

ORDINANCE NO. _____

AN ORDINANCE AMENDING CITY CODE TITLE 25 TO MODIFY MINIMUM BICYCLE PARKING REQUIREMENTS TO BE CONSISTENT WITH THE AUSTIN STRATEGIC MOBILITY PLAN MODE SPLIT GOALS.

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

PART 1. Table B of Subsection 2.3.1.B.2. of Article 2 of Subchapter E of City Code Chapter 25-2 is amended to read:

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 <u>Subsection 25-6-477(H)</u> [Section 25-6-478] .
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.	

PART 2. Subsection (E) of City Code Section 25-6-474 (*Parking Facilities for Persons with Disabilities*) is amended to read:

- (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 G of Section 25-6-477 ~~[F of Code Section §25-6-477 (F)]~~ (*Bicycle Parking*) to waive bicycle parking.

PART 3. City Code Section 25-6-477 is amended to read:

§ 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 in this subsection.
- (1) For Commercial Uses as described in Section 25-2-4 (Commercial Uses Described), a minimum of two bicycle parking spaces or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.
- (2) For Multifamily Residential Use as described in Section 25-2-3(7), a minimum of five bicycle parking spaces or 10 percent of the proposed motor vehicle parking spaces, whichever is greater.
- (3) For Single-Family Use as described in Section 25-2-3(12) or Two-Family Residential Use as described in Section 25-2-3(15), no requirement.
- (4) For uses as described in Section 25-2-5 (Industrial Uses Described), Section 25-2-6 (Civic Uses Described), and Section 25-2-7 (Agricultural Uses Described), a minimum of one 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.

67 (E[D]) The location of an off-street bicycle parking facility shall comply with
68 the following requirements:

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- 70 (1) A minimum of 50 percent[%] of all required bicycle parking shall be
71 located within 50 feet of the principal building entrance which shall not
72 be obscured from public view; and
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- 74 (a) in a secure location within 50 feet of other building entryways
75 other than the principal building entrance;
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- 77 (b) at employee only entrances;
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- 79 (c) within a building; or
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- 81 (d) in a covered motor vehicle parking facility within 50 feet of a
82 street level entrance.
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- 84 (2) The remaining required bicycle parking may be located as follows:
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- 86 (3) The closest bicycle parking facility must be no farther than the closest
87 motor vehicle parking space, excluding accessible parking spaces.
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89 (F[E]) A provision of this article that is applicable to off-street motor vehicle
90 parking also applies to bicycle parking, unless the provision conflicts with this
91 section.

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93 (G[F]) The city manager may waive a requirement relating to the number or type of
94 bicycle spaces or approve an alternate method of compliance after considering
95 the characteristics of the use, the site, and the surrounding area. A waiver may
96 not reduce the number of required bicycle spaces to less than two.

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98 (H) A site or development subject to Subsection 2.3.1.B.2. of Article 2 (Site
99 Development Standards) of Subchapter E of City Code Chapter 25-2 that
100 chooses to provide shower and changing facilities as an option under Table B
101 (Additional Measures to Improve Connectivity) shall provide facilities as
102 follows:

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- 104 (1) For buildings with less than 100,000 square feet of gross floor area, a
105 minimum of two single-user shower-and-changing facilities.
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- (2) For buildings with 100,000 or more square feet of gross floor area, a minimum of four single-user shower-and-changing facilities.

PART 4. City Code Section 25-6-591 is amended to read:

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.

- (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:

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- (i) the minimum number of accessible parking 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. 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*).

189 ~~[(4) A minimum of two bicycle parking spaces is required, and the total~~
190 ~~amount of bicycle parking required is calculated by applying Appendix~~
191 ~~A to the proposed use.]~~

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193 (4[5]) Except as provided in Subsections (C) and (D) of this section, a parking
194 garage must be separated from an adjacent street by a pedestrian-
195 oriented use described in Section 25-2-691 (*Waterfront Overlay (WO)*
196 *District Uses*) that fronts on the street at the ground level.

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198 (5[6]) A curb cut for a garage access must have a width of 30 feet or less.

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200 (6[7]) At the intersection of sidewalk and parking access lane, ten-degree
201 cones of vision are required.

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203 (C) The maximum number of parking spaces allowed under Subsection (B)(3) of
204 this section may be increased at the request of an applicant under the
205 requirements of this subsection.

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207 (1) The director shall approve an increase if all parking spaces are
208 contained in a parking structure and the total number of spaces is less
209 than 110 percent of the spaces calculated under Appendix A (*Tables of*
210 *Off-Street Loading Requirements and Former Off-Street Parking*
211 *Requirements*).

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213 (2) Only if bicycle parking is also increased proportionately.

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215 (D) The Land Use Commission may waive the requirement of Subsection (B)(5)
216 of this section during the site plan review process after determining that:

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218 (E) If a waiver is granted under Subsection (D), an area for which the requirement
219 is waived must be screened.

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221 **PART 5.** Appendix A (*Tables of Off-Street Parking and Loading Requirements*) to City
222 Code Chapter 25-6 is amended as shown in **Exhibit “A”** and incorporated in this
223 ordinance.
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