



# TRANSPORTATION PUBLIC WORKS

## C20-2023-010 Eliminate Minimum Parking Requirements

Dan Hennessey | Consulting Engineer | October 10, 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.”

# Recommended by Staff

- Consistent with City goals around housing affordability and sustainability
  - Surface parking spaces cost \$5,000 to \$10,000 per space to construct
  - Structured parking spaces cost \$25,000 to \$60,000 per space to construct
  - The provision of vehicle parking spaces is strongly linked to mode choice
- Austin Strategic Mobility Plan:
  - “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.”
- Austin Strategic Housing Blueprint:
  - “...the City of Austin can address several important City goals such as lower construction costs, reduced dependence on automobiles, mitigation of flood and erosion, and water quality protection. Requiring that new developments include significant off-street parking add to the cost of construction and limit the number of units possible on a site.”

# Schedule for Adoption

- City Council Resolution – May 4 (recommended 10-1)
- Planning Commission Briefing – August 29 (no action)
- Codes and Ordinances Joint Committee – September 20 (recommended 5-2)
- Urban Transportation Commission – October 3 (recommended 8-0)
- **Planning Commission Public Hearing – October 10**
- City Council Public Hearing – November 2

# 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~~

# Changes to Section 25-2, Zoning

## Minimum Parking Requirements Removed

- § 25-2-519 Commercial-Residential Development
- § 25-2-772 Single-Family Attached Residential Use
- § 25-2-780 Multifamily Residential Use
- § 25-2-831 College or University
- § 25-2-900 Home Occupations
- § 25-2-1205 Site Development Regulations for Mobile Home Parks
- § 25-2-1504 Neighborhood Mixed Use Building Regulations
- § 25-2-1556 Multifamily and Condominium Regulations
- § 25-2-1566 Commercial Use Parking Requirements
- Subchapter E, § 4.3.3.E – Height, Dimensional and Parking Requirements for Vertical Mixed Use Buildings

# Changes to Section 25-2, Zoning

## References to Minimum Parking Requirements Removed/Modified

- § 25-2-91 Purposes of Commercial Districts Designations
- § 25-2-121 Purposes of Industrial District Designations
- § 25-2-181 Corridor Overlay (COR) District Purpose and Boundaries
- § 25-2-312 CURE Combining District Regulations
- § 25-2-356 Historic Area Combining District Regulations
- § 25-2-441 Planned Development Areas Generally
- § 25-2-474 Required Findings
- § 25-2-766.14 Parking Regulations (Transit-Oriented Development District Regulations)
- § 25-2-773 Duplex Residential Use
- § 25-2-807 Special Use in Historic District
- § 25-2-818 Mobile Retail Establishments
- § 25-2-865 Light Manufacturing Use
- § 25-2-897 Accessory Uses for a Principal Civic Use
- § 25-2-924 Conditions of Approval
- § 25-2-947 Nonconforming Use Regulation Groups
- § 25-2-1052 Exceptions
- Subchapter E, § 2.3.1
- Subchapter E, § 4.3.3.F and .G
- Subchapter E, § 4.3.5.A
- Subchapter E, § 4.3.5.B.a and .c
- Subchapter E, § 4.3.5.C.1.a and .b
- Subchapter E, § 4.3.5.C.2.a and .b
- Subchapter E, § 4.3.5.C.5
- Subchapter F, § 3.3.2

# Changes to Section 25-3, Traditional Neighborhood District

## Minimum Parking Requirements Removed

- § 25-3-83 Parking

# Changes to Section 25-4, Subdivision

## Minimum Parking Requirements Removed

- § 25-4-232 Small Lot Subdivisions
- § 25-4-233 Single-Family Attached Residential Subdivision

# Changes to Section 25-5, Site Plans

## References to Minimum Parking Requirements Removed/Modified

- § 25-5-2 Site Plan Exemptions
- § 25-5-145 Evaluation of Conditional Use Site Plan





# Changes to Section 25-6, Transportation

## Article 7 (Off-Street Parking and Loading)

### **Minimum Parking Requirements Removed**

- § 25-6-471 Off-Street Parking Facility Required
- § 25-6-474 Parking Facility for Persons with Disabilities
- § 25-6-593 Provisions for Property in the Central Urban Redevelopment (CURE) Combining District Area
- § 25-6-611 Parking Requirements for a Transit Oriented Development District



# Changes to Section 25-6, Transportation

## Article 7 (Off-Street Parking and Loading)

### References to Minimum Parking Requirements Removed/Modified

- § 25-6-472 Parking Facility Standards
- § 25-6-473 Modification of Parking Requirement
- § 25-6-476 Parking for Mixed Use Developments
- § 25-6-477 Bicycle Parking
- § 25-6-478 Motor Vehicle Reductions General
- § 25-6-501 Off-Site Parking
- § 25-6-502 Application and Approval
- § 25-6-531 Off-Street Loading Facility Required
- § 25-6-532 Off-Street Loading Standards
- § 25-6-591 Parking Provisions for Development in the Central Business District (CBD), the Downtown Mixed Use (DMU) District, the Public (P) Zoning Districts, and the University Neighborhood Overlay (UNO) District
- § 25-6-601 Parking Requirements for University Neighborhood Overlay District



