

Draft Proposal on Compatibility and Parking on Corridors

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GOAL: Increase housing capacity and support transit investments on corridors.

METHOD: Relax compatibility and parking regulations on corridors.

We present the following proposed options related to corridors, compatibility, and parking for feedback from the public and our council colleagues. The following proposal would only apply on Larger and Medium-sized corridors as defined below. Potential changes would apply except when current regulations allow more relaxed compatibility or parking regulations than those being proposed here.

1. Define Corridors

Proposal: We recommend categorizing corridors into two tiers so we can more carefully tailor compatibility based on the context.

Larger Corridors (Highways and High Capacity Transit)

- [Project Connect](#) Light Rail Lines and Future Extensions (Orange and Blue Lines)
- [Project Connect](#) MetroRapid Routes (Expo Center, Pleasant Valley, Burnet to Menchaca & Oak Hill* [exact route still under development], and Gold Lines), excluding Future Extensions
- [ASMP Level 5 Streets](#) (Major Highways)
- Explore adjusting Transit Oriented Developments (TODs) and Regulating Plans to reflect the changes for Larger Corridors.

Medium Corridors (where not qualified as Larger Corridors)

- [Imagine Austin Corridors](#) that have been constructed
- [2016 Bond Corridor Construction Program corridors](#)

The following is a non-exhaustive list of examples of streets that we believe would not qualify as corridors under this definition. In the spirit of collaboration, we invite our colleagues to add to or edit the streets on this list according to the unique characteristics of districts and the policy goals we each bring to the conversation.

- E 11th St, east of Navasota
- E 12th St, east of Poquito
- 38th Street, east of Guadalupe
- 38th ½ St
- 45th St

- SH 45, west of Mopac
- FM 1826
- Berkman Dr, north of 51st
- Bluff Springs
- Brodie Ln
- Davis Ln
- Duval St
- Escarpment Blvd
- Enfield Rd
- Exposition Blvd
- Koenig Ln / FM 2222
- Lightsey Road
- Metric Blvd
- Montopolis Dr
- Oltorf St
- Pleasant Valley, north of Webberville Rd
- Rosewood Ave
- Ross Road
- Southwest Parkway
- Speedway
- Spicewood Springs Rd
- St. Elmo
- St. Johns Ave
- Stassney, east of Pleasant Valley
- Steck Ave
- Terri Rd
- West Gate Blvd
- Windsor Rd
- Woodland Ave
- Woodward St

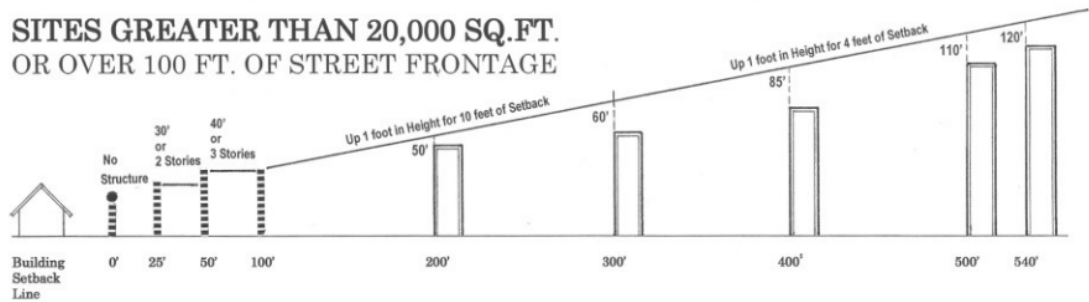
2. Compatibility Options for Properties on Corridors

Background:

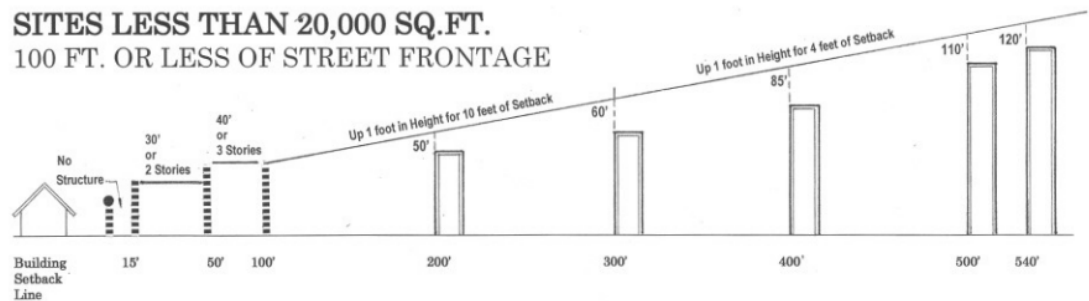
Austin's current compatibility regulations, established in the 1980s, extend 540' from a triggering property and limit many properties from realizing their base heights or their bonus heights for participation in an affordable housing bonus program.

