

**ORDINANCE AMENDMENT REVIEW SHEET****Amendment: C20-2023-039 Modify Minimum Bicycle Parking Requirements**

**Description:** Amendment to Title 25 to modify minimum bicycle parking requirements.

**Background:** On May 4, 2023, City Council directed staff to eliminate minimum off-street vehicle parking requirements in the City from City Code Title 25 (*Land Development*) through [Resolution 20230504-022](#). Per the resolution, “[t]he 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 [Americans with Disabilities Act] and FHA [Fair Housing Act], as appropriate.” Council directed the City Manager to return with an ordinance for Council consideration by December 31, 2023.

Staff advanced Case C20-2023-010 Eliminate Minimum Parking Requirements through the public hearing processing. The following recommendations were made by various boards and commissions:

- Resolution 20230504-022 passed by City Council on May 4, 2023, 10-1
- September 20, 2023, recommended by the Codes and Ordinances Joint Committee, 5-2
- October 3, 2023, recommended by the Urban Transportation Commission, 8-0
- October 10, 2023, recommended by the Planning Commission, 9-0-1

During their meeting on October 3, 2023, the Urban Transportation Commission passed a recommendation ([Recommendation 20231003-004](#)) that included the following language:

*NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that the City Council fully adopt the draft ordinance;*

*BE IT FURTHER RESOLVED that the Urban Transportation Commission recommends City staff make the following changes to the draft ordinance before the November 2nd, 2023 City Council Meeting in regards to required bicycle parking:*

- I. Remove references to minimum bicycle parking and the entirety of Part 2 of “APPENDIX A. - TABLES OF OFF-STREET PARKING AND LOADING REQUIREMENTS”;*
- II. Remove all references to Appendix A in Section 25-6-477 - BICYCLE PARKING;*
- III. Simplify the minimum bike parking requirements to a ratio of planned motor vehicle parking, based on the Austin Strategic Mobility Plan 50/50 Mode Share Goal (which projects 50% of commuters driving alone and 5% of commuters biking), and add the following minimum requirements to Section 25-6-477:*

- A. Commercial Uses: A minimum of 2 spaces or 10% of the planned motor vehicle spaces, whichever is greater;*
- B. Multi-Family Residential Uses: A minimum of 5 spaces or 10% of the planned motor vehicle spaces, whichever is greater;*
- C. Single-Family or Two-Family Residential Uses: None;*
- D. All Other Uses: A minimum of one bicycle parking space or 10% of the planned motor vehicle spaces, whichever is greater.*

As staff had not yet received direction to amend bicycle parking requirements in City Code, and the posting language for public hearings included only potential changes to motor vehicle requirements, the recommendations made by the Urban Transportation Commission were not incorporated into Ordinance 20231102-028, which eliminated motor vehicle parking space requirements. City Council passed and approved [Ordinance 20231102-028](#) on November 2, 2023 by a vote of 8-2, and the ordinance took effect on November 13, 2023.

During the City Council meeting on November 9, 2023, City Council provided staff with direction to follow through on the Urban Transportation Commission's recommendations by providing adopting [Resolution 20231109-056](#), which included the following language:

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

The City Manager is directed to initiate amendments to City Code, including Title 25 (Land Development), to modify bicycle parking requirements to be consistent with the Austin Strategic Mobility Plan (ASMP) mode split goals, per the Urban Transportation Commission (UTC) Recommendation 20231003-004; and these proposed amendments should move through the standard Boards & Commissions review and Council approval processes to ensure sufficient public input.

BE IT FURTHER RESOLVED: Council encourages the City Manager to finish processing updates to the Transportation Criteria Manual (TCM) as quickly as possible to ensure that the newly required minimum bicycle parking meets modern standards for fixture type, placement, etc.

BE IT FURTHER RESOLVED: The City Manager is directed to explore ideas for incentivizing the installation of bicycle parking at existing developments to bring them up to the same level of service as will be required under the above City Code amendments and the updated TCM.

This set of amendments specifically responds to the first clause providing direction to staff from Resolution 20231109-056, which was approved by a vote of 9-1.

During a briefing to the Planning Commission on January 9, 2024, additional questions were raised about updates to Section 25-6-477 (H) regarding the options to satisfy one of 15 options for additional connectivity requirements per Subchapter E of Chapter 25-2. Proposed updates to the shower-and-changing facilities are included in this proposed update.

