand in excess of on-street parking supply in coordination with local business and neighborhood districts.” [\[Residential Parking Permit programs would still need to be prioritized when there are neighborhoods impacted by parking reductions in nearby commercial and multi-family zoned properties that cause a proliferation of parking in the neighborhoods from those developments.\]](#)