

Item D-01
Planning Commission
October 11, 2016

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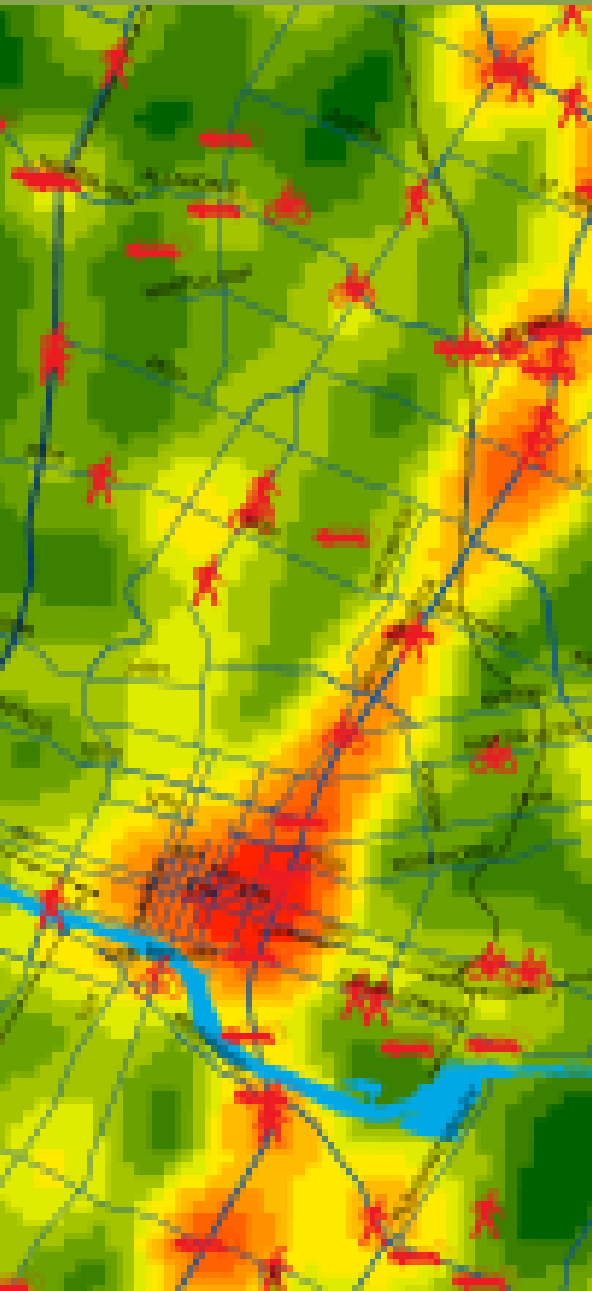
Code Prescription: **Mobility**

CODE  **NEXT**
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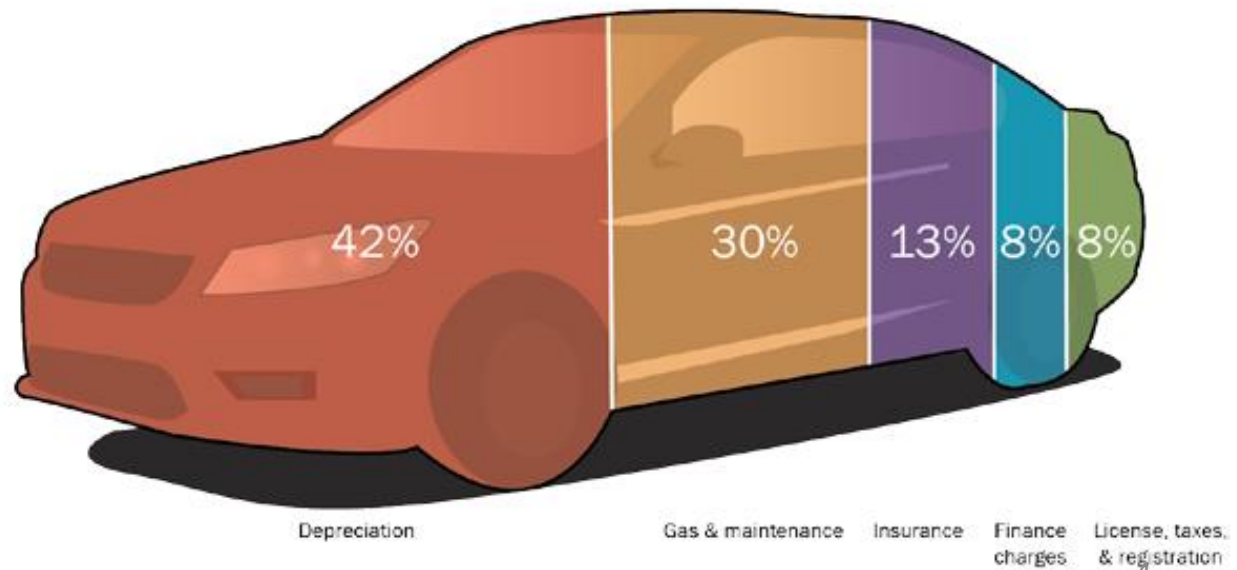


1. Existing conditions
2. *Imagine Austin's* vision for transportation
3. Code Prescriptions
4. Next steps





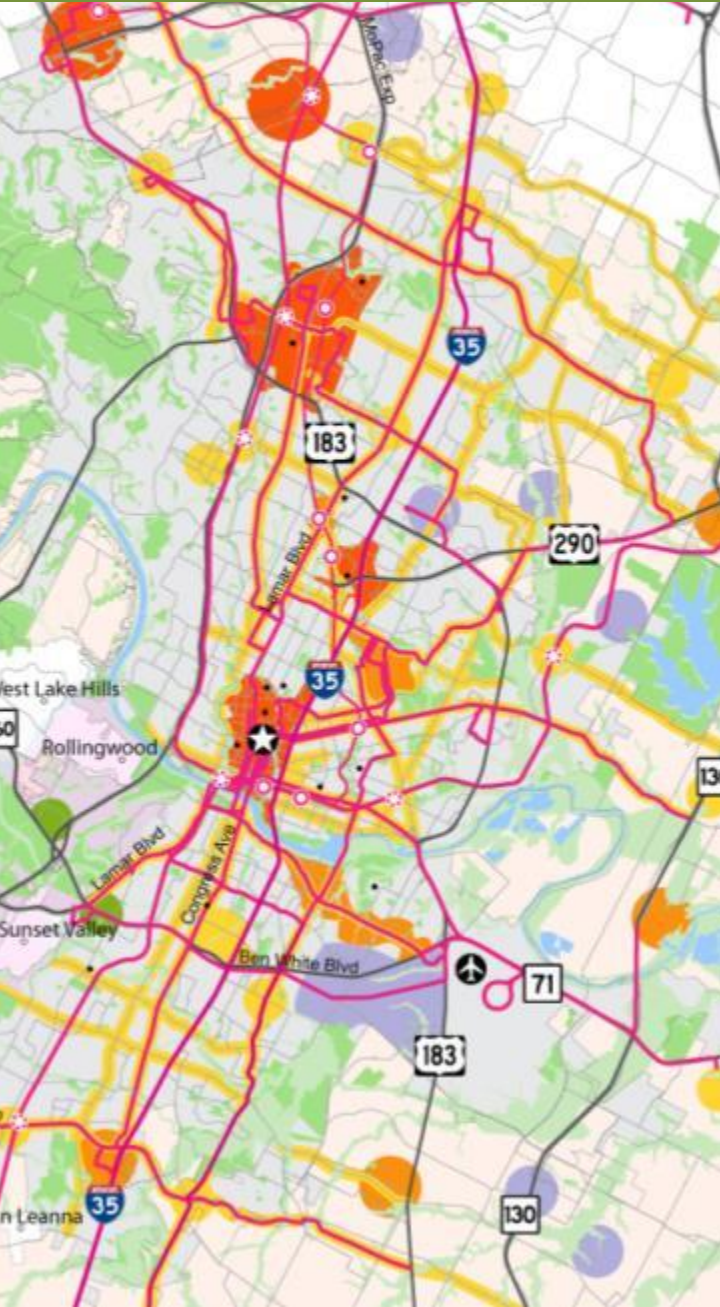
Average Annual Cost of Vehicle Ownership in Austin: \$11,983