**Summary of Proposed Code Amendment:** The proposed amendments to the LDC:

- Revise Chapter 25-6, Article 7 (Off-Street Parking and Loading) to reflect the proposed changes to required bicycle parking from the Urban Transportation Commission recommendation;
- Revise Chapter 25-2 (Zoning, Subchapter E (Design Standards and Mixed Use), Article 2 (Site Development Standards), 2.3.1.B.2 Additional Measures to Improve Connectivity (Table B) and Chapter 25-6, Article 7, 25-6-477 (Bicycle Parking) to update a reference that had previously been removed and incorporate feedback from the Planning Commission about language around gender in that measure.
- Remove bicycles from Appendix A (Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements).

**Proposed Text Amendment(s):** A complete list of the changes to Title 25 is included at the end of this staff report. The changes also incorporate Title 25 changes related to the HOME amendments adopted December 7, 2023.

**Staff Recommendation:** Recommended. This amendment is consistent with City mode split goals in the Austin Strategic Mobility Plan. This also significantly simplifies the bicycle parking calculation for development applicants.

**Board and Commission Action:**

December 13, 2023, recommended by the Codes and Ordinances Joint Committee, 6-0  
January 9, 2024, reviewed by the Planning Commission, action postponed to January 23, 2024

January 23, 2024, to be reviewed by the Planning Commission

**Council Action:**

To be considered on February 1, 2024

**Sponsor Department:** Transportation and Public Works

**City Staff:**

Cole Kitten, [Cole.Kitten@austintexas.gov](mailto:Cole.Kitten@austintexas.gov), (512) 974-6442 (Case Manager)



# TRANSPORTATION PUBLIC WORKS

## C20-2023-039 Modify Minimum Bicycle Parking Requirements

Cole Kitten | Systems Development Division Manager | January 23, 2024

# Recent Parking-Related Changes

- 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 (recommended 9-0-1)
- City Council Public Hearing – November 2 (approved 8-2) → in effect November 13, 2023

# Urban Transportation Commission

## Recommendation 20231003-004

*BE IT FURTHER RESOLVED that the Urban Transportation Commission recommends City staff...*

- Remove references to minimum bicycle parking and the entirety of Part 2 of “APPENDIX A. - TABLES OF OFF-STREET PARKING AND LOADING REQUIREMENTS”; II.*
- Remove all references to Appendix A in Section 25-6-477 - BICYCLE PARKING;*
- Simplify the minimum bike parking requirements to a ratio of planned motor vehicle parking, based on the Austin Strategic Mobility Plan 50/50 Mode Share Goal (which projects 50% of commuters driving alone and 5% of commuters biking), and add the following minimum requirements to Section 25-6-477:*
  - A. Commercial Uses: A minimum of 2 spaces or 10% of the planned motor vehicle spaces, whichever is greater;*
  - B. Multi-Family Residential Uses: A minimum of 5 spaces or 10% of the planned motor vehicle spaces, whichever is greater;*
  - C. Single-Family or Two-Family Residential Uses: None;*
  - D. All Other Uses: A minimum of one bicycle parking space or 10% of the planned motor vehicle spaces, whichever is greater.*

# City Council Resolution 20231109-056

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

*The City Manager is directed to initiate amendments to City Code, including Title 25 (Land Development), to modify bicycle parking requirements to be consistent with the Austin Strategic Mobility Plan (ASMP) mode split goals, per the Urban Transportation Commission (UTC) Recommendation 20231003-004; and these proposed amendments should move through the standard Boards & Commissions review and Council approval processes to ensure sufficient public input."*

- RECOMMENDED by staff to create consistency between modal split goals and built environment and to simplify bicycle parking requirements

# Changes to Title 25

- Changes to Chapter 25-2, Zoning (Section 2.3.1.B.2)
  - A reference removed in Section 25-6-478 has been updated for Section 25-6-477 (H)
- Section 25-6-477 Bicycle Parking
  - Modified to reflect UTC recommended language
  - References to Appendix A have been removed
  - Updates to 25-6-477 (H) per Planning Commission feedback on gender-related language
- Section 25-6-591 CBD, DMU, P, UNO Districts
  - Removed references to past ordinances that have been remedied
  - Removed a separate requirement for bicycle parking referring to Appendix A
- Appendix A
  - Removed references to bicycle parking



