

RESOLUTION NO.

WHEREAS, Downtown Austin experiences ongoing limited parking availability issues, presenting challenges to both the City of Austin and its residents; and

WHEREAS, in 2017, the Downtown Austin Alliance's "Downtown Austin Parking Strategy" determined that Downtown Austin has a chronic shortage of available parking, congesting streets with frustrated drivers, stifling businesses, and threatening potential economic development; and

WHEREAS, the Downtown Austin Alliance's "Downtown Austin Parking Strategy" found that Downtown Austin has more than 71,000 total parking spaces, including public, private, on-, and off-street parking; and

WHEREAS, of these approximately 71,000 parking spaces, 65,099 are off-street parking spaces and 6,405 (about 9%) are on-street spaces; and

WHEREAS, of the 65,099 off-street spaces, only 43% are available to the general public at all times; 33% of additional spaces are available at various times; and 25% – about 16,000 – are off-limits to the general public at all times; and

WHEREAS, the Downtown Austin Parking Strategy cites that industry standards indicate parking is "efficiently utilized" when approximately 90% of spaces in an off-street facility or 85% on a given block are full; and

WHEREAS, beyond this level, facilities become “functionally full,” making it difficult and frustrating to find a parking space; and

WHEREAS, the Downtown Austin Alliance found maximum off-street occupancy to be about 93% to 95% in certain areas of Downtown Austin; and

WHEREAS, the Downtown Austin Parking Strategy stated that future heavy development in Downtown Austin will increase the demand for parking, but did not take into account the required additional parking needs for developers and their employees working on-site during current, ongoing development; and

WHEREAS, the constant ongoing development in the Downtown area already creates an additional demand for available parking by developers and their employees during development; and

WHEREAS, developers and their employees often use on-street parking and sometimes even convert parking spaces during the construction phase to serve construction and development needs, further limiting the number of on-street available parking spaces available for residents, commercial and retail patrons, and businesses; and

WHEREAS, the City recognizes that parking and transportation is important for employees working on a development project and does not want to impose any cost burdens for these employees when it comes to parking and transportation needed to fulfill their jobs; and

WHEREAS, the City should continue to make Downtown Austin an attractive destination by ensuring a certain supply of available parking for those unable or unwilling to take public transit; and

WHEREAS, in recent years, the City has implemented a practice of rendering metered spaces unavailable in an unpredictable and unexplained manner, using signs such as “Special Event Parking” (when no special event is occurring) or “Special Permit Required” to let the public know spots are unavailable for use; and

WHEREAS, the Downtown Austin Parking Strategy recommends that major developers and construction companies partner with Austin’s local transportation management association, Movability, to identify and create parking mitigation plans for construction workers; and

WHEREAS, Movability works with employers around Central Texas to connect commuters with mobility options and is experienced in facilitating such planning efforts; and

WHEREAS, the City needs to consider the parking needs of current and future development as part of the overall parking and management strategy in Downtown Austin; **NOW, THEREFORE**,

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

The City Manager is directed to propose ordinance changes or recommendations that would establish off-street parking requirements for workers

at a construction site during the construction phase of development, as well as provide incentives to workers to reduce their parking impact through provision of shuttle services, carpool and vanpool coordination, daily parking cash-out, etc. These recommendations should not result in costs or fees being paid by workers on a construction site.

These requirements would apply to any construction site in the area bounded by Martin Luther King, Jr. Boulevard, IH-35, Lamar Boulevard, and Lady Bird Lake.

BE IT FURTHER RESOLVED:

The City Manager is directed to evaluate current methods of providing information to the public about which meters are unavailable and for what periods of time and to suggest improvements as necessary.

BE IT FURTHER RESOLVED:

The City Manager is directed to report back to the City Council before August 31, 2018.

ADOPTED: June 14, 2018 **ATTEST:** _____

Jannette S. Goodall
City Clerk

DRAFT