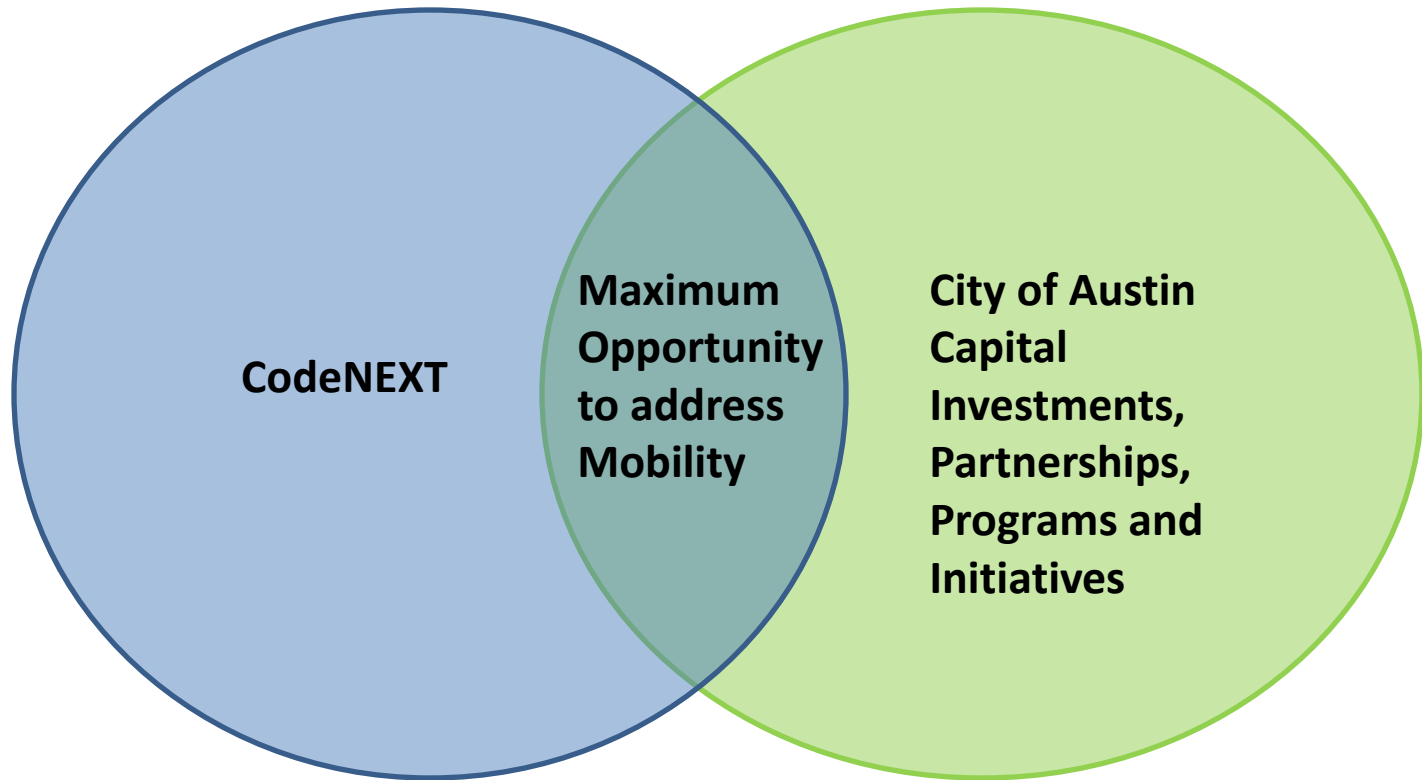
Vision:

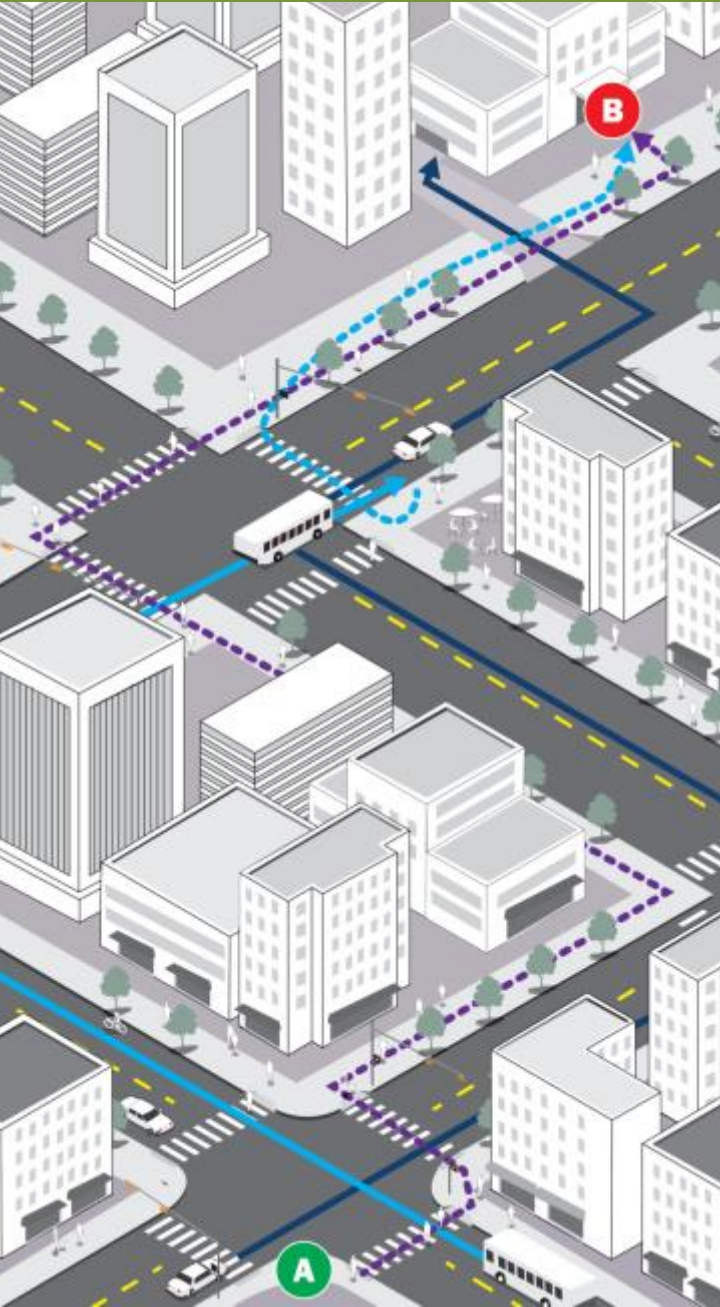
Our transportation network provides a wide variety of options that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of Austinites.



