

SOUTH CENTRAL WATERFRONT REGULATING PLAN & TRANSPORTATION DEMAND MANAGEMENT (TDM)

Danielle Morin, CNU-A
Project Coordinator
Systems Development Division
Austin Transportation Department

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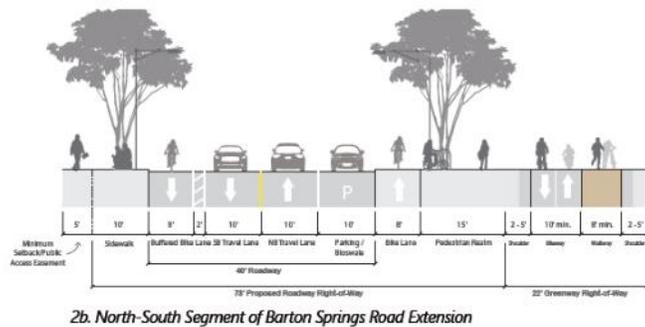
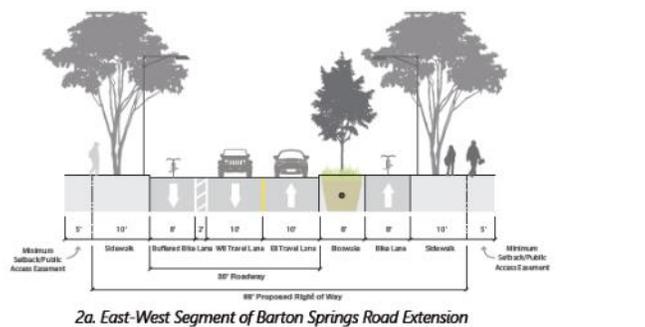


Figure 2: Barton Springs Road Extension Cross Sections



Figure 3: Possible Alignments of Barton Springs Road Extension

EASTERN EXTENSION OF BARTON SPRINGS ROAD

ROW will be acquired as properties redevelop adjacent to the future roadway. Final alignment will be negotiated during the development review process.

