LAND DEVELOPMENT CODE REVISION

What's a Land Development Code?

The Land Development Code…

- is a tool that determines how land can be used throughout Austin
- is a tool that can help guide growth to where it can do the most good
- Needs to be updated to meet the needs and priorities of Austin today

The Land Development Code is not…

- The only solution to addressing community challenges

Overview of May 2 Council Policy Direction

- Scope
- Housing Capacity
- Missing Middle Housing
- Compatibility
- Parking

ACCESSIBLE PARKING

Council Direction

"ADA-compliant parking should be required for commercial and multifamily developments, even if no minimum parking is otherwise required to ensure adequate number of dedicated parking spaces exist to safeguard those with permanent disabilities, temporary illness or injury are afforded a place to park near where they live, shop, or visit others. Off-site or on-street parking may challenge safety and accessibility and should be carefully considered before being used as a means to provide for this parking. This is of critical importance with an aging population and generational housing.

Current Code	LDC Draft Revisions	Effect of Change
- Accessible parking spaces must be provided in accordance with IBC Table 1106.1. - Based on 100% of Appendix A parking requirements; based on 20% of Appendix A when no parking is required	- Accessible parking spaces must be provided based on the IBC when parking is required for a use or zone - When no parking is required, a use that is greater than 6k sq. ft. must provide the greater of one on-site accessible parking space or the number of accessible parking spaces based on 100% of the use and zone.	Accessible parking space requirements are increased for uses and zones when no base parking is required.

PARKING

Council Direction

*"Minimum parking requirements should be **generally eliminated** in areas that are within the **¼ mile of activity centers, activity corridors, and transit priority network,** except that some parking requirements may be maintained for areas where elimination of parking requirements would be particularly disruptive (conditions to be proposed by staff)."*

Current Code	LDC Draft Revisions	Effect of Change
• Sidewalks required at residential review, building permit, subdivision, and site plan • Sidewalk fee-in-lieu is granted with high frequency • No requirement for sidewalk rehabilitation	• Not required within ¼ mile of centers, corridors, or TPN if on an accessible sidewalk route to corridor or if absent sidewalk segments ranked High/Very High in Sidewalk Plan • Some parking or other mitigation may be required if not on an accessible route	• Parking reductions applied in areas conducive to multi-modal transportation options • Integrated land use regulations and mobility infrastructure

PARKING MAXIMUMS

Council Direction

"The Manager should…Explore options for adopting parking maximums or…in areas necessary to ensure sufficient transit-supportive development (e.g., TODs)."

Current Code	Draft 3	Potential Revisions	Effect of Change
• Parking maximums exist only in CBD and some regulating plans	• Generally reduced on-site parking requirements • Set a city-wide parking maximum of 200% for most zones	• 175% Citywide • 125% for Centers, Corridors, or TPN • 100% Downtown	• Supports a TDM-first approach to transportation mitigation • Supports a reliable, high-frequency transit system • Provides an incremental approach to parking management