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





Maximize multiple goals:

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

- 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

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1. Plan for density along transit corridors

- Higher density transect zones near transit routes
- Application of transect during zoning



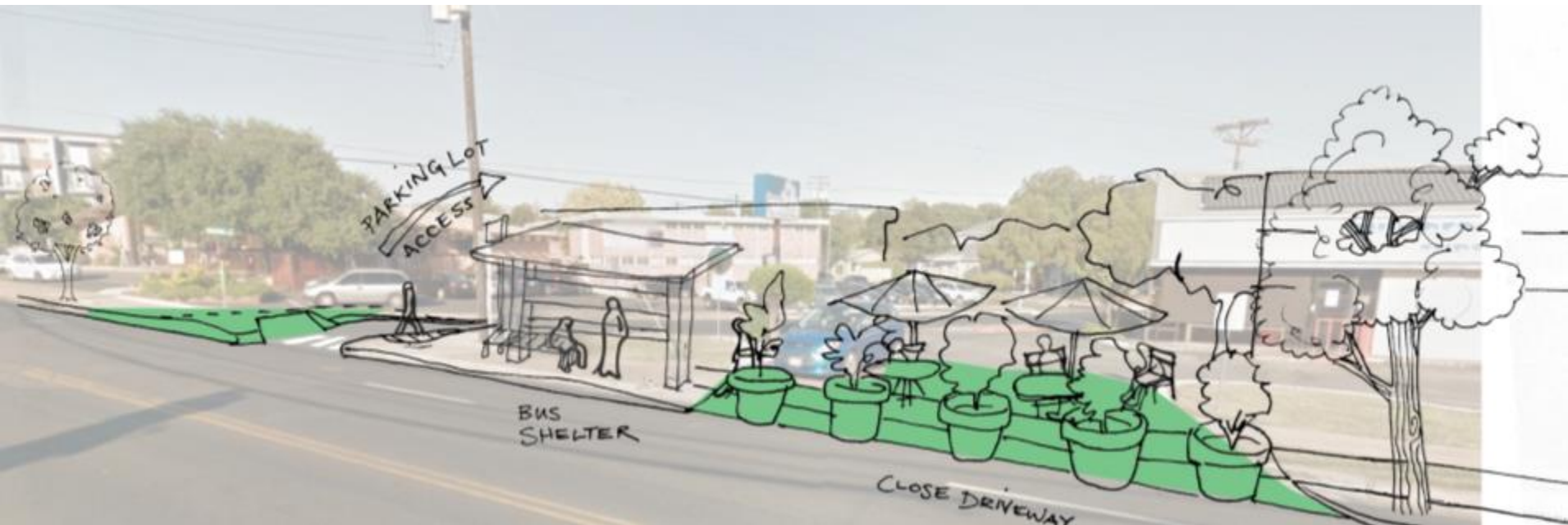
A. Change from auto-centric to multimodal

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1. Plan for density along transit corridors

- Address remodels—change the threshold for public realm improvements to also include remodeling



A. Change from auto-centric to multimodal

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2. Austin Strategic Mobility Plan

