



TRANSPORTATION PUBLIC WORKS

C20-2023-010 Eliminate Minimum Parking Requirements

Dan Hennessey | Consulting Engineer | September 20, 2023



City Council Resolution 20230504-022

“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.”



Schedule for Adoption

- Planning Commission Briefing – August 29
- **Codes and Ordinances Joint Committee – September 20**
- Urban Transportation Commission – October 3
- Planning Commission Public Hearing – October 10*
- City Council Public Hearing – ***November 2****

* Redlines to Title 25/Title 30 will be made available in advance of these meetings.



Title 25 – Land Development

- ~~Chapter 25-1 – General Requirements and Procedures~~
- ★ Chapter 25-2 – Zoning
- Chapter 25-3 – Traditional Neighborhood District
- Chapter 25-4 – Subdivision*
- Chapter 25-5 – Site Plans
- ★ Chapter 25-6 – Transportation
- ~~Chapter 25-7 – Drainage~~
- ~~Chapter 25-8 – Environment~~
- ~~Chapter 25-9 – Water and Wastewater~~
- ~~Chapter 25-10 – Sign Regulations~~
- ~~Chapter 25-11 – Building, Demolition, and Relocation Permits; Special Req's for Historic Structures~~
- ~~Chapter 25-12 – Technical Codes~~
- ~~Chapter 25-13 – Airport Hazard and Compatible Land Use Regulations~~



Appendix A

Tables of Off-Street Parking and Loading Requirements

APPENDIX A. TABLES OF OFF-STREET PARKING AND LOADING REQUIREMENTS.

PART 1 - MOTOR VEHICLES

Use Classification	<u>Previous</u> Minimum Off-Street Parking Requirement <u>Maintained and Shown for the Purposes of Calculating Accessible and Bicycle Parking Spaces or for Any Other References to Appendix A. Tables of Off-Street Parking and Loading Requirements. No minimum number of parking spaces is required for any use.</u>	Off-Street Loading Requirement
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SCHEDULE B

The director shall determine the ~~minimum off-street motor vehicle parking requirement~~, minimum off-street bicycle parking requirement, and minimum off-street loading requirement for a use that is subject to this schedule. In making a determination, the director shall consider the requirements applicable to similar uses, the location and characteristics of the use, and appropriate traffic engineering and planning data. A minimum of one bicycle parking space shall be provided for any use except Single-Family residential or Two-Family residential.



Accessible Parking Spaces

§ 25-6-471 OFF-STREET PARKING ~~FACILITY REQUIRED~~.

- (A) An applicant is not required to provide an off-street motor vehicle parking facility. No minimum number of parking spaces is required. This applies to all zoning categories, including areas governed by specific Regulating Plans, TOD areas, and Neighborhood Conservation Combining Districts (NCCDs). Any references to minimum motor vehicle parking requirements, other than those for persons with disabilities, remaining in this code are superseded by this clause.
- (B) The minimum number of accessible parking spaces is calculated by taking 100 percent of the formerly parking required for the use under **Appendix A (Tables of Off-Street Parking and Loading Requirements)** and using that result to determine the number of accessible spaces required under the Building Code. A minimum of one on-site accessible parking space is required.

TABLE 1106.1 ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES PROVIDED IN PARKING FACILITIES	REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total 10-20
1,001 and over	20, plus one for each 100, or fraction thereof, over 1,000



Accessible Parking Spaces

Example Calculations

Formerly Required Spaces	40% Reduction	Accessible Parking Spaces		Difference
		Pre-Change	Post-Change	
1	1	1	1	0
5	3	1	1	0
10	6	1	1	0
30	18	1	2	1
70	42	2	3	1
90	54	3	4	1
125	75	3	5	2
175	105	4	6	2
225	135	5	7	2
350	210	7	8	2
450	270	7	9	1
750	450	9	15	6
1500	900	18	25	7



Other Documents Regulating Parking

- Transit-Oriented Development (TOD) Regulating Plan
 - **Lamar Boulevard/Justin Lane TOD Station Area Plan** – refers back to LDC
 - **MLK TOD Station Area Plan** – refers back to LDC
 - **Plaza Saltillo TOD Station Area Plan** – refers back to LDC
- Regulating Plans
 - **North Burnet/Gateway Zoning District** – refers back to LDC
 - **East Riverside Corridor Zoning District** – refers back to LDC
 - ***South Central Waterfront**** – in development, reviewed for consistency with proposed change
- Neighborhood Conservation Combining District
 - *Hyde Park*
 - *North Hyde Park*
 - *North University*
 - *Fairview Park*
 - **11th Street** – refers back to LDC
 - **12th Street** – refers back to LDC
- Planned Unit Development (PUD) Agreements