

---

# LAND DEVELOPMENT CODE REVISION

---

MOBILITY COMMITTEE  
OF AUSTIN CITY COUNCIL

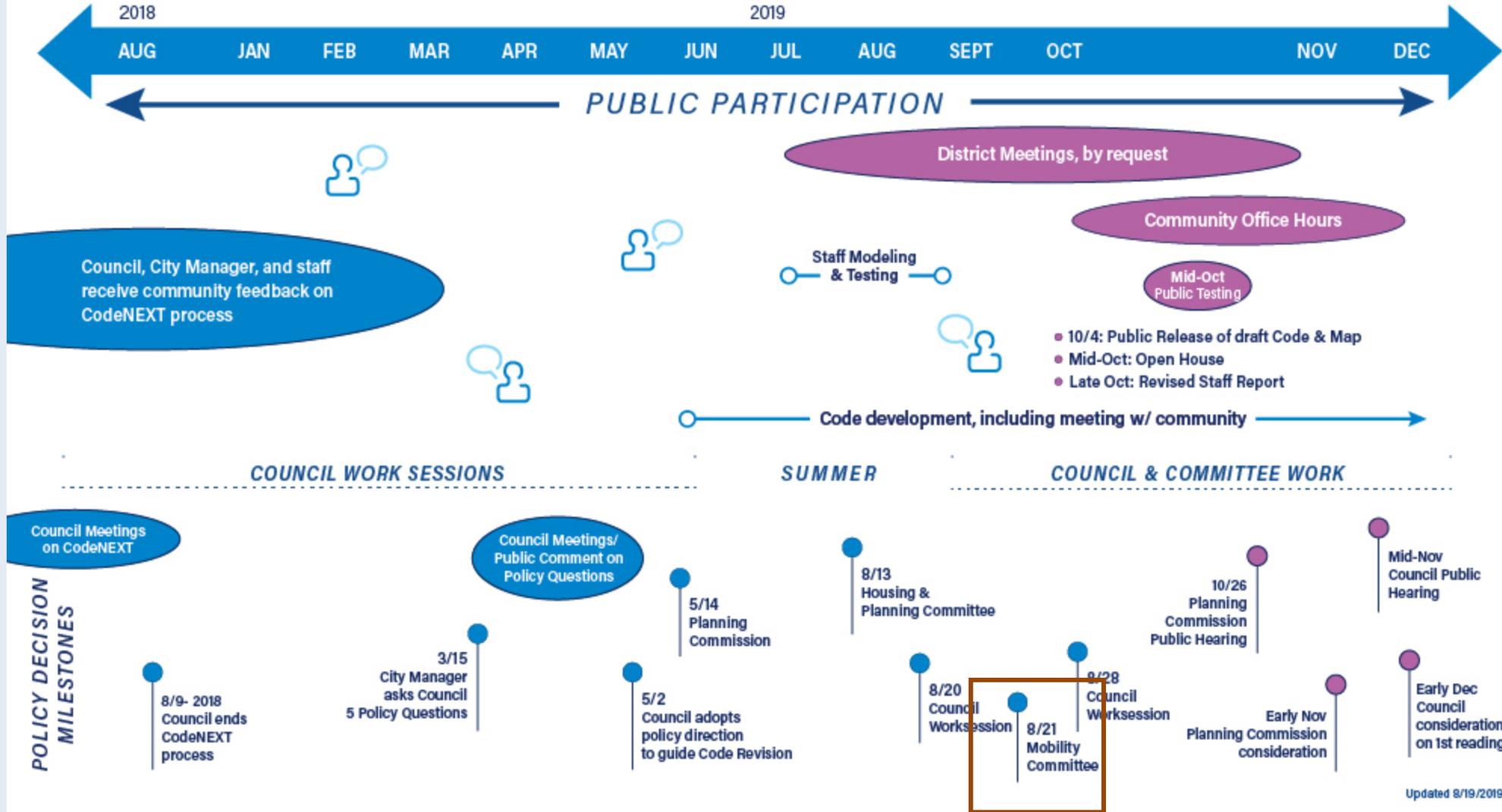
August 21, 2019

---

# Land Development Code Revision: Proposed Timeline\*



\*Proposed dates, subject to change based on Council direction & outcome of public process



# AGENDA

- Comprehensive Transportation Review
  - Transportation Demand Management (TDM)
  - Transportation Impact Analysis (TIA)
  - Transportation Analysis at Zoning (ZTA)

# DEFINITIONS

- What is TDM?
  - TDM is Transportation Conservation. Like energy and water, transportation is not a limited resource. TDM aims to conserve existing roadway infrastructure and use it more efficiently. It's the idea that there should be a focus on moving people, not cars.
- What is a TIA?
  - The purpose of a TIA is to assess the impact of trips generated by a new development and identify potential context sensitive options to mitigate those impacts.