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



A. ^{Item D-01} Change from auto-centric to multimodal ^{13 of 27}

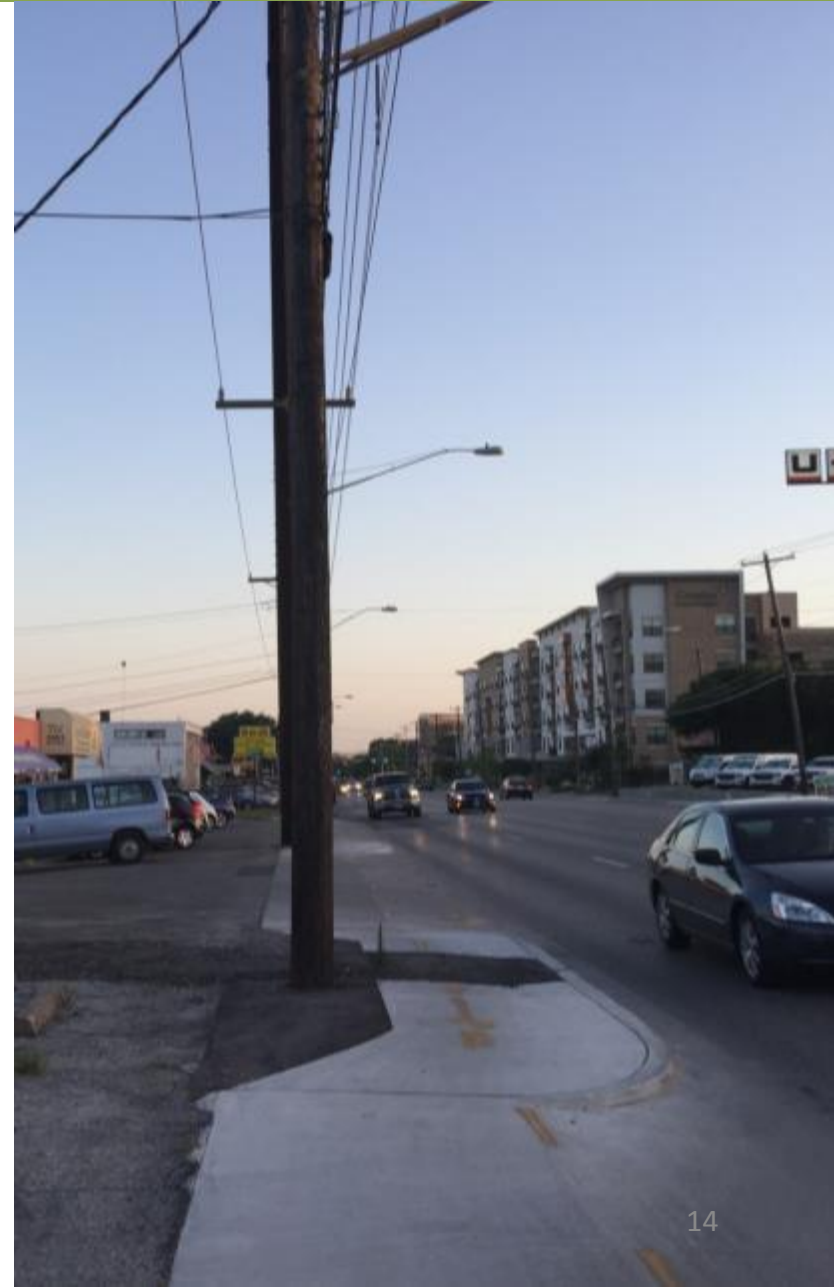
3. Network design

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



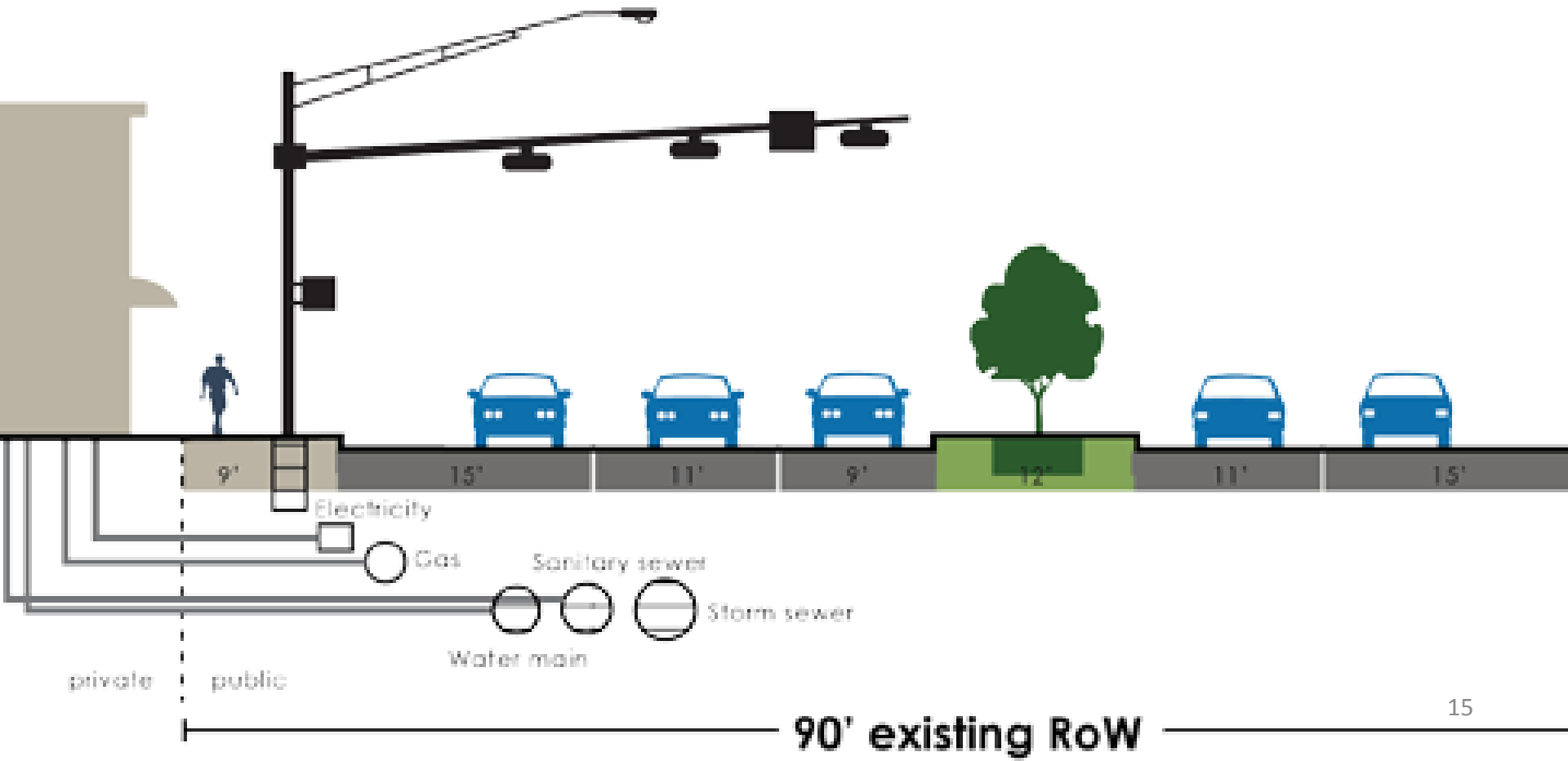
4. Sidewalk connectivity and quality

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



5. Utilities

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



B. Mitigate effects of congestion

1. Transportation Demand Management

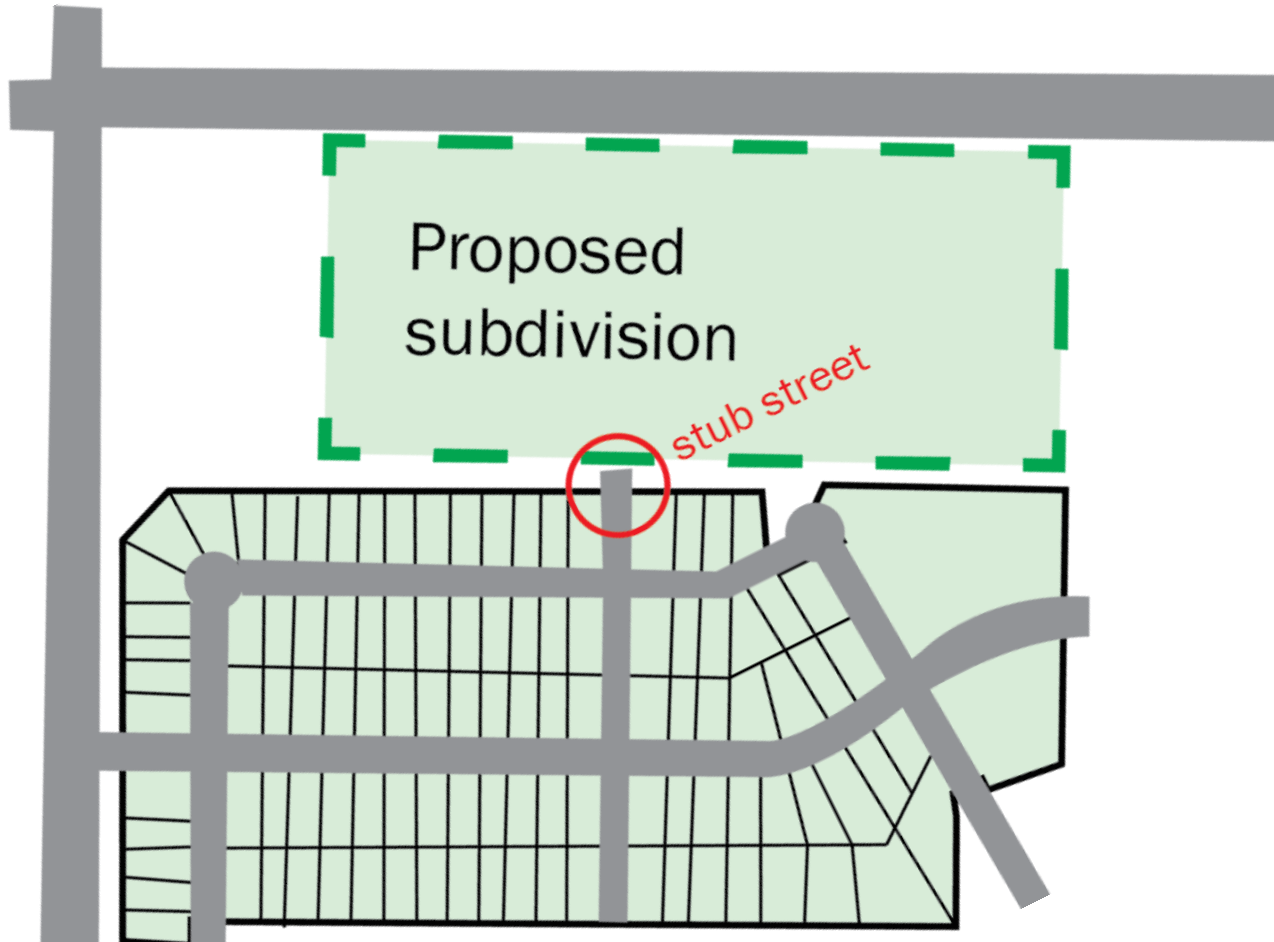
- TDM toolkit required based on thresholds
- Combination of regulations and incentives
- E.g. subsidized transit passes, bike amenities, cash-out, etc.



B. Mitigate effects of congestion

2. Variances

- More stringent requirements for variances to support connectivity