COMPATIBILITY: HEIGHT + SETBACKS

SITES GREATER THAN 20,000 SQ.FT.
OR OVER 100 FT. OF STREET FRONTAGE



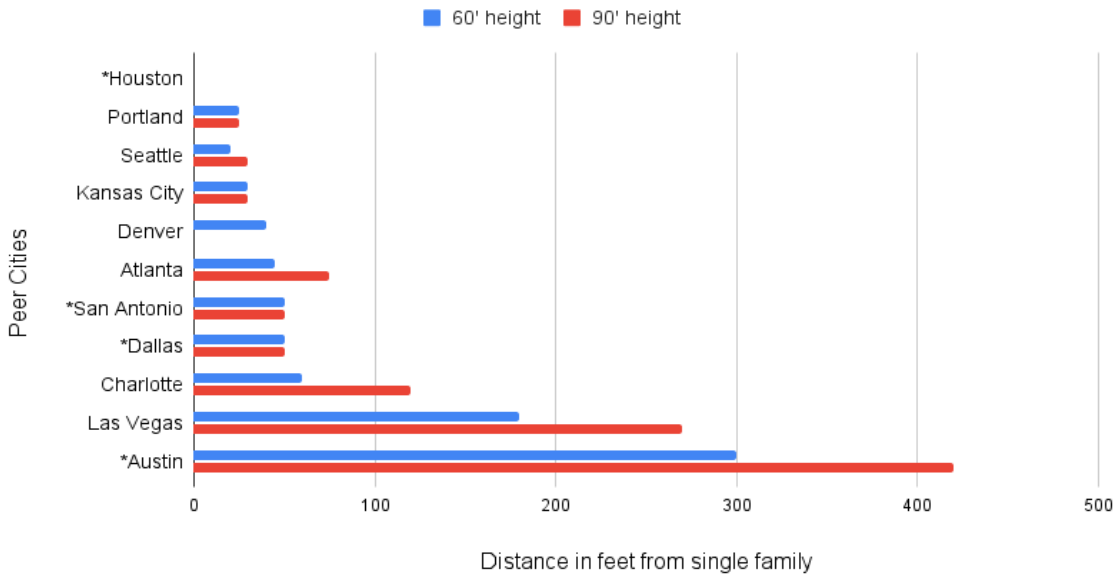
SITES LESS THAN 20,000 SQ.FT.
100 FT. OR LESS OF STREET FRONTAGE



*NOT DRAWN TO SCALE

Austin's current compatibility regulations are much more restrictive than regulations found in other cities.

60' and 90' feet height at what distance?



Compatibility Options: We believe we can find consensus on relaxing compatibility regulations within the following options. Please note that only MF-6, PUD, PDA, and potentially VMU zoning districts can allow heights up to 90'. The zoning districts of the vast majority of properties on corridors do not allow 90' heights (a 60' height allowance is common), and relaxing compatibility would not change any base zoning allowances.

Compatibility triggers for any property on a corridor

- Only allow a property on the same side of the corridor (as opposed to across the street on the other side of the corridor) to trigger compatibility
- Only allow zoning (as opposed to use of the property) to trigger compatibility

Capping compatibility regulations for any property on a corridor

- End compatibility regulations at a 300' distance from the nearest triggering property

Compatibility height limits for any residential or mixed-use property on a corridor