# RELATED COUNCIL DIRECTION

*“Continue including and enhance a site plan process that assesses the infrastructure needs of developments, including the cumulative impact of development, and facilitate the installation of new infrastructure funded in whole or in part by new development.”*

*“Developments should be able to use a predetermined set of transportation demand management tools such as building additional bike lanes or sidewalks, providing bike storage, public transit stops, and other mechanisms.”*

# COMPREHENSIVE TRANSPORTATION REVIEW

- Umbrella category for Transportation Chapter.
- Encompasses projects that trigger:
  - ✓ Transportation Demand Management (TDM)
  - ✓ Transportation Impact Analysis (TIA), or
  - ✓ Both TDM & TIA

# TRANSPORTATION DEMAND MANAGEMENT

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none"> <li>Does not exist</li> </ul>	<ul style="list-style-type: none"> <li>Comprehensive Transportation Review is introduced as an umbrella category for TIAs, TDM, and Multi-Modal Review</li> <li>Trigger of 1,000 net daily vehicle trips</li> </ul>	<ul style="list-style-type: none"> <li>Improve flow to assure TDM is first approach</li> <li>TIA process as a four tier system: 1) &lt;1K trips no TIA, TDM and mitigation may be required;</li> <li>2) 1K to 2K trips, TDM can be used to reduce trips to &lt;1K or reduce trips to effect TIA scope;</li> <li>3) &gt;2K TDM can be used to reduce trips, however for traffic intense projects TDM and TIA will be required</li> <li>All TIAs will include a TDM element</li> </ul>	<ul style="list-style-type: none"> <li>Codifies a TDM first approach to transportation review</li> <li>More predictable, realistic, and multi-modal approach to transportation regulations</li> <li>Improves context-sensitive multi-modal transportation mitigation</li> <li>Provides a more strategic use of TIAs</li> <li><b>Enhanced enforceability</b></li> </ul>

# TRANSPORTATION IMPACT ANALYSIS

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none"> <li>Triggered when a development is expected to generate 2,000 daily trips</li> </ul>	<ul style="list-style-type: none"> <li>Trip trigger reduced to 1,000 daily or 100 peak hour trips</li> <li>Codified an Active Modes Analysis component</li> <li>Clarifies requirements for initial vs. updated TIA</li> <li>Imposes time limits on validity of TIA assumptions</li> <li>Clarifies geographic scope of intersections covered by TIA</li> </ul>	<ul style="list-style-type: none"> <li>Allows TDM to take the place of a TIA under 2000 daily trips</li> <li>Utilizes a TDM first approach</li> </ul>	<ul style="list-style-type: none"> <li>Requires multi-modal analysis and mitigation measures</li> <li>Incentivizes construction of improvements by the applicant</li> <li>Eliminates costly and redundant transportation analysis</li> <li>Utilizes demand management strategies to reduce vehicle trips and potentially take the place of a TIA in small scale development</li> </ul>

# TRANSPORTATION ANALYSIS AT ZONING

Current Code	Draft 3	Potential Revisions	Effect of Change
<ul style="list-style-type: none"><li>• Not explicitly required by Code, but frequently provided</li></ul>	<ul style="list-style-type: none"><li>• Codified TIA as an option at zoning</li></ul>	<ul style="list-style-type: none"><li>• Analysis will be a component of zoning cases, but a traditional TIA will not be required</li><li>• Require TIA with PUDs, other special districts at over 2,000 trips</li><li>• ROW or other access dedications still can be required at zoning</li></ul>	<ul style="list-style-type: none"><li>• Right sizing analysis to the phase of development</li><li>• Inform Council with appropriate transportation information to make a legislative land use decision through zoning</li></ul>

---

# QUESTIONS

---