

# Planning Commission

## Parking Questions

1. Please update the parking reference chart to include duplex and two family dwelling?
  - a. Done.
2. Why did parking for bars/nightclubs increase?
  - a. The standards are the same as in current Title 25.
3. What was the basis for the reduction in off-street parking?
  - a. Lower cost for the development (and renter/owner).
  - b. Impervious cover can go toward family-friendly housing instead of parking.
  - c. Allows us to re-create places we love that had no/fewer parking spots than are required in today's code.
4. Why was parking for single family homes reduced?
  - a. See #3.
5. What Cities were researched to when arriving at Austin parking reductions?
  - a. Cities included Dallas, San Antonio, San Marcos, Denver, Oakland, San Jose, and San Francisco.
6. What is the off-street parking reduction associated with the density bonus program?
  - a. Parking reductions for affordable units as at the discretion of the director (23-3E-5).
7. What is the definition of "transit corridor" used to reduce parking within  $\frac{1}{4}$  and  $\frac{1}{2}$  of a mile? (23-4E-3060 (A))
  - a. This refers to the Capital Metro definition of transit corridor.
8. What/why do we list tandem parking? (23-4E-3030)
  - a. 23-4E-3030 (F) clarifies that tandem parking may count towards the required parking for an individual residential unit. This allows one car to park behind the other, rather than side-by-side.
9. Why don't we allow the use of parking lifts or other new technology?
  - a. The code does not prohibit the use of parking lifts.
10. What is the parking requirement for an ADU? [(23-4E-3020 (A)(4))]
  - a. No parking is required for an ADU.
11. Clarify the bicycle parking requirement for residential Development [23-4E-3080(B)].
  - a. Will be clarified for Draft 3.
12. Why isn't there more flexibility for tree requirements on smaller lots?
  - a. Lot dimensions are taken into consideration when determining if a tree can be preserved.
13. What happened to the parking exemption for building uses under 2,500 sq. ft.?

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- a. This parking exemption was inadvertently dropped in the change from draft 1 to draft 2. We expect to bring this back for draft 3.
- 14. Why don't we address parking reductions for future transit corridors?
  - a. Parking reductions are applicable to transit corridor proximity; future reductions will be allowed as new transit corridors are developed.
- 15. What happens to transit corridors that are abandoned?
  - a. Projects built with parking reductions will be grandfathered.
- 16. Why don't we reduce parking for affordable housing projects that provide a deeper level of affordability?
  - a. We do (see #6).
- 17. Look at Mueller parking requirements. Provide parking reductions when you have a complete community.
  - a. Staff will review the Mueller parking requirements.
- 18. Parking for self-storage is too high (1/4000 sq ft).
- 19. How will the existing narrow street subdivisions provide for trash and recycling pick up?
  - a. Existing trash and recycling pick up systems are outside the scope of CodeNEXT- these areas will continue to receive service in the same way they do today. Smaller vehicles with two man crews are typically utilized for collection services on narrow streets.
- 20. Where does parking go if there is no requirement?
  - a. Where it's permitted – depends on parking regulations for any given area. Where parking is not required it may still be added; the proposed parking requirements are minimums.
- 21. What are the parking setbacks on residential lots for?
  - a. Staff is reviewing this requirement.
- 22. Where is parking permitted in front of an "L shaped building facing a street?
  - a. We will need additional time to respond to this.
- 23. Provide graphics where parking is allowed.
  - a. A parking placement diagram is provided for each zone.
- 24. Narrow streets in residential areas create a parking problem, problems for trash pick-up and problems for pedestrians and cyclists.
- 25. Reduce the bicycle parking requirement from 4 spaces to 1 space.
  - a. Request clarity on what standard this is in reference to, with a section/subsection number
- 26. Consider why we are doing the Residential Parking Permit program.
  - a. The Residential Parking Permit Program is managed by the Austin Transportation Department and is outside the scope of CodeNEXT.
- 27. Bicycle requirement takes up as much room as a car space that it replaces. How is this better? <sup>2</sup>

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- a. Bicycle parking has more flexibility in where it can be located and consumes less space than a parking space when considering the drive aisle required to access a parking stall. In addition, more bicycles can fit into a parking space designed for a single vehicle.

