

RESOLUTION NO. _____

WHEREAS, the City is committed to promoting safer, sustainable transportation options, reducing community-wide carbon emissions, and increasing housing affordability, and

WHEREAS, the City is committed to developing policies based on empirical data and public input, and

WHEREAS, City Code Title 25 (Land Development Code) requires developments outside of the Central Business District (downtown) to provide enough vehicle parking to accommodate expected peak demand with available reductions of 20-40% in the central city under City Code § 25-6-478, and

WHEREAS, the amount of parking needed to serve the public interest depends on the use and location of the property in question, the non-vehicular travel options available, the availability of shared parking, and the existence of on-street parking management systems, and

WHEREAS, on-site parking requirements that require more parking than needed can have unintended adverse consequences, including the underutilization of land, added costs that are passed on to the consumer, and the facilitation of vehicular travel when other less environmentally impactful travel modes are feasible, and

WHEREAS, on-site parking requirements that result in inadequate parking can have unintended adverse consequences, including increased

traffic and congestion (caused by drivers cruising for parking spaces), illegal parking, and excessive curb parking on neighborhood streets creating mobility and safety issues or monopolizing space needed for public facilities such as schools, and

WHEREAS, parking regulation in the urban environment requires a systematic approach necessitating coordination of on-site parking requirements and on-street parking management systems.

WHEREAS, the Residential Parking Permit Program can provide some relief for residents of neighborhoods from spillover parking but is cumbersome and too expensive for some residents, and

WHEREAS, instances of over-parking or under-parking suggest the need for a better process with better data to determine the appropriate amount of parking for any given site or area, and

WHEREAS, the 2019 Austin Strategic Mobility Plan (ASMP) recommends a number of parking regulation strategies and management techniques to “right-size” the amount of required parking.

WHEREAS, there are different policy considerations for evaluating commercial and residential on-site parking requirements, and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to:

1. Evaluate the City’s existing parking regulations as applied in the community to determine the conditions under which, or the uses for which, the City’s parking requirements fail to align with the public’s parking needs (over-parking or under-parking) and city policy;
2. Perform a thorough review of published studies and the experience of other cities to determine the conditions under which a reduction or elimination of on-site parking leads to a measurable decrease in site-generated trips (trip counts) or vehicle miles traveled (VTM).
3. Develop recommendations for a process that enables context-sensitive parking requirements tailored to the use, the location, and the available transportation options, and utilizing all available parking management strategies to provide the most efficient use of our space and our streets in furtherance of city policy.
4. Develop recommendations to fund a no-cost Residential Parking Permit Program and streamline the approval process.

BE IT FURTHER RESOLVED:

The City Manager is directed to report back to the Council with his findings and recommendations by December 31, 2023.

ADOPTED: _____ 2023 ATTEST: _____

Myrna Rios
City Clerk