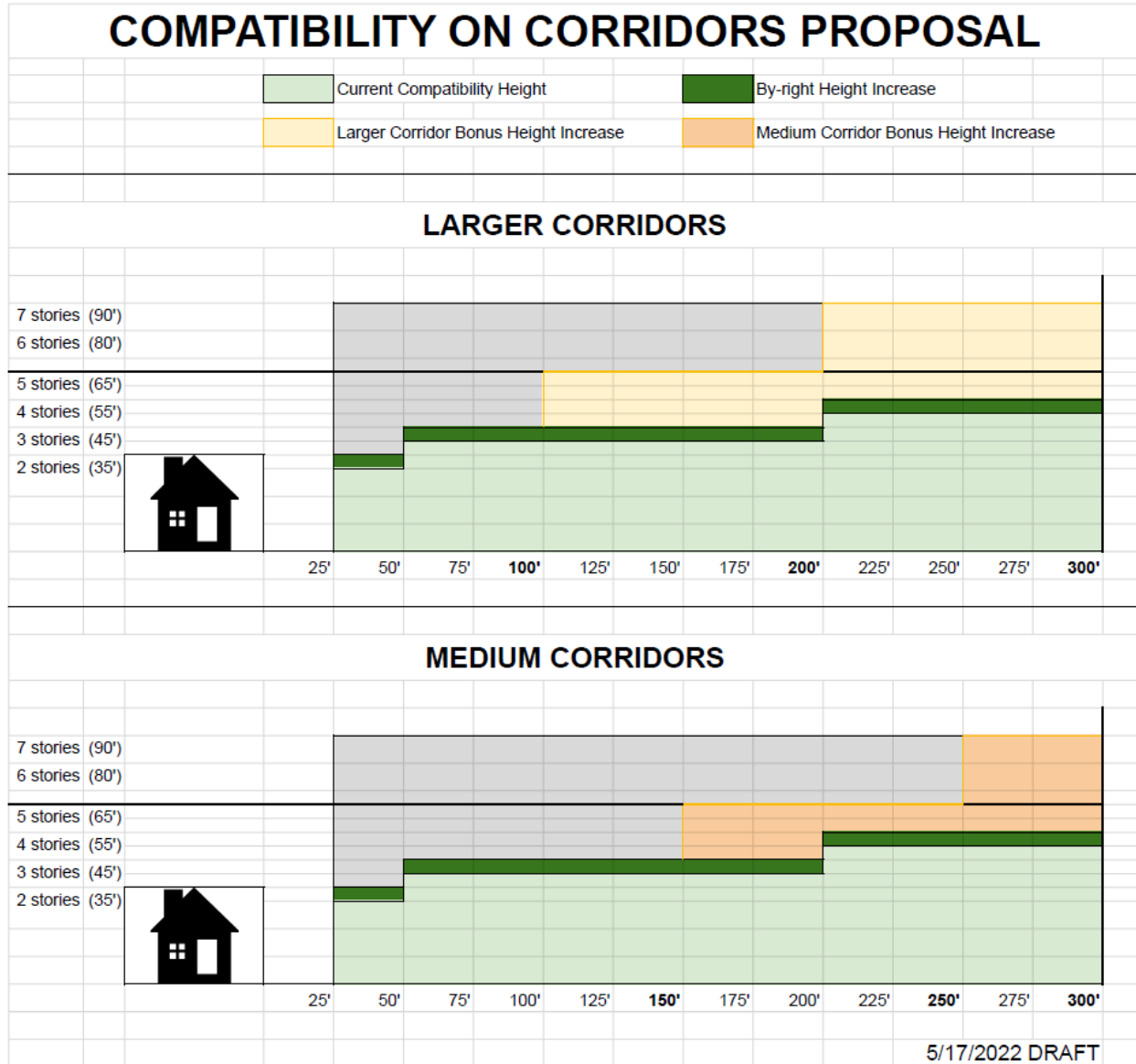
- At a 15' or 25' distance, increase the 30' height limit to a 35' height limit
- At a 50' distance, increase the 40' height limit to a 45' height limit
- At a 200' distance, increase the 50' height limit to a 55' height limit

Compatibility setback for a residential or mixed-use property on a corridor

- Explore allowing more flexibility for what can be in the 25' setback (excluding dumpsters, etc.)

Compatibility height limits for properties on corridors participating in City of Austin affordable housing bonus programs and constructing affordable units on-site. Fee-in-lieu options would not be eligible to participate unless and until our fees-in-lieu match the equivalent of on-site construction costs.

- Larger Corridors
 - Reach 65' height at 100' distance
 - Reach 90' height at 200' distance
- Medium Corridors
 - Reach 65' height at 150' distance
 - Reach 90' height at 250' distance



3. Parking Minimums

Proposal: We recommend significantly reducing minimum parking requirements on the corridors in order to better support our transit investments, while providing accommodations for schools that may need on-street parking availability. Additionally, we believe the market will continue to develop parking so long as there is demand for it.

Relaxation of parking minimums for residential and mixed-use properties on corridors

- Larger Corridors
 - Allow properties to build only 20-50% of the parking currently required
- Medium Corridors
 - Allow properties to build only 50-75% of the parking currently required

- Explore the advantages of additional parking reductions as part of a tiered system that exceeds TDM measures in the recently updated Transportation Criteria Manual, with the goal of promoting the use of more sustainable, climate-friendly transportation modes.

