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T**ORDINANCE AMENDMENT REVIEW SHEET**

Amendment: C20-2014-008 Reduced Parking

Description: Consider an amendment to Title 25 of the City Code to clarify that certain parking reductions cannot be used for one and two-family residential projects.

Proposed Language: See attached draft ordinance details.

Summary

- Clarifies that certain parking reductions may not be taken for one and two family residential projects and development that is exempt from site plan requirements.

Background: Initiated by Planning Commission on April 22, 2014.

In 2012 staff from PDRD and Public Works proposed a code amendment that would cover the bicycle-related parking reductions 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). These amendments were approved in 2013.

Recently it has come to staff's attention that there are unintended consequences of this consolidation of parking reductions. Specifically, 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; the proposed code amendment clarifies that certain parking reductions may not be taken for one and two family residential projects and development that is exempt from site plan requirements.

Staff Recommendation: Staff recommends the proposed code amendment.

Board and Commission Actions

October 21, 2014: Recommended by the Codes and Ordinances Subcommittee on a 4-0 vote (Commissioner Oliver absent).

October 28, 2014: A public hearing has been set at Planning Commission.

Council Action

November 6, 2014: A public hearing has been set.

Ordinance Number: NA

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ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 25-6-478 OF THE CITY CODE RELATING TO MOTOR VEHICLE REDUCTIONS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. City Code Section 25-6-478 (Motor Vehicle Reductions General) is amended to read as follows:

§ 25-6-478 MOTOR VEHICLE REDUCTIONS GENERAL.

(A) [~~Except as provided in Subsection (B),~~ For this section, the Urban Core is defined as [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;

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(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

(4) This subsection does not apply to:

(a) a one or two family residential project; or

(b) development that is exempt from the site plan requirement under 25-5-2.

~~(F)~~E) 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.

(4) This subsection does not apply to:

(a) a one or two family residential project; or

(b) development that is exempt from the site plan requirement under 25-5-2.

~~(G)~~F) 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.



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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.