

AUSTIN LAND DEVELOPMENT CODE

Council Work Session
Chapter 23-9:Transportation
Draft 2 Overview
October 17, 2017

SHAPING THE AUSTIN WE IMAGINE



CODENEXT

17-OCT-17

Overview



- Introduction
- Draft 2 Improvements
- Next Steps
- Points of Contact



Top 6 Transportation Code Improvements

- Transportation Impact Analysis Updates
- Driveway Guidelines
- Sidewalk / Urban Trail Connections
- New Street Tree Requirements
- Updated Block Lengths
- Transportation Demand Management





TIA threshold changed from 2,000 vehicle trips per day to 1,000 vehicle trips per day.

Inclusion of Active Mode Analysis; TIAs will provide analysis for all modes of transportation.

TIAs validity changed from having no expiry date to being valid for up to 5 years.

Driveway approaches will not be approved if deemed to have an adverse affect on vehicle and pedestrian safety.

Driveway effects will be evaluated based the following safety considerations:

Topography	Trip generation
Vehicle mix & turning movements	Proximity to traffic signals
Function, design, and layout of the street	Sight distance
Operating speed	Traffic volume
Entrance/Exit ramps	Frontage roads
Location of nearby driveways and streets	



New sidewalk section implements key changes called for in the 2016 Sidewalk Master Plan, including the following:

Establishes sidewalk and/or urban trail installation as a condition of plat approval.

Establishes controls to ensure new sidewalk installation and sidewalk rehabilitation of noncompliant sidewalks with subdivisions, site plans, and building or relocation permits.

Codifies that property owners are to keep sidewalks in good and safe conditions.

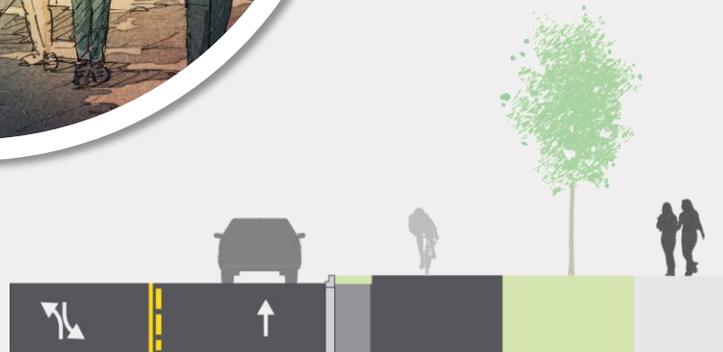




Street tree requirements from Subchapter E are now incorporated into Code.

Updated street tree regulations have been created to ensure street trees are required with all development types that require a subdivision construction plan and/or site plan.

Future specific street tree requirements, including alternative standards, will be specified in the Environmental Criteria Manual (ECM).



Updated block length standards are context sensitive and vary by zone.

The most intense zones have shorter block lengths, while less intense zones have longer block lengths.

Context sensitive block lengths allow for street layouts that make all trips as short as possible, allows pedestrian and bicycle traffic to flow without inconvenience, and helps to relieve vehicle congestion by providing alternative routes.





TDM applies to any development that results in at least 300 daily trips (and is optional for any development of a smaller size).

Applicants can choose a standardized TDM plan, or can work with ATD to create a site-specific plan.

TDM Program compliance shall be included as a Condition of Approval.

Sites are required to provide annual reporting, by an on-site TDM Coordinator.

City staff will periodically review sites for compliance, with an annual fine being issued for noncompliance.

TDM program standards will be documented in the Transportation Criterial Manual (TCM) and will be updated periodically.

PARKING

- Minimum requirements per housing unit decrease from 2 to 1 space
- General parking reductions remain the same at 40%
- Additional opportunities for reduced parking through TDM



ZONING

- Increased density along core transit corridors allow for increased transit opportunities
- Addition of “housing by right” provides additional mixed-use developments, thus reducing the need to drive to services

MISCELLANEOUS

- Report submitted through the Housing-Transit-Jobs (HTJ) group to the CodeNEXT team outlines areas in the Code which need to be strengthened in order to promote people living and working near transit
- Mobility prescription paper

Public comment portal closes on **October 31st**.

Staff recommendation for CodeNEXT to be released on **November 28th, 2017**

Continued coordination with CodeNEXT team to help realize **Imagine Austin goals**



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