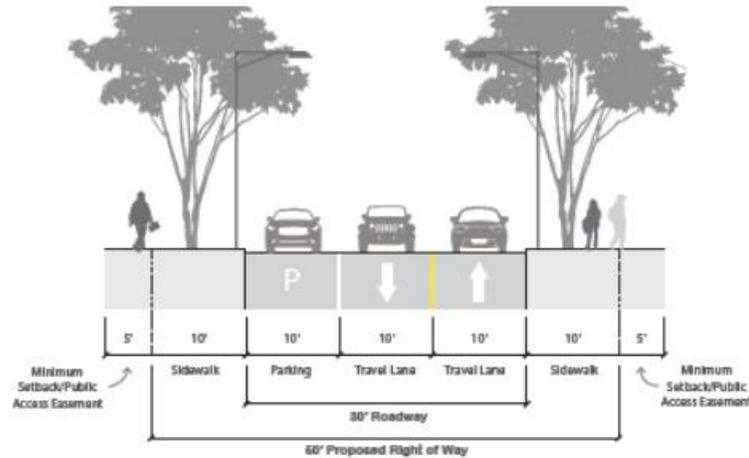


Figure 4: Texas Center Drive & Local Streets Cross Section



Figure 5: Possible Alignment of Texas Center Drive

TEXAS CENTER DRIVE

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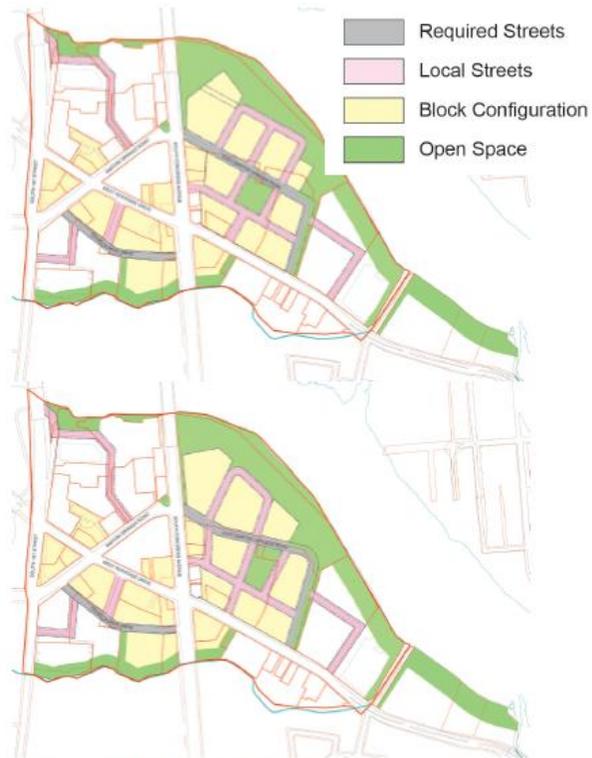


Figure 9: Possible Local Streets & Block Configurations



Figure 10: Pedestrian Priority Frontages Under Possible Block Configuration

LOCAL STREETS AND BLOCKS

Redeveloped blocks shall be no greater than 400' x 1400'. The perimeter of each block shall be bounded by at least 2 public streets. Figure 9 illustrates 2 possible block patterns that meet the regulating plan standards.

TRANSPORTATION DEMAND MANAGEMENT

What is TDM?

TDM is **Transportation Conservation**.

Transportation is **not a limitless resource**.

TDM aims to conserve existing roadway infrastructure and use it by the means possible.

It's the realization that we'll fix our transportation system by focusing on the **movement of people**, not cars.

TDM: INTENT

- Provides opportunities to decrease trip generation on a district level.
- Lowers the burden of increased density and development on surrounding communities.
- The South Central Waterfront's proximity to downtown, its mix of uses, and coordinated development program is uniquely situated to take advantage of TDM.



TDM: APPLICABILITY

- All developments opting into the SCWD Overlay and Regulating Plan shall be required to participate in a TDM program.
- Each development applicant shall submit a TDM plan which articulates how the project will decrease single-occupant vehicle trip rates by at least 40%.
- Each TDM plan will be reviewed by ATD.



TDM: REQUIREMENTS

To participate in a TDM program, an applicant must meet all minimum requirements and at least 2 approved TDM strategies found within ATD's TDM Toolkit.

Minimum Requirements:

- Become a member of the local transportation management association (TMA).
- Assign a dedicated transportation coordinator.
- Parking shall be provided at a maximum of 80% of Appendix A; parking below 60% shall be coordinated with ATD.
- Include parking management strategies such as unbundling parking, shared parking, off-site parking, etc.



Parking

Reduced and shared parking strategies are one of the main requirements of Transportation Demand Management. In addition to these strategies, the TDM toolkit includes unbundled parking (separating the cost of parking spaces from the cost of housing units) and shared parking between complementary uses.

TDM Toolkit Examples



Car Sharing

A property should provide dedicated parking spots for existing car sharing systems, may provide shared cars or trucks for residents, and may provide memberships or monthly stipends for existing car share systems.



Transit

A property may provide monthly transit passes to corporate employees or to housing units in lieu of parking. Real time transit monitors can be installed in building lobbies to help residents and employees plan trips.



Bike Accommodations

A property may provide bike share memberships to Austin B-Cycle. Dedicated bicycle parking should be included in parking garages, on each floor of residential buildings, or within each unit. A property may also provide cargo bicycles for residents or employees to check out for larger shopping trips. Office uses should provide showers and lockers.



Education for Residents

Each building should have a "transportation concierge" to assist residents, employees and visitors in making transportation choices. These employees should undergo training on best practices for and availability of transit, bicycle, and pedestrian options.



QUESTIONS?

CONTACT INFO:
DANIELLE.MORIN@AUSTINTEXAS.GOV