## 25-2 (Zoning) and 25-6-477(H) Changes

- Changes apply to a site subject to Subchapter E based on adjacent street type and development type
- Sites must pick 2 of 15 options to improve connectivity
  - Must pick 3 of 15 options if parking exceeds 125 percent of parking formerly required by Appendix A
- Option #11 - Enhance physical fitness opportunities and multi-modal connectivity by providing shower and locker facilities for employees and increase required bicycle parking by 10%.
  - With proposed ordinance, bicycle parking requirement would increase from 1 space for every 10 vehicle parking spaces to 1.1 space for every 10 parking spaces.
  - Comments on this option include “To comply with this option, the site must meet the shower requirements of LDC [Section 25-6-478](#).”
- Section 25-6-478 was repealed and replaced with approval of Ordinance 20231102-028
  - No shower requirements were included in updated 25-6-478
  - Original proposal for January 9 moved those requirements to Section 2.3.1.B.2, Table B
  - Updated proposal provided during the meeting on January 9 moved those requirements to Section 25-6-477 (H)
  - Language has been updated for clarity on applicability and to respond to gender-related comments on previous LDC language

## 25-6-477 (H) Language

Enhance physical fitness opportunities and multi-modal connectivity by providing shower and locker facilities for employees and increase required bicycle parking by 10%.	To comply with this option, the site must meet the <u>following</u> shower requirements: of LDC Section <u>25-6-477(H)</u> . <del>[25-6-478.]</del>
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(H) A site or development subject to Subsection 2.3.1.B.2 of Article 2 (Site Development Standards) of Subchapter E of City Code Chapter 25-2 and chooses to provide shower and changing facilities as an option under Table B (Additional Measures to Improve Connectivity) should provide facilities as follows:

- (1) For buildings with up to 99,999 square feet of gross floor area, a minimum of two single-user shower-and-changing facilities.
- (2) For buildings with 100,000 or more square feet of gross floor area, a minimum of four single-user shower-and-changing facilities.

## 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 (recommended 9-0-1)
- City Council Public Hearing – November 2 (approved 8-2) → in effect November 13, 2023
- City Council Direction – November 9 (approved 9-1)
- Codes and Ordinances Joint Committee – December 13 (recommended 6-0)
- Planning Commission Public Hearing – January 9 (postponed)
- **Planning Commission Public Hearing – January 23**
- City Council Public Hearing – February 1

## CHAPTER 25-2.- ZONING

### SUBCHAPTER E: DESIGN STANDARDS AND MIXED USE.

#### ARTICLE 2: SITE DEVELOPMENT STANDARDS.

##### § 2.3. CONNECTIVITY BETWEEN SITES.

##### 2.3.1. Improvements to Encourage Pedestrian, Bicycle, and Vehicular Connectivity.

###### B. Standards.

1. **Vehicular and Pedestrian Connections Between Sites.** All sites or developments subject to this section shall:
  - a. Provide private drive or public street connections to existing private drives or public streets on adjacent sites, or stub-outs if connections are not feasible; and
  - b. Where a public street is adjacent to the property line, provide direct pedestrian and bicycle access from that street to a customer entrance. The pedestrian and bicycle access points must be fully accessible during operating hours. (See Figure 31.)

(See Figure 31 set forth in Exhibit A attached to Ord. 20130606-088; Example of a pedestrian/bicycle connection from sidewalk to building entrance.)

2. **Additional Measures to Improve Connectivity.** All sites or developments subject to this section shall select and comply with at least two of the options in Table B below. However, if a site or development provides surface parking that amounts to more than 125 percent of the parking required in Appendix A (*Tables of Off-Street Parking and Loading Requirements*), the site or development must select and comply with at least three of the options in Table B below.

TABLE B: ADDITIONAL MEASURES TO IMPROVE CONNECTIVITY	
Option	Description/Comments
Provide additional pedestrian connections from on-site buildings to adjacent streets.	Pedestrian connections must be edged by curb, except where connections cross drive aisles, and should be evenly spaced. One point per pedestrian connection.
Provide pedestrian and bicycle connections from adjacent parkland.	Where public parkland is adjacent to the property line, provide pedestrian and bicycle access from the trail or walkway system on that parkland to the building entrance. The pedestrian and bicycle access points must be fully accessible during operating hours and shall meet city standards for pedestrian and bike ways.
Provide solar power shading devices in parking lots.	Devices shall comply with requirements of administrative rules on this subject.