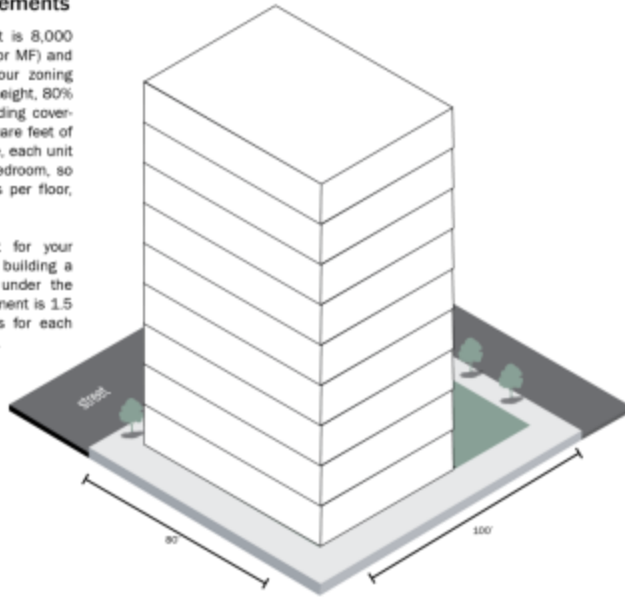


Parking requirements reduce housing units and increase costs

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 per each additional bedroom after the first.

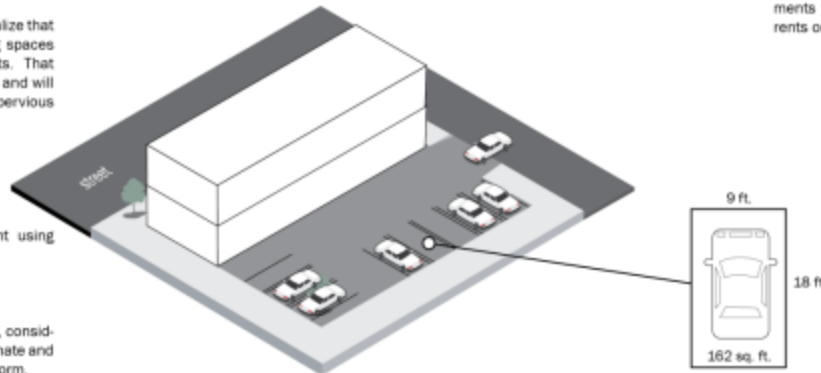


2 Surface parking

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.

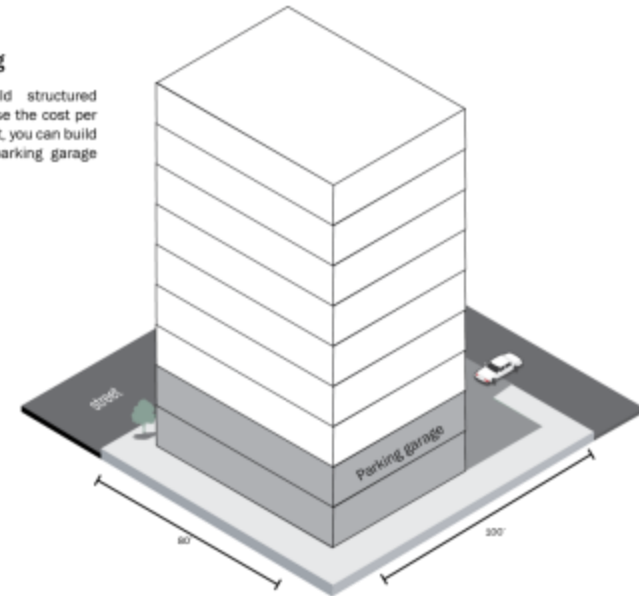
In order to park your apartment using surface parking, you calculate:
 $6,400 = 500x + 243x$
 where x is the number of units

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



3 Garage parking

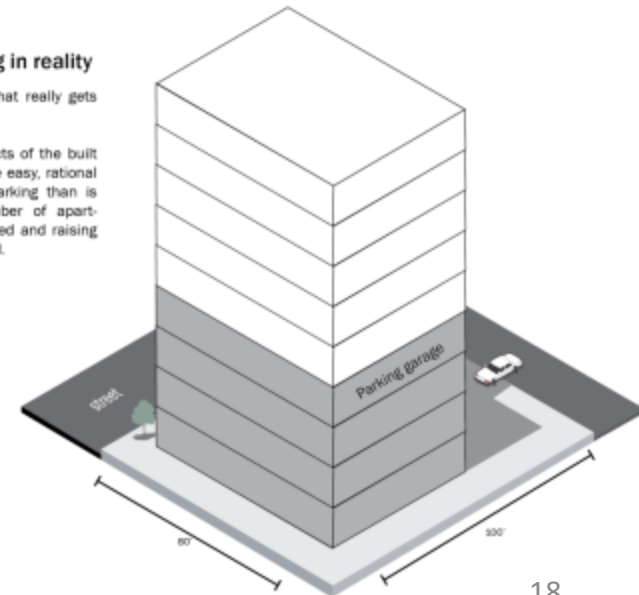
Alternatively, you can build structured parking, although this will raise the cost per unit. With a 5,600 s.f. footprint, you can build 67 units, with 2 levels of parking garage beneath.