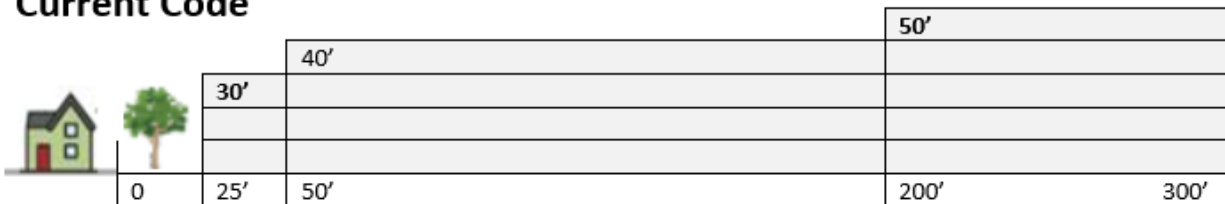
Exception Near Schools

- Maintain existing parking regulations within 300' from schools
- Explore appropriate relaxation of parking requirements for corridor properties within the 300' in exchange for construction of multi-bedroom units
- Explore collaborating with local school districts on reserving public street space for school use

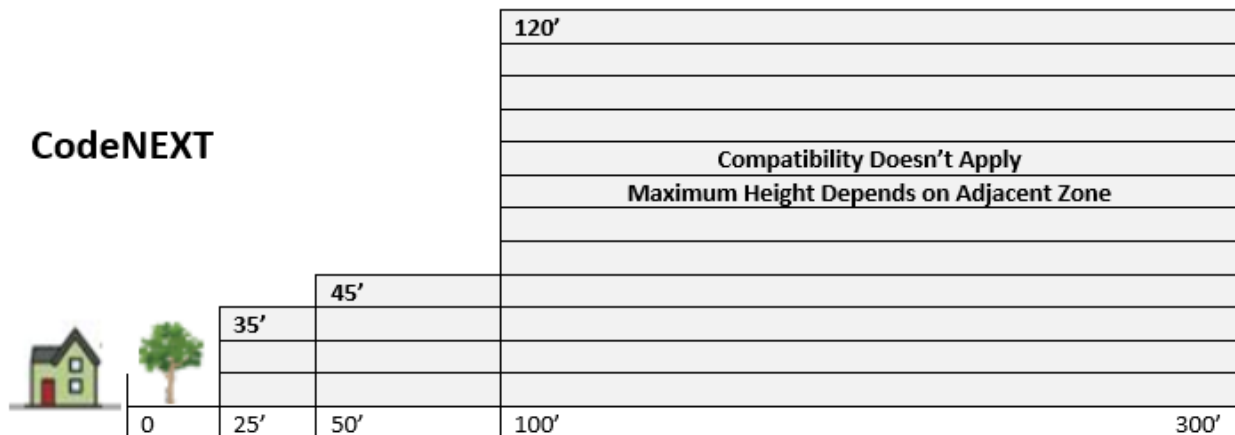
Additional Background Information

In recent years, we have received many hours of community input and various compatibility recommendations from the public, our land use commissions, and City staff.