Provide pedestrian and bicycle connection to adjacent residential development.	If there is a residential development adjacent to the site, provide a pedestrian and bicycle connection to the property line, and to an existing pathway if one is present on the adjacent site. Compliance with this option also may include providing a sidewalk that connects the project site to an adjacent residential development and that runs along a public roadway where no sidewalk currently exists or where the existing sidewalk does not meet the width standards in this Subchapter.
Exceed applicable sidewalk standards by constructing a sidewalk along a public street frontage to Core Transit Corridor standards.	Sidewalks along an ICR may not be used to satisfy this standard.
Provide a public access easement for the construction of a multi-use trail connecting to or proposed in the City of Austin Trails Master Plan, Austin Parks and Recreation Lone-Range Plan, Sidewalk Master Plan or Bicycle Path.	Requires approval of the Director of Public Works.
Incorporate a transit stop into the project.	Review and approval of Capital Metro, or transit provider required.
Internal utility lines should be located in drive aisles or Internal Circulation Routes, rather than under parking areas.	Do not locate utility lines beneath surface parking areas.
Limit curb cuts.	Connections between site and adjacent arterials and highways occur no more frequently than every 330 feet.
At least 10% of the provided parking is underground or within a parking structure.	
Enhance physical fitness opportunities and multi-modal connectivity by providing shower and locker facilities for employees and increase required bicycle parking by 10%.	To comply with this option, the site must meet the shower requirements of LDC Section <a href="#">25-6-477(H)</a> .
Provide secure indoor bicycle storage in building or parking structure.	
For sites with a single building, provide shaded sidewalks along	

100% of building facing the principal street.	
Provide shaded sidewalks along 100% of all publicly visible building facades.	
Other options as approved by the Director.	

## CHAPTER 25-6.- TRANSPORTATION

### ARTICLE 7. OFF-STREET PARKING AND LOADING.

#### Division 1. General Regulations.

#### § 25-6-474 PARKING FACILITIES FOR PERSONS WITH DISABILITIES.

- (A) A site must have:
- (1) a parking facility that is accessible to a person with disabilities;
  - (2) routes of travel that connect the accessible elements of the site; and
  - (3) the number of accessible parking spaces required by the Uniform Building Code that is based on a calculation that uses 100 percent of the parking spaces previously required for the use under Appendix A (*Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements*).
- (B) A minimum of one on-site parking space is required on an accessible route. If no driveway is provided, a minimum of one on-street or off-site accessible space is required on an accessible route per Subsection 25-6-471(D)(2). Sites that do not have dedicated motor vehicle parking spaces and no driveway access to, from, or through the site are exempt from providing on-site accessible spaces.
- (C) A person may appeal the requirements of this section to the Board of Adjustment.
- (D) A variance granted under Subsection (C) applies only to the use for which the variance was granted and does not run with the land on which the use is located.
- (E) A variance granted under Subsection (C) must specify whether it includes bicycle parking and the amount of bicycle parking required. An applicant may also seek a waiver pursuant to Subsection (F) of Code Section [S] 25-6-477(G[F]) (*Bicycle Parking*) to waive bicycle parking.

**§ 25-6-477 BICYCLE PARKING.**

- (A) Off-street parking facilities for bicycles ~~[as prescribed in Appendix A (Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements)]~~ must be provided for each use on a site.
- (B) Any addition or enlargement of an existing building or use or any change of occupancy or operation shall require a proportional increase in bicycle parking adhering to [the requirements of this section](#)~~[Appendix A, Part 2 (Bicycles)]~~ for the new use or expanded use or change in occupancy.
- (C) [The number of bicycle parking spaces shall be determined based on the requirements below:](#)
- [\(1\) Commercial Uses: A minimum of 2 bicycle parking spaces or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.](#)
  - [\(2\) Multifamily Residential Uses: A minimum of 5 bicycle parking spaces or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.](#)
  - [\(3\) Single-Family or Two-Family Residential Uses: No requirement.](#)
  - [\(4\) All Other Uses: A minimum of 1 bicycle parking space or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.](#)
- ~~(D)(E)~~ A required bicycle space must comply with the requirements of the Transportation Criteria Manual.
- ~~(E)(D)~~ The location of an off-street bicycle parking facility shall comply with the following requirements:
- (1) A minimum of 50% of all required bicycle parking shall be located within 50 feet of the principal building entrance which shall not be obscured from public view; and
  - (2) The remaining required bicycle parking may be located as follows:
    - a. in a secure location within 50 feet of other building entryways other than the principal building entrance;
    - b. at employee only entrances;
    - c. within a building; or
    - d. in a covered motor vehicle parking facility within 50 feet of a street level entrance.
  - (3) The closest bicycle parking facility must be no farther than the closest motor vehicle parking space, excluding accessible parking spaces.
- ~~(F)(E)~~ A provision of this article that is applicable to off-street motor vehicle parking also applies to bicycle parking, unless the provision conflicts with this section.
- ~~(G)(F)~~ The city manager may waive a requirement relating to the number or type of bicycle spaces or approve an alternate method of compliance after considering the characteristics of the use, the site, and the surrounding area. A waiver may not reduce the number of required bicycle spaces to less than two.
- (H) [A site or development subject to Subsection 2.3.1.B.2. of Article 2 \(Site Development Standards\) of Subchapter E of City Code Chapter 25-2 that chooses to provide shower and changing facilities as](#)