4 Garage parking in reality

Of course, none of this is 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.



1. Context-sensitive requirements

- Consolidate parking requirements
- 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. Transportation Demand Management

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

- Density bonuses for affordable housing along transit corridors



D. Increase household affordability

2. Unbundling parking from housing costs

For example, this apartment rents with 2 parking spaces:
Rent: \$1000

Cost per parking space: \$75

Total cost: \$1150

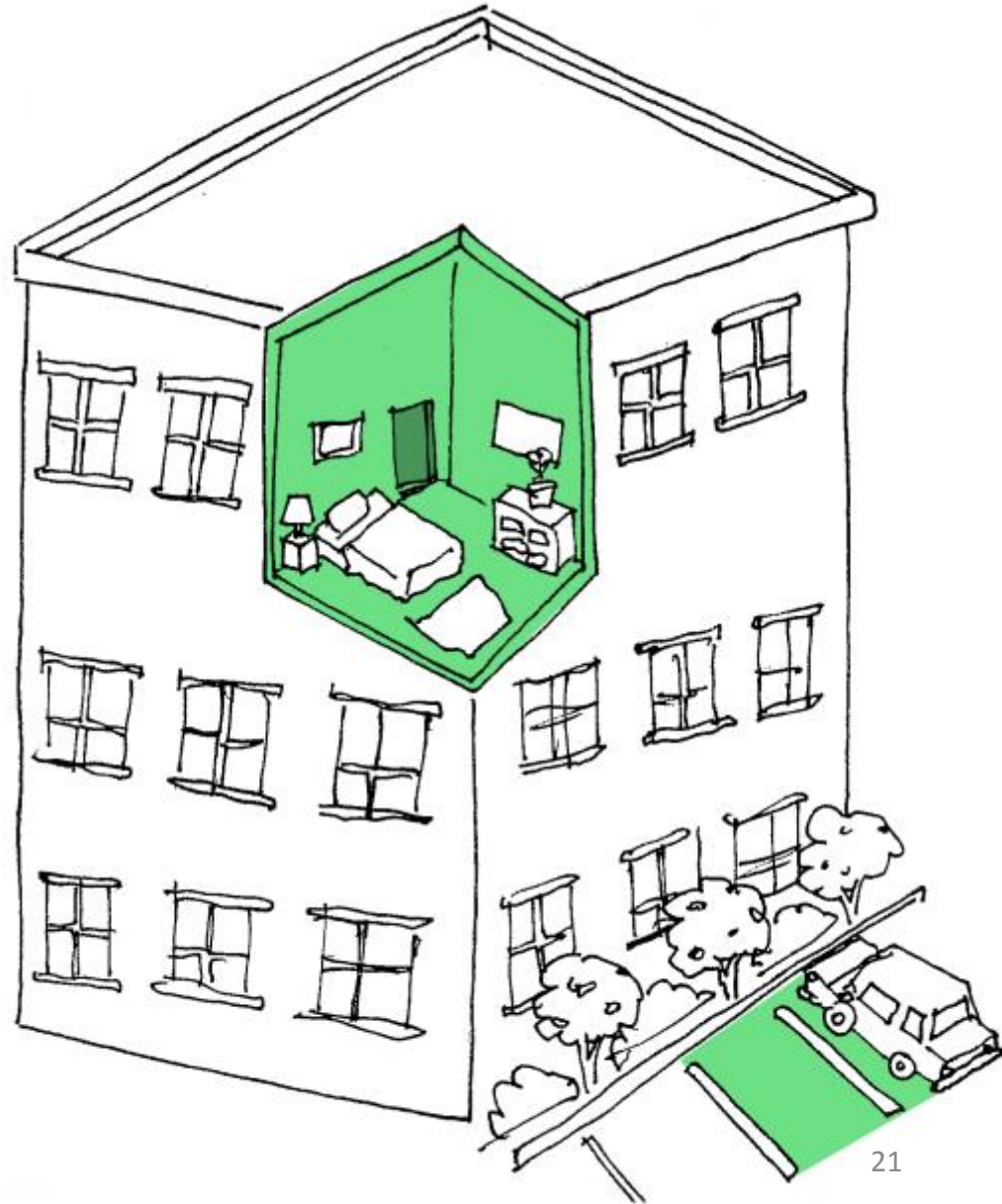
However, this household only has 1 car, so they pay for a space they don't use.

Unbundling rent from parking results in:

Rent: \$1000

Parking: \$75

Total cost: \$1075



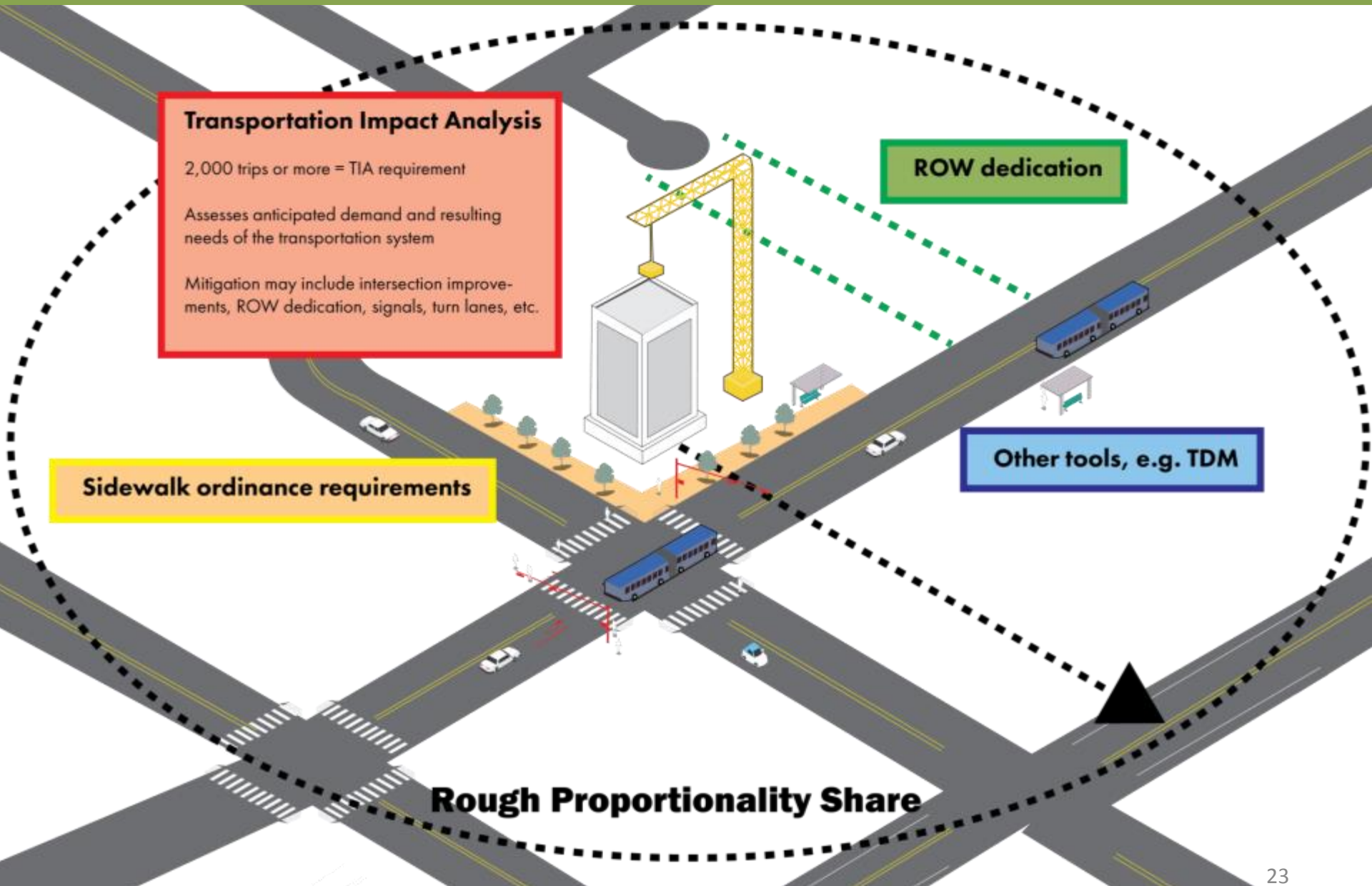
E. Account for the cost of growth

1. Transportation Impact Analysis

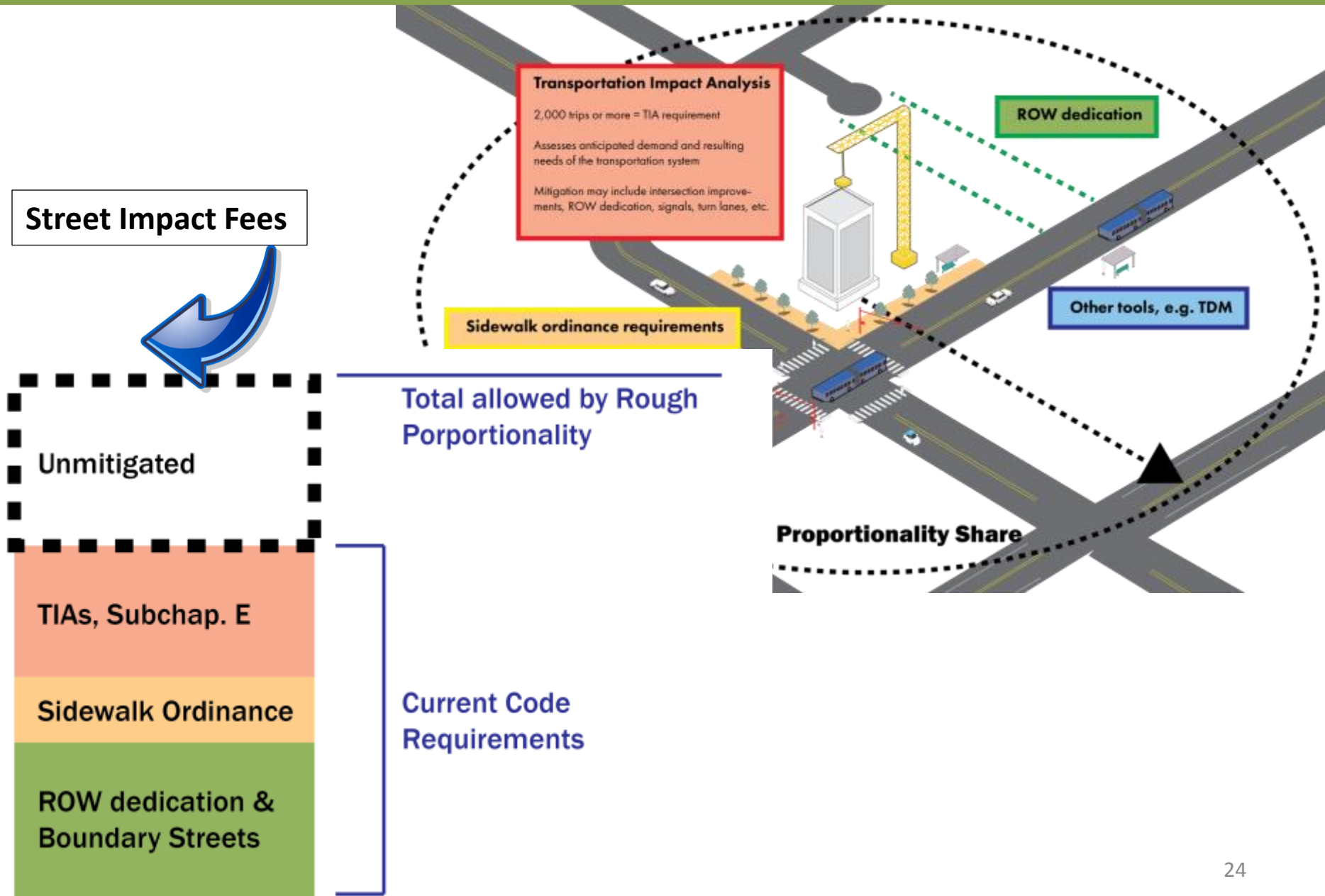
- Context-sensitive
- Multimodal
- Looking at best practices