# 25-6-471. Off-Street Parking

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

- (A) This section applies to all uses and to specific Regulating Plans, Transit Oriented Development areas (TODs), and Neighborhood Conservation Combining Districts (NCCDs) that incorporate this chapter by reference. Except as provided in Subsection (B), off-street motor vehicle parking is not required. A planned unit development (PUD) that includes specific off-street parking requirements controls over this article.
- (B) A minimum of one on-site accessible space is required. The minimum number of accessible spaces is calculated by taking 100 percent of the parking previously required for the use under Appendix A (Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements) and using that result to determine the number of accessible spaces required under the Building Code.
- (C) If an applicant provides an off-street parking facility for a building or use, accessible spaces must be provided on-site.
- (D) If an applicant proposes only accessible spaces for a use:
- (1) Accessible spaces may be located on- or off-site, within 250 feet of the use, and must be on an accessible route.
  - (2) An off-site or on-street accessible space that is located within 250 feet of a use may be counted towards the number of required accessible spaces under Paragraph (B).
  - (3) The director may waive or reduce the number of accessible spaces required if no accessible spaces can be provided consistent with the requirements of Paragraph (D)(1).

## § 25-6-473 MODIFICATION OF PARKING REQUIREMENT.

- (D) The director may ~~not~~ reduce a parking space requirement as needed to be consistent with the elimination of the minimum number of motor vehicle parking space requirements, except for those related to accessible spaces under Subsections (B) and (C) to less than 80 percent of the standard parking requirement.

# Appendix A

## **APPENDIX A. TABLES OF OFF-STREET ~~PARKING AND~~ LOADING REQUIREMENTS AND FORMER OFF-STREET PARKING REQUIREMENTS.**

### PART 1 - MOTOR VEHICLES

Use Classification	Minimum Off-Street Parking Requirement* <u>*This column is maintained and shown for purposes of calculating accessible spaces, bicycle parking spaces, and maximum parking spaces and for future reference as needed. No minimum number of parking spaces is required for any use.</u>	Off-Street Loading Requirement
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# Accessible Parking Spaces

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 <b>10-20</b>
1,001 and over	20, plus one for each 100, or fraction thereof, over 1,000

# Accessible Parking Spaces

## Example Calculations

Proposed New Code Requirement for Accessible Spaces		Current Code Requirement for Accessible Spaces		Maximum Proposed Increase in Required Accessible Spaces
Current Spaces Required By Code	Required Accessible Spaces	Current Provided Spaces with 40% Reduction	Required Accessible Spaces	
1	1	1	1	0
5	1	3	1	0
10	1	6	1	0
30	2	18	1	+1
70	3	42	2	+1
90	4	54	3	+1
125	5	75	3	+2
175	6	105	4	+2
225	7	135	5	+2
350	8	210	7	+2
450	9	270	7	+1
750	15	450	9	+6
1500	25	900	18	+7

- 1-25 Spaces Required per Current LDC requirements: No change in accessible spaces
- 26-75 Spaces Required: 0 or 1 additional accessible spaces required\*
- 76-524 Spaces Required: 0 to 2 additional accessible spaces required\*

\*If previously available reductions from minimum parking requirements were utilized

## Title 30 (Subdivision Platting in the ETJ)

- Title 30 controls subdivision platting for land in the portion of the City's extraterritorial jurisdiction within Travis County, including areas annexed by the City for limited purposes.
- Two sections include minimum parking requirements included:
  - *§ 30-2-232 Small Lot Subdivisions*
  - *§ 30-2-233 Single-Family Attached Residential Subdivision*
- These same sections exist in Title 25 and are proposed to be removed:
  - *§ 25-4-232 Small Lot Subdivisions*
  - *§ 25-4-233 Single-Family Attached Residential Subdivision*
- Amendments to Title 30 require joint action by the Travis County Commissioners Court
- **City staff have reached out to County staff to pursue these changes to create a consistent code but no action is proposed at this time**

# 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 progress, reviewed for consistency with proposed changes
- Neighborhood Conservation Combining District
  - **Hyde Park**
  - **North Hyde Park**
  - **North University**
  - **Fairview Park**
  - 11<sup>th</sup> Street – refers back to LDC
  - 12<sup>th</sup> Street – refers back to LDC



# Planned Unit Development (PUD) Agreements

- Parking requirements in PUD agreements have been specifically negotiated and are legal agreements, the proposed code changes would not supersede parking requirements included in PUD agreements.
- If a PUD agreement includes parking requirements:
  - Staff will continue to enforce those requirements, unless city council or the director approves an amendment to the agreement.
  - If parking requirements were an "element of superiority," the applicant will have to apply for a "substantial amendment," which requires City Council approval.
  - If parking requirements were not an element of superiority, the applicant may apply to the director for an administrative amendment.