an option under Table B (Additional Measures to Improve Connectivity) should provide facilities as follows:

- (1) For buildings with up to 99,999 square feet of gross floor area, a minimum of two single-user shower-and-changing facilities.
- (2) For buildings with 100,000 or more square feet of gross floor area, a minimum of four single-user shower-and-changing facilities.

*Division 5. Special Provisions for Property in the Central Business District (CBD), a Downtown Mixed Use (DMU) Zoning District, and the Central Urban Redevelopment (CURE) Combining District Area.*

**§ 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.**

- (A) The requirements of this section apply to the:
- (1) central business district (CBD);
  - (2) downtown mixed use (DMU) zoning district;
  - (3) public (P) zoning district within the area bounded by Martin Luther King, Jr., Boulevard; IH-35; Lady Bird Lake; and Lamar Boulevard; and
  - (4) university neighborhood overlay (UNO) district.
- (B) Off-street motor vehicle parking is not required within the central business district (CBD) or downtown mixed use (DMU) zoning districts except as provided by this subsection. For purposes of this subsection, off-street parking includes any parking that is designated to serve a use and is not located in a public right-of-way, regardless of whether the parking is onsite or offsite.

~~[Editor's note—Amendments to division (B) of this section made by Ord. 20130523-104 did not take into account amendments previously made by Ord. 20130411-061. The amendments enacted by Ord. 20130523-104 have therefore been made only to other parts of the section that do not conflict with Ord. 20130411-061. Future legislation will correct the text if needed.]~~

- (1) If off-street parking is provided, it must include parking for persons with disabilities as required by the Building Code and may not include fewer accessible spaces than would be required under Paragraph (2)(a) of this subsection.
- (2) Except for a use occupying a designated historic landmark or an existing building in a designated historic district, off-street motor vehicle parking for persons with disabilities must be provided for a use that occupies 6,000 square feet or more of floor space under the requirements of this paragraph.
  - (a) The following requirements apply if no parking is provided for a use, other than parking for persons with disabilities:



- (i) the minimum number of accessible parking spaces is calculated by taking 100 percent of the parking 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. The accessible spaces may be provided on- or off-site, within 250 feet of the use and must be on an accessible route.
  - (ii) The director may waive or reduce the number of accessible spaces required under Paragraph (2)(a)(i) if the applicant pays a fee in-lieu to be used by the city to construct and maintain accessible parking in the vicinity of the use. The availability of this option is contingent on the establishment of a fee by separate ordinance and the adoption of a program by the director to administer the fee and establish eligibility criteria. A decision by the director that a use is ineligible for a fee in-lieu is final.
  - (iii) 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 (2)(a)(i) and the use is ineligible for participation in the fee in-lieu program under Paragraph (2)(a)(ii).
  - (iv) An off-site or on-street parking space designated for persons with disabilities that is located within 250 feet of a use may be counted towards the number of parking spaces the use is required to provide under Paragraph (2)(a)(i).
- (b) If any off-street parking is provided for a use, other than parking for persons with disabilities, then the use is subject to the requirements in Paragraph (1).
- (3) Except as provided in Subsection (C) of this section, the maximum motor vehicle parking facility allowed is 60 percent of the number of motor vehicle parking spaces previously required by Appendix A (*Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements*).
- ~~{(4) A minimum of two bicycle parking spaces is required, and the total amount of bicycle parking required is calculated by applying Appendix A to the proposed use.}~~
- (4[5]) Except as provided in Subsections (C) and (D) of this section, a parking garage must be separated from an adjacent street by a pedestrian-oriented use described in Section 25-2-691 (*Waterfront Overlay (WO) District Uses*) that fronts on the street at the ground level.
- (5[6]) A curb cut for a garage access must have a width of 30 feet or less.
- (6[7]) At the intersection of sidewalk and parking access lane, ten degree cones of vision are required.
- (C) The maximum number of parking spaces allowed under Subsection (B)(3) of this section may be increased at the request of an applicant under the requirements of this subsection.
  - (1) The director shall approve an increase if all parking spaces are contained in a parking structure and the total number of spaces is less than 110 percent of the spaces calculated under Appendix A (*Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements*).

