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NEW BUSINESS: CODE AMENDMENT INITIATION REVIEW SHEET

Amendment: Initiate an amendment to Title 25 of the City Code to clarify the applicability of parking reductions.

Description: See attached memo and related existing code.

Proposed Language:

Background: Initiation recommended by Codes and Ordinances Subcommittee on April 15, 2014.

Staff Recommendation:

Board and Commission Actions:

Council Action:

Ordinance Number: NA

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MEMORANDUM

TO: Planning Commission Members

FROM: George Adams, Assistant Director
Planning and Development Review Department

DATE: April 16, 2014

SUBJECT: Proposed Amendment to 25-6-478 to clarify the applicability of parking reductions

This purpose of this memorandum is to provide background regarding this proposed Land Development Code amendment.

Background

In 2012 the Planning and Development Review Department processed a series of amendments to Chapter 25-2, Subchapter E, Design Standards and Mixed Use. These were approved by the City Council in June 2012. During interdepartmental review of these proposed amendments it came to light that the Public Works Department, Neighborhood Connectivity Division was also in the early stages of processing a series of amendments to allow reduced on-site vehicular parking if certain bicycle facilities, such as showers or additional bicycle parking, were provided.

Initially, Public Works staff proposed including these as part of the Subchapter E amendments. After additional discussion staff from PDRD and Public Works instead proposed a separate code amendment that would cover the bicycle-related amendments and also transfer several existing parking reductions from Subchapter E to the same section as the new bicycle-related reductions. The intent of this approach was to group numerous options for parking reductions in one section of the code (25-6-478). The Public Works amendments were approved in 2013.

Recently it has come to our attention that there are unintended consequences of this consolidation of parking reductions. Specifically, we have received requests to apply the former Subchapter E parking reductions to single-family or two-family projects. In addition, there is concern that projects that are not subject to Subchapter E, for example a site plan exemption, may be able to access these parking reductions. This was never the intent of the amendments. Staff is requesting initiation of a proposed code amendment to clarify the intent of the code and address these unintended outcomes.

I hope this provides useful information for your consideration. If you have questions or need additional information please contact me at (512) 974-2146.

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§ 25-6-478 MOTOR VEHICLE REDUCTIONS GENERAL.

(A) Except as provided in Subsection (B), this section applies in the area bounded by:

- (1) Highway 183 from Burnet Road to Highway 71;
- (2) Highway 71 from Highway 183 to Loop 1;
- (3) Loop 1 from Highway 71 to Lake Austin Boulevard;
- (4) Lake Austin Boulevard from Loop 1 to Exposition Boulevard;
- (5) Exposition Boulevard from Lake Austin Boulevard to 38th Street;
- (6) 38th Street from Exposition Boulevard to Loop 1;
- (7) Loop 1 from 38th Street to RM Road 2222;
- (8) RM Road 2222 from Loop 1 to Mesa Drive;
- (9) Mesa Drive from RM Road 2222 to Spicewood Springs Road;
- (10) Spicewood Springs Road from Mesa Drive to Loop 360;
- (11) Loop 360 from Spicewood Springs Road to Great Hills Trail;
- (12) Great Hills Trail from Loop 360 to Highway 183;
- (13) Highway 183 from Great Hills Trail to Braker Lane;
- (14) Braker Lane from Highway 183 to Burnet Road; and
- (15) Burnet Road from Braker Lane to Highway 183.

(B) This section does not apply:

- (1) to property in a central business (CBD) district or an area with a TOD district or regulatory plan, downtown mixed use (DMU) district;
- (2) to a commercial, industrial, or civic use in a traditional neighborhood (TN) district;
- (3) to a corner store special use; neighborhood mixed use building special use; commercial, industrial, or civic use portion of a neighborhood urban center special use; or commercial or civic use portion of a residential infill special use;
- (4) to property in the university neighborhood overlay (UNO) district; or
- (5) if the off-street parking requirement has been modified under Section [25-6-473](#) (*Modification Of Parking Requirement*) or Section [25-6-476](#) (*Parking For Mixed-Use Developments*).

(C) The minimum off-street parking requirement is 80 percent of that prescribed by [Appendix A](#) (*Table of Off-Street Parking and Loading Requirements*).

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(D) Bicycle parking spaces shall be calculated as described by [Appendix A \(Tables Of Off-Street Parking And Loading Requirements\)](#) and shall be calculated prior to any reductions approved under this article for motor vehicle parking.

(E) If a shower facility is provided on-site per the criteria below, the required amount of motor vehicle parking may be reduced by 10%.

(1) For buildings with up to 19,999 square feet of gross floor area, a minimum of one shower and changing facility available to both genders.

(2) For buildings with 20,000 to 99,999 square feet of gross floor area, a minimum of one shower and changing facility available to each gender.

(3) For buildings with 100,000 or more square feet of gross floor area, a minimum of two showers and changing facilities available to each gender.

(F) The minimum off-street parking requirement shall be reduced as follows:

(1) One space for each on-street parking space located adjacent to the site on a public street, including spaces on Internal Circulation Routes that meet public street standards;

(2) Up to 10 percent to preserve significant stands of trees or protected trees in addition to those required to be preserved by the Code, pursuant to protection measures specified in the Environmental Criteria Manual. If the applicant provides more parking spaces than the minimum required, the additional parking spaces may not result in the removal of significant stands of trees or protected trees; or

(3) Twenty (20) spaces for every car-sharing vehicle provided in a program that complies with the requirements prescribed by the Director by administrative rule.

(G) Reductions or waivers for parking requirements granted under this section may be combined with other applicable parking reductions in this chapter provided the total reduction for the site does not exceed 40%. Reductions or waivers in excess of 40% of the site's required parking is only permitted in conjunction with compliance of [§ 25-6-478\(D\) \(Motor Vehicle Parking Reductions General\)](#) and with the approval by the director with consultation with the director of Public Works.

(H) If the use of any land, building or structure that satisfies the minimum off-street motor vehicle parking and loading requirements with the inclusion of on-street spaces no longer meets the minimum off-street motor vehicle parking and loading requirements due to the removal of spaces by the City, then the use and site shall be deemed legally non-complying and may continue without requiring the addition of the equivalent number of parking or loading spaces reduced by the City.

Source: Ord. 031120-44; Ord. 031211-11; Ord. 040902-58; Ord. 20060831-068; Ord. 20130523-104; Ord. 20130829-105.

Note: Highlighted text covers the parking reductions described in April 16, 2014 Memo