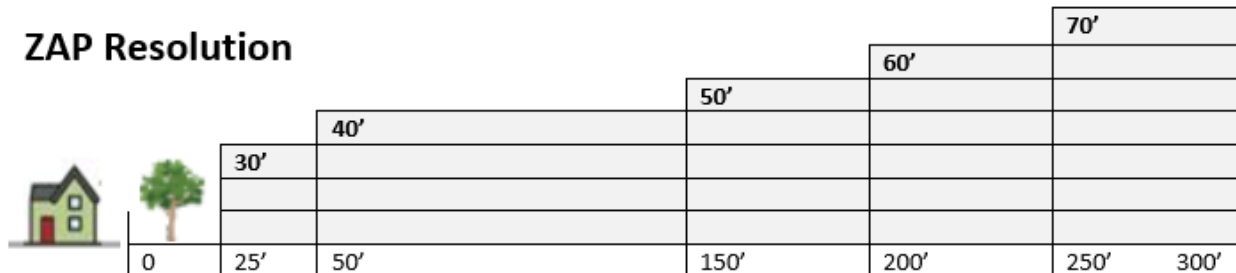
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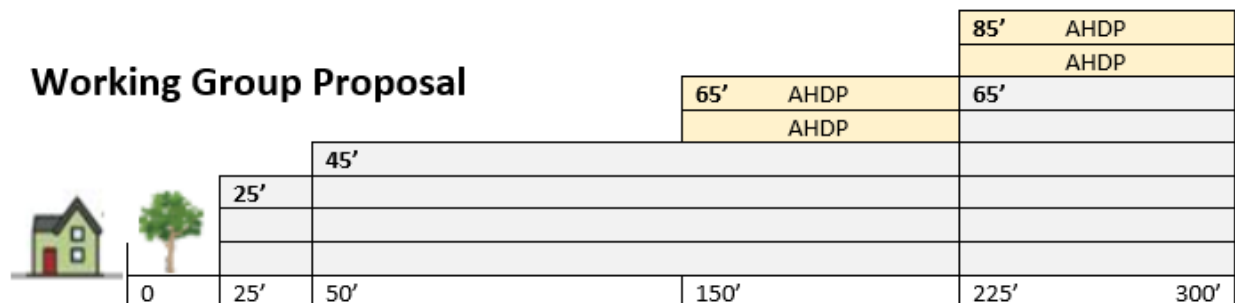
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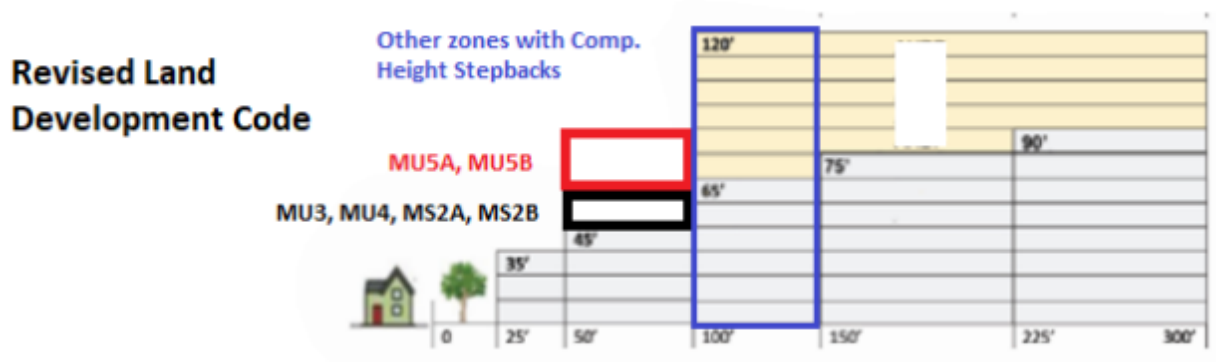
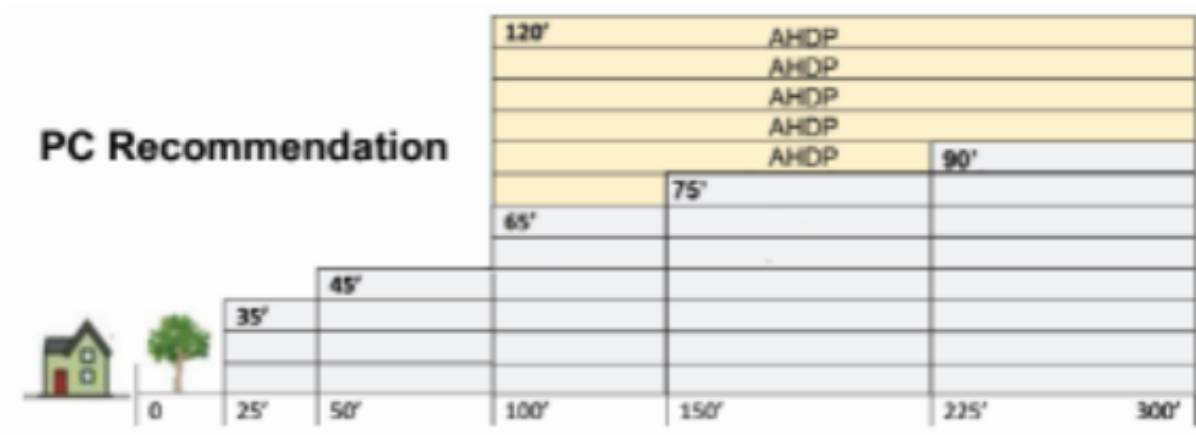


ZAP Resolution



Working Group Proposal





Some Regulating Plans and TODs, such as the East Riverside Corridor (ERC), have their own compatibility regulations. The ERC's regulations have served as a foundation for community discussions around adjustments to compatibility.