- (2) Only if bicycle parking is also increased proportionately.
- (D) The Land Use Commission may waive the requirement of Subsection (B)(5) of this section during the site plan review process after determining that:
- (1) present and anticipated development in the area is not amenable to access by pedestrians;
  - (2) the requirement does not allow a reasonable use of the property; or
  - (3) other circumstances attributable to the property make compliance impractical.
- (E) If a waiver is granted under Subsection (D), an area for which the requirement is waived must be screened.

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

### **PART 1 - MOTOR VEHICLES**

Use Classification	Minimum Off-Street Parking Requirement*	Off-Street Loading Requirement
	*This column is maintained and shown for purposes of calculating accessible spaces, <del>bicycle parking spaces,</del> maximum parking spaces and for future reference as needed. No minimum number of parking spaces is required for any use.	
<b><i>Residential Uses</i></b>		
Cottage special use Mobile home residential Single-family residential Small lot single-family residential Townhouse residential Urban home special use	2 spaces for each dwelling unit	None
Secondary apartment special use Two family residential	Principal unit: 2 spaces Secondary unit: If located greater than .25 miles from an activity corridor that is served by a bus or transit line - 1 space; if located less than or equal to .25 miles from an activity corridor that is served by a bus or transit line - 0 spaces. For purposes of this requirement, activity corridor is defined in the Imagine Austin Comprehensive Plan, as adopted by Ordinance No. 20120614-058.	None
Accessory apartment Condominium residential Multifamily residential	Efficiency dwelling unit: 1 space 1 bedroom dwelling unit: 1.5 spaces Dwelling unit larger than 1 bedroom: 1.5 spaces plus 0.5 space for each additional bedroom	None

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Duplex residential Single-family attached residential -Standard -If larger than 4,000 sq. ft. or more than 6 bedrooms	4 spaces 4 spaces or 1 space for each bedroom, whichever is greater	None
Bed and breakfast residential	1 space plus 1 space for each rental unit	None
Group residential	1 space plus 1 space for each 2 lodgers or tenants	Schedule C
Retirement Housing	80% of the parking otherwise required by this table for the residential use classification	Schedule C
<b>Commercial Uses</b>		
Agricultural sales and service	Schedule A	Schedule C
Art gallery	1 space for each 500 sq. ft.	None
Art workshop	Schedule B	None
Automotive rentals	Schedule A	Schedule B
Automotive repair service	1 space for each 275 sq. ft.	Schedule C
Automotive sales	Schedule A	Schedule C
Automotive washing		None
• Automatic (full service)	1 space for each 2 employees plus 6 queue spaces for each queue line	
• Manual (coin-operated)	3 queue spaces for each queue line	
Bail bond services	1 space for each 275 sq. ft.	None
Building maintenance services Business support services	Schedule A	Schedule C
Business and professional offices	1 space for each 275 sq. ft.	Schedule C
Business or trade school Campground Carriage stable	Schedule B	Schedule B
Cocktail lounge or dance hall		Schedule C
• <2,500 sq. ft.	1 space for each 100 sq. ft.	
• 2,500—10,000 sq. ft.	1 space for each 50 sq. ft.	
• <10,000 sq. ft.	1 space for each 25 sq. ft.	
Commercial blood plasma center	1 space for each 275 sq. ft.	Schedule C
Commercial off-street parking	None	None
Communication services Construction sales and services	Schedule A	Schedule C
Consumer convenience services	Schedule B	None
Consumer repair services	1 space for each 275 sq. ft.	Schedule C
Convenience storage	1 space for each 4,000 sq. ft.	Schedule B