## History of Parking Standards

October 30, 2017

Land Use	1954/1957	1968	Chapter 45- 1981	13-2 Jan. 1984	13-2 Jan. 1985	1987	1999	2017	Draft 2
Single family	1	1	1	1	1	1	2	2	1
ADU	1/unit	1/unit or None*	None						
Two Family	1/unit	1/unit	1/unit	1/unit	1/unit	1/unit	2/ unit	2/unit	1/unit
Duplex					1/unit*	2/ duplex unit 1/bedroom for 6 or more bedrooms	2/ duplex unit 1/bedroom for 6 or more bedrooms	4/ duplex 1/ bedroom for 4K sq. ft. or 6 bedrooms	1/ unit
3 Family	1/unit	1/unit	1/unit	1/unit	See Apartment	See Apartment	See Apartment	See Apartment	1/unit
Apartment	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1- Efficiency; 1.5 - 1 Bed; 2 - 2 Bed; +1/2 per addtl. Bdroom	1/ unit
Restaurant	1/4 seats								
Restaurant (0-25K SQFT)						1/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.
Restaurant (25K + SQFT)						1/75 sq. ft.	1/75 sq. ft.	1/75 sq. ft.	1/75 sq. ft.
Restaurant Drive-in (0-25K SQFT)	1/4 seats	1/4 seats	1/4 seats	1/4 seats	3/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.
Restaurant Drive-in (25K + SQFT)						1/75 sq. ft.	1/75 sq. ft.	1/75 sq. ft.	1/75 sq. ft.
Retail (0-25K SQFT)	1/200 sq. ft.	1/275 sq. ft.	1/350 sq. ft.						
Retail (25K-40K SQFT)					1/250 sq. ft.	1/250 sq. ft.	1/250 sq. ft.	1/275 sq. ft.	1/350 sq. ft.
Retail (40-60K SQFT)					1/250 sq. ft.	1/225 sq. ft.	1/225 sq. ft.	1/275 sq. ft.	1/350 sq. ft.
Retail (60K + SQFT)					1/200 sq. ft.	1/200 sq. ft.	1/200 sq. ft.	1/275 sq. ft.	1/350 sq. ft.
Food Sales	1/200 sq. ft.	1/275 sq. ft.	1/350 sq. ft.						
Office	1/300 sq. ft.	1/275 sq. ft.	1/500 sq. ft.						
Medical Office	1/300 sq. ft.	1/300 sq. ft.	1/300 sq. ft.	1/300 sq. ft.	6/spaces medical doctor + tech staff	1/200 sq. ft.	1/200 sq. ft.	1/200 sq. ft. -free standing; 1/275 sq. ft. shopping center/mixed use bldg.	1/200 sq. ft. - free standing; 1/275 sq. ft.
Warehouse	1/1000 sq. ft.	1/1,000 sq. ft.	1/1,000 sq. ft.	1/1,000 sq. ft.					
Bar	1/4 seats	1/4 seats	1/4 seats	1/2 seats	1/2 seats				
Bar (0-2.5K SQFT)						1/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.	1/100 sq. ft.
Bar (2.5-5K SQFT)						1/50 sq. ft.	1/50 sq. ft.	1/50 sq. ft.	1/50 sq. ft.
Bar (5-10K SQFT)						1/45 sq. ft.		1/50 sq. ft.	1/50 sq. ft.
Bar (5-7.5K SQFT)							1/40 sq. ft.	1/50 sq. ft.	1/50 sq. ft.
Bar (7.5-10K SQFT)							1/35 sq. ft.	1/50 sq. ft.	1/50 sq. ft.
Bar (10K SQFT +)						1/40 sq. ft.	1/50 sq. ft.	1/25 sq. ft.	1/50 sq. ft.
Bar (10,001 SQFT +)						1/40 sq. ft.	1/25 sq. ft.	1/25 sq. ft.	1/25 sq. ft.

\* Within 1/4 mile of transit