TRANSPORTATION DEMAND MANAGEMENT

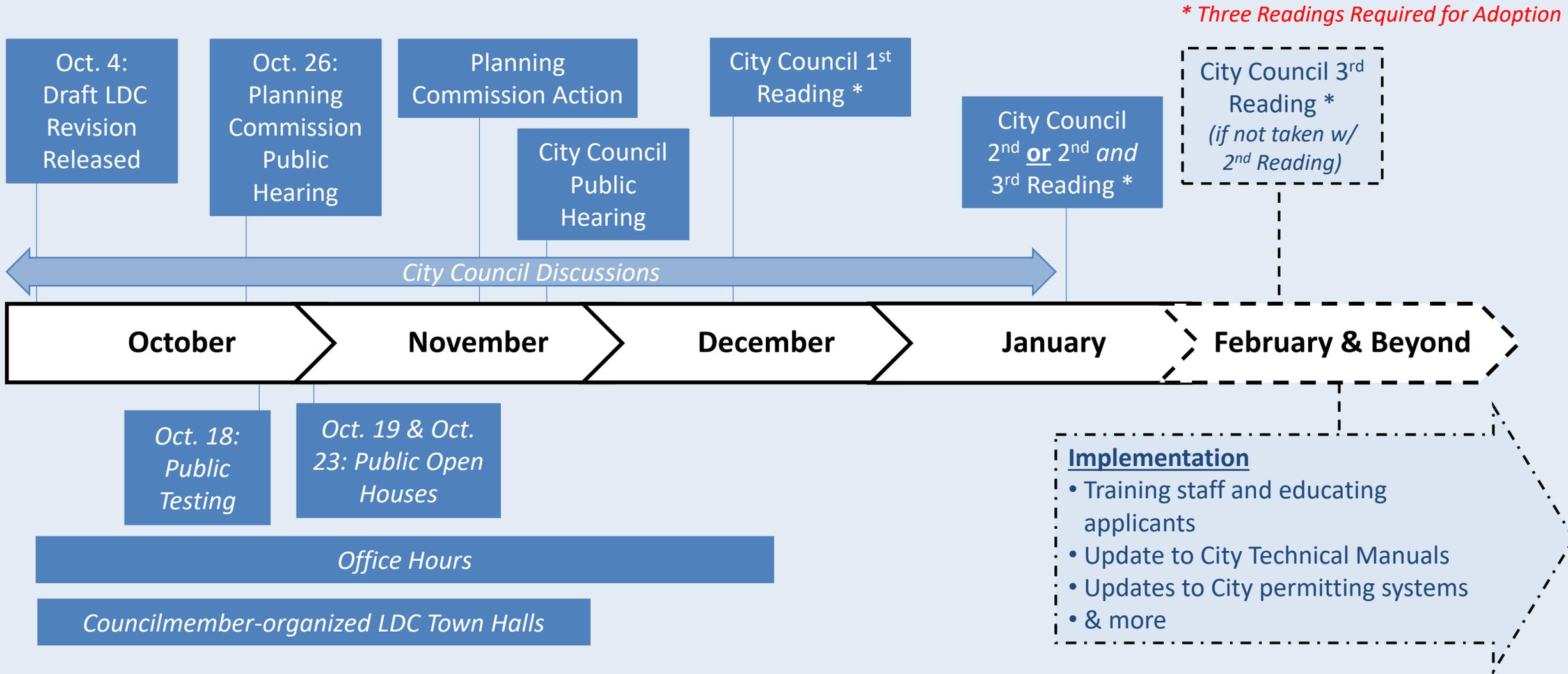| Current Code	Draft 3	Potential Revisions	Effect of Change
• Does not exist	• Comprehensive Transportation Review is introduced as an umbrella category for TIAs, TDM, and Multi-Modal Review • Trigger of 1,000 net daily vehicle trips	• Improve flow to assure TDM is first approach • TIA process as a four tier system: 1) <1K trips no TIA, TDM and mitigation may be required; • 2) 1K to 2K trips, TDM can be used to reduce trips to <1K or reduce trips to effect TIA scope; • 3) >2K TDM can be used to reduce trips, however for traffic intense projects TDM and TIA will be required • All TIAs will include a TDM element	• Codifies a TDM first approach to transportation review • More predictable, realistic, and multi-modal approach to transportation regulations • Improves context-sensitive multi-modal transportation mitigation • Provides a more strategic use of TIAs • Enhanced enforceability

TRANSPORTATION IMPACT ANALYSIS

Current Code	Draft 3	Potential Revisions	Effect of Change
• Triggered when a development is expected to generate 2,000 daily trips	• Trip trigger reduced to 1,000 daily or 100 peak hour trips • Codified an Active Modes Analysis component • Clarifies requirements for initial vs. updated TIA • Imposes time limits on validity of TIA assumptions • Clarifies geographic scope of intersections covered by TIA	• Allows TDM to be required under 2000 daily trips • TDM can be used to reduce trips to effect TIA scope • Utilizes a TDM first approach • Provides prescriptive guidance on scoping of TIAs • Provides a validity period to TIAs (up to five years from the approval date)	• Requires multi-modal analysis and mitigation measures • Incentivizes construction of improvements by the applicant • Eliminates costly and redundant transportation analysis • Utilizes demand management strategies to reduce vehicle trips and potentially take the place of a TIA in small scale development

TRANSPORTATION ANALYSIS AT ZONING

Current Code	Draft 3	Potential Revisions	Effect of Change
• Not explicitly required by Code, but frequently provided	• Codified TIA as an option at zoning	• Analysis will be a component of zoning cases, but a traditional TIA will not be required • Require TIA with PUDs, other special districts at over 2,000 trips • ROW or other access dedications still can be required at zoning	• Right sizing analysis to the phase of development • Inform Council with appropriate transportation information to make a legislative land use decision through zoning

What's next?

Three Readings Required for Adoption

Oct. 4: Draft LDC Revision Released

Oct. 26: Planning Commission Public Hearing

Planning Commission Action

City Council Public Hearing

City Council 1st Reading *

City Council 2nd **or** 2nd *and* 3rd Reading *

City Council 3rd Reading * *(if not taken w/ 2nd Reading)*

City Council Discussions

October	November	December	January	February & Beyond

Oct. 18: Public Testing

Oct. 19 & Oct. 23: Public Open Houses

Office Hours

Councilmember-organized LDC Town Halls

Implementation
- Training staff and educating applicants
- Update to City Technical Manuals
- Updates to City permitting systems
- & more

Questions?