E. Account for the cost of growth

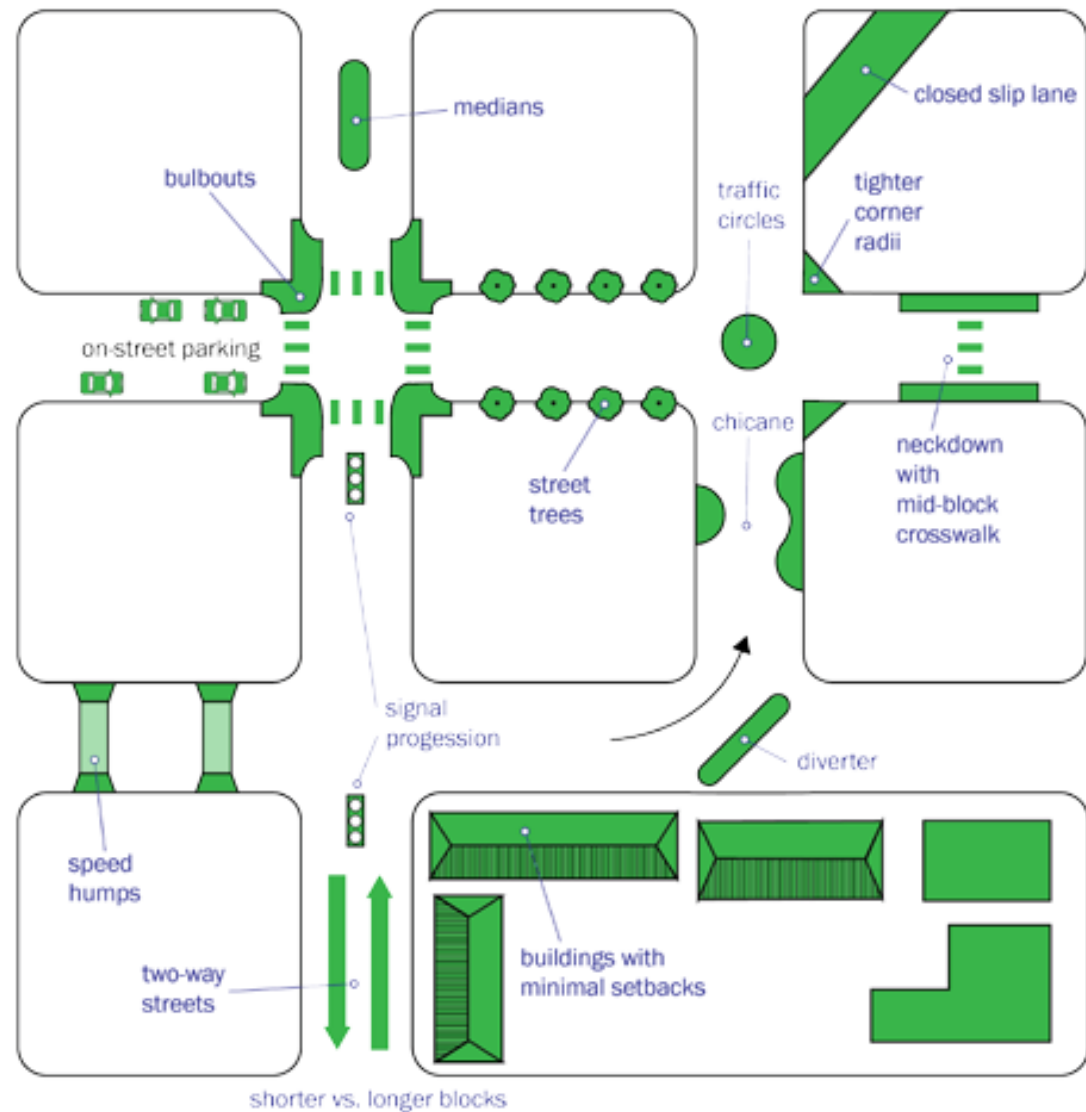


E. Account for the cost of growth

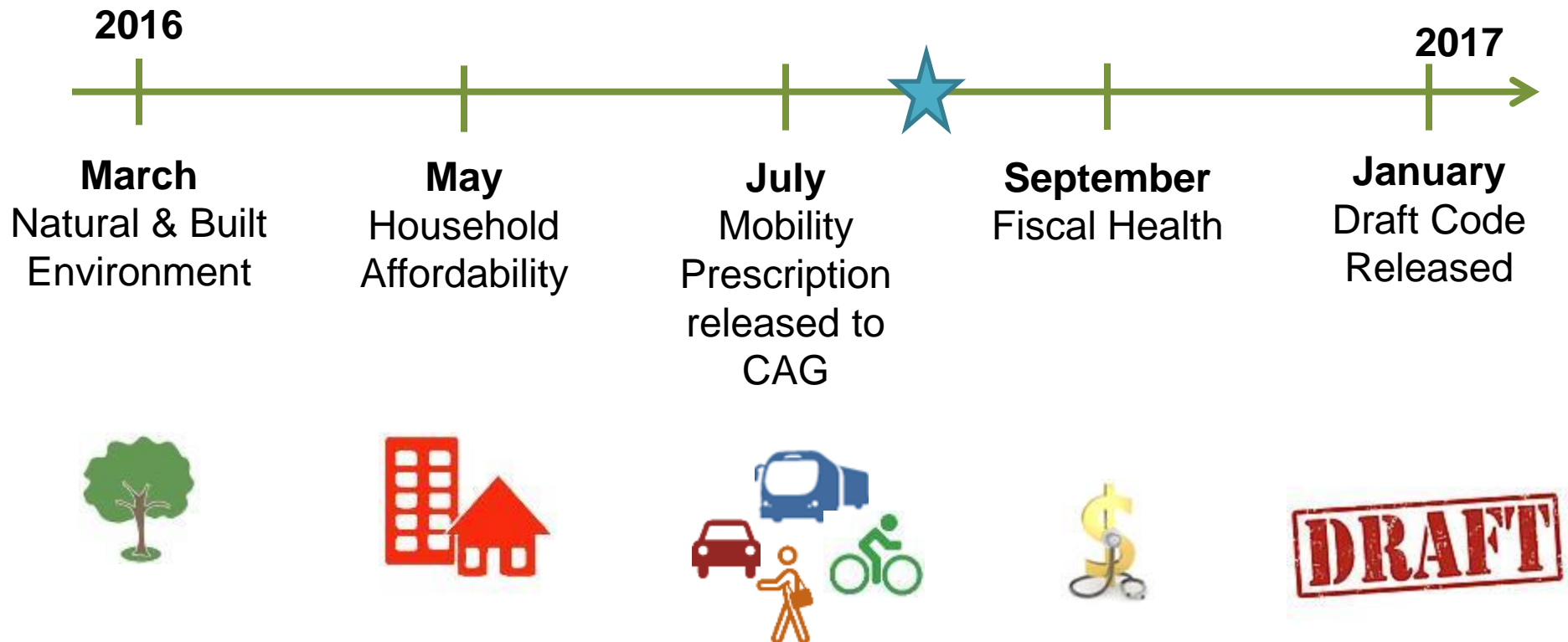


1. Code for walking, bicycling, & transit

- Mix of uses, connectivity, transit-supportive densities reduce driving & contribute to “safety in numbers”



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Questions?

CODENEXT
SHAPING THE AUSTIN WE IMAGINE