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Drop-off recycling collection facility	Schedule B	Schedule B
Electronic prototype assembly	1 space for each 275 sq. ft.	Schedule C
Electronic testing	1 space per 300 sq. ft.	Schedule G
Equipment repair services Equipment sales	Schedule A	Schedule C
Exterminating services	1 space for each 1,000 sq. ft.	Schedule C
Financial services		Schedule C
• Building	1 space for each 275 sq. ft.	
• Drive-in service	8 queue spaces for each service lane	
• ATM (drive-up)	2 queue spaces for each service lane	
• ATM (walk-up)	None	
Food preparation	Schedule A	Schedule C
Food sales	1 space for each 275 sq. ft.	Schedule C
Funeral services	1 space for each 5 persons capacity	Schedule B
Furniture or carpet store	1 space for each 500 sq. ft.	Schedule C
General retail sales and services (convenience or general)	1 space for each 275 sq. ft.	Schedule C
Hotel-motel	1.1 spaces for each room	Schedule C
• Other uses within hotel-motel	If not an accessory use, 80% of the parking otherwise required by this table for the use	
Indoor entertainment		Schedule C
• Meeting hall	1 space for each 50 sq. ft.	
• Dance halls with liquor sales	See cocktail lounge	
• Theater (live or motion picture)	1 space for each 4 seats within auditorium	
Indoor sports and recreation (except billiard parlor or bowling alley)	1 space for each 500 sq. ft.	Schedule B
• Billiard Parlor	1 space for each 100 sq. ft.	
• Bowling Alley	1 space for each 275 sq. ft.	
Kennels	1 space for each 1,000 sq. ft.	Schedule B
Laundry services	Schedule A	Schedule C
Liquor sales	1 space for each 275 sq. ft.	Schedule C
Marina	0.7 spaces for each boat slip	None
Medical offices		Schedule C
• Free-standing medical clinic or office or a limited hospital facility	1 space for each 200 sq. ft.	
• Within a shopping center or mixed use building	1 space for each 275 sq. ft.	

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Monument retail sales	Schedule A	Schedule C
Outdoor entertainment	Schedule B	Schedule B
Outdoor sports and recreation		
Pawn shop services	1 space for each 275 sq. ft.	Schedule C
Personal improvement services		
Personal services		
Pet services		
Pedicab storage & dispatch	Schedule B	Schedule B
Plant nursery	Schedule A	Schedule C
Printing and publishing		
Recreational equipment maintenance and storage		
Recreational equipment sales		
Regional shopping mall	1 space for each 275 sq. ft.	Schedule C
Research services	1 space for each 275 sq. ft.	Schedule C
Research assembly services		
Research testing services		
Research warehousing services	Schedule A	Schedule C
Restaurant		Schedule C
• ≤2,500 sq. ft.	1 space for each 100 sq. ft.	
• >2,500 sq. ft.	1 space for each 75 sq. ft.	
• If no customer service or dining area is provided	1 space for each 275 sq. ft.	
Drive-in service	8 queue spaces for each service lane	
Scrap and salvage services	Schedule A	Schedule C
Service station		Schedule B
• Fuel sales	See Transportation Criteria Manual Section 9.4.5	
• Lubrication service	1 parking space for each bay and 3 queue spaces for each bay	
Software development	1 space for each 275 sq. ft.	Schedule C
Special use historic	The parking required for the use by this table	Schedule B
Stables	Schedule B	Schedule B
Vehicle storage	None	None
Veterinary services	1 space for each 500 sq. ft.	Schedule B
<b>Industrial Uses</b>		
Basic industry	Schedule A	Schedule C
Custom manufacturing		
General warehousing and distribution		
Light manufacturing		

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Limited warehousing and distribution		
Recycling center		
<b>Civic Uses</b>		
Administrative services	1 space for each 275 sq. ft.	Schedule C
Adult care services (commercial, general, or limited)	1 space for each employee	Schedule B
Aviation facilities	Schedule B	Schedule B
Camp		
Cemetery		
Club or lodge	1 space for each 5 persons capacity	Schedule B
College and university facilities		Schedule B
• Dorm or other residence	1 space for each 2 residents	
• Gymnasium or classroom	1 space for each 500 sq. ft.	
• Administrative or office	1 space for each 275 sq. ft.	
Communication service facilities	Schedule A	Schedule C
Community events	Schedule B	Schedule B
Community recreation (private or public)		
Congregate living	1 space for each 4 beds, plus 1 space for each 2 employees (largest shift)	Schedule C
Convalescent services		
Convention center	Schedule B	Schedule B
Counseling services		
Cultural services	1 space for each 500 sq. ft.	Schedule B
Child care services (commercial, general, or limited)	1 space for each employee	Schedule B
Detention facilities	Schedule B	Schedule B
Family home	2 spaces for each dwelling unit	None
Group home	Schedule B	None
Guidance services		Schedule B
• Residential	1 space for each 4 beds	
• Nonresidential	1 space for each 275 sq. ft.	
Hospital service (general)	1 space for each 4 beds, plus 1 space for each 2 employees (largest shift)	Schedule C
Hospital services (limited)	1 space for each 200 sq. ft.	Schedule C
Local utility services	Schedule B	Schedule B
Maintenance and service facilities	Schedule A	Schedule B
Major utility facilities		
Military installations	Schedule B	Schedule B
Park and recreation services		

