

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.*
- 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, (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



TRANSPORTATION
PUBLIC WORKS

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> . [25-6-478.]
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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