

1 **RESOLUTION NO.**

2 **WHEREAS**, the City is committed to promoting safer, sustainable  
3 transportation options, reducing community-wide carbon emissions, and increasing  
4 housing affordability; and

5 **WHEREAS**, City Code Title 25 (*Land Development Code*) requires  
6 developments outside of the Central Business District zoning district to provide  
7 enough car parking to accommodate expected peak demand; and

8 **WHEREAS**, these parking requirements can have unintended  
9 consequences, such as developments providing more parking than is necessary,  
10 encouraging the use of single-occupancy vehicles, contributing to traffic  
11 congestion, air pollution, and flooding, and discouraging the development of more  
12 affordable housing; and

13 **WHEREAS**, minimum parking requirements can limit the amount of  
14 available land for development, leading to reduced density and more urban sprawl,  
15 exacerbating traffic congestion and environmental issues; and

16 **WHEREAS**, eliminating parking requirements can promote more walkable  
17 and bikeable neighborhoods, increase access to public transit, and reduce the cost  
18 of housing; and

19 **WHEREAS**, the Austin Strategic Housing Blueprint, passed in 2017, calls  
20 for the construction and preservation by 2027 of 60,000 affordable housing units  
21 throughout the city for those making less than 80 percent of the median family  
22 income; and

23           **WHEREAS**, the cost of constructing a single parking space ranges between  
24 \$10,000 and \$40,000, and those costs are passed along to homebuyers and renters;  
25 and

26           **WHEREAS**, in 2019, City Council adopted the Austin Strategic Mobility  
27 Plan (ASMP), setting a goal for a 50-percent non-single occupancy vehicle mode  
28 share citywide by 2039; and

29           **WHEREAS**, in 2020, Austin voters overwhelmingly approved the Project  
30 Connect high-capacity transit vision along with a historic investment in bike lanes,  
31 urban trails, and sidewalks, all of which will provide more residents and visitors  
32 safer and more reliable alternatives to driving alone; and

33           **WHEREAS**, the ASMP states, “Minimum parking requirements have  
34 resulted in an overabundance of parking in many locations throughout Austin and  
35 have continued to encourage people to drive to their destination. These parking  
36 spaces are expensive to build and maintain, and promote automobile use even  
37 when short trips can be easily accessed by walking, bicycling, or by taking transit”;  
38 and

39           **WHEREAS**, the ASMP recommends reducing or eliminating parking  
40 minimums in the City’s Land Development Code, excepting the required provision  
41 of Americans with Disabilities Act (ADA)-compliant accessible parking; and

42           **WHEREAS**, the City eliminated parking mandates in 2013 for the central  
43 business district (CBD), downtown mixed use (DMU), and downtown public (P)  
44 zones, with special provisions for persons with disabilities; and

45           **WHEREAS**, in 2019, the Pedestrian Advisory Council recommended  
46 eliminating parking minimums outside of the CBD and for the rest of Austin while  
47 maintaining special provisions for persons with disabilities; and

48           **WHEREAS**, eliminating parking requirements gives property owners the  
49 freedom to provide parking based on market demand rather than arbitrary peak-  
50 based minimums; and

51           **WHEREAS**, if and when a property owner chooses to provide parking, they  
52 will still be subject to accessibility standards as set forth in the ADA or the Fair  
53 Housing Act Amendments (FHAA), as appropriate; and

54           **WHEREAS**, a growing number of cities nationwide have eliminated or  
55 reduced the minimum parking required in their jurisdictions based on concerns  
56 over affordability, sustainability, and safety; and

57           **WHEREAS**, on April 13, 2023, City Council adopted Resolution No.  
58 20230413-045 which initiated amendments to City Code Title 25 to eliminate non-  
59 accessible parking requirements for cocktail lounge use; and

60           **WHEREAS**, the Urban Land Institute has convened a Technical Advisory  
61 Panel to study further parking reforms in Austin; **NOW, THEREFORE,**

62 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

63       The City Council initiates amendments to City Code Title 25 (*Land Development*)  
64 to eliminate minimum off-street motor vehicle parking requirements in the City.

65 **BE IT FURTHER RESOLVED:**

66 The City Manager is directed to return with recommendations for  
67 developments proposing no on-site parking that allow for accessible parking  
68 spaces on-street, adjacent to or reasonably nearby the development and located on  
69 an accessible route. The recommendations should ensure accessible parking spaces  
70 comply with all design, accessibility, and location requirements of the ADA and  
71 FHAA, as appropriate.

72 **BE IT FURTHER RESOLVED:**

73 The City Manager is directed to return with an ordinance for Council  
74 consideration no later than December 31, 2023.

75  
76 **ADOPTED:** \_\_\_\_\_, 2023 **ATTEST:** \_\_\_\_\_  
77 Myrna Rios  
78 City Clerk  
79