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Postal facilities	Schedule B	Schedule C
Public assembly	1 space for each 5 persons capacity	Schedule B
Public or private primary educational facilities	1.5 spaces for each staff member	Schedule B
Public or private secondary educational facilities	1.5 spaces for each staff member plus 1 space for each 3 students enrolled in 11th and 12th grades	Schedule B
Qualified community garden	Schedule B	Schedule B
Railroad facilities		
Religious assembly		Schedule B
• Within mixed use shopping center or building	1 space for each 275 sq. ft.	
• Stand-alone	Schedule B	
Residential treatment	1 space for each 4 residents	Schedule B
Safety services	Schedule B	Schedule B
Telecommunication tower		
Transitional housing	1 space for each 4 beds, plus 1 space for each 2 employees (largest shift)	Schedule C
Transportation terminals	Schedule B	Schedule B
<b>Agricultural Uses</b>		
Animal production	None	None
Crop production		
Community garden	Schedule B	None
Horticulture	Schedule B	None
Support housing		
Urban farm		

**SCHEDULE A**

The minimum off-street parking requirement for a use is the sum of the parking requirements for the activities on the site, in accordance with the following table:

Activity	Requirement
Beer or ale sales for on-site consumption at a brewery	
<2,500 sq. ft.	1 space for each 275 sq. ft.
2,500—10,000 sq. ft.	1 space for each 100 sq. ft.
>10,000 sq. ft.	1 space for each 50 sq. ft.
Office or administrative activity	1 space for each 275 sq. ft.
Indoor sales, service, or display	1 space for each 500 sq. ft.
Outdoor sales, services, or display	1 space for each 750 sq. ft.
Indoor storage, warehousing, equipment servicing, or manufacturing	1 space for each 1,000 sq. ft.

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Outdoor storage, equipment servicing, or manufacturing	1 space for each 2,000 sq. ft.
Commercial off-street parking requires one bike parking space for every 10 motor vehicle parking spaces.	

### SCHEDULE B

The director shall determine the ~~[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.]~~

### SCHEDULE C

#### Off-Street Loading Requirement

Square Feet of Floor Area	Minimum Number Of Off-Street Loading Spaces
0—10,000	0
10,001—75,000	1
75,001—150,000	2
150,001—300,000	3
Over 300,000	1 for each 100,000

### ~~[PART 2—BICYCLES]~~

<del>Use Classification</del>	<del>Minimum Off-Street Parking Requirement</del>
<del>Residential uses other than condominium residential or multifamily residential</del>	<del>None</del>
<del>Commercial uses:</del>	
<del>—Carriage stable</del>	
<del>—Scrap and salvage services</del>	
<del>—Stable</del>	
<del>—Vehicle storage</del>	
<del>Industrial uses:</del>	
<del>—Resource extraction</del>	
<del>—Stockyards</del>	
<del>Civic uses:</del>	
<del>—Detention facilities</del>	
<del>—Local utility services</del>	
<del>Agricultural uses</del>	
<del>Commercial uses:</del>	<del>2 spaces</del>
<del>—Agricultural sales and services</del>	



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<del>Automotive rentals</del>	
<del>Automotive repair services</del>	
<del>Automotive sales</del>	
<del>Automotive washing</del>	
<del>Building maintenance services</del>	
<del>Campground</del>	
<del>Commercial off-street parking</del>	
<del>Convenience storage</del>	
<del>Equipment repair services</del>	
<del>Equipment sales</del>	
<del>Exterminating services</del>	
Civic uses:	
<del>Aviation facilities</del>	
<del>Cemetery</del>	
<del>Convalescent services</del>	
Residential uses:	<del>5 spaces or 5% of the motor vehicle spaces required by this appendix, whichever is greater</del>
<del>Condominium residential</del>	
<del>Multifamily residential</del>	
<del>Commercial uses not listed above</del>	
<del>Industrial uses not listed above</del>	
<del>Civic uses not listed above</del>	

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