

RESOLUTION NO. 20230504-022

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT FURTHER RESOLVED:

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

BE IT FURTHER RESOLVED:

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

ADOPTED: May 4, 2023

ATTEST:

Stephanie Hall for

Myrna Rios
City Clerk