

V I S I T A N T C I T Y C O U N C I L

# AGENDA



Thursday, January 25, 2007

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**Public Works  
RECOMMENDATION FOR COUNCIL ACTION**

**ITEM No 16**

**Subject** Approve a resolution adopting the proposed Transportation Criteria Manual administrative provisions for on-street parallel or head-in parking as required by Section 2 2 2 B 5 b of Chapter 25-2, Subchapter E (Design Standards and Mixed Use)

**Additional Backup  
Material**

(click to open)

No Attachments Available

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**Prior Council Action** On August 31, 2006, the City Council adopted standards for the design of buildings. A provision of that action directed the Public Works Department to develop and present to the City Council for adoption administrative criteria for the approval of on-street parallel and head-in parking.

On August 31, 2006, the City Council adopted Design Standards for development. A provision of the Site Development Standards says the following:

2 2 2 B 5 b "For developments other than VMU developments, at the option of the applicant and subject to the approval of the Director of Public Works (based on administrative criteria that the Director shall present to the City Council at a regularly called Council meeting for Council approval no later than January 31, 2007), parallel or head-in parking may be provided in a cut-in inside of the existing curb line immediately abutting the development. The administrative criteria presented by the Director of Public Works for Council approval must demonstrate how this criteria meets the Council policies for Core Transit Corridors, including promoting greater vertical mixed use development and emphasizing the more pedestrian-oriented planning function of Core Transit Corridors."

The Transportation Division of the Public Works Department, after review of applicable standards and policies, proposes administrative criteria to assist the development community in preparing plans and designs which meet the needs of the citizens of Austin. This background information includes the principles that the criteria are based on, a proposed process for implementation, a discussion on meeting the Council's policies, a version of the threshold requirements and criteria annotated to explain the source of each of the elements, and the proposed threshold requirements and administrative criteria.

Principles The criteria are based upon the following principles:

- 1 Safety of the walking, bicycling and driving public is paramount.
- 2 The Austin Metropolitan Area Transportation Plan (AMATP) has been adopted and Staff has been directed to implement the plan. Also of importance is the implementation of the bicycle plan.
- 3 The use of on-street space along a street edge often evolves over time. The City needs flexibility to respond. For example, if Capital Metro needs to move a transit stop, on-street spaces may need reallocation.
- 4 There are varying needs for use of the public right-of-way: they include travel lanes, bicycle lanes, utility lines, walking space, parking space, trees, and other amenities. In addition, Right-of-Way (ROW) widths in Core Transit Corridors varies considerably. For example, the ROW along South 1st is generally 80 feet, and along Riverside, east of Interstate 35, the ROW is in some places 200 feet wide. Because of such significant variation, it is recommended that ROW usages be prioritized in the following:

order, beginning with the highest priority the implementation of the AMATP and Bicycle plans, full sidewalk improvements, trees/shade, overhead utilities, pedestrian amenities and on-street parking 5 There are within Austin's roadway network critical segments where the demands may reach the capacity of the roadway Those are generally on the approaches to the intersection of two primary routes The intersection of Congress Avenue and Riverside Drive, for example Any reduction in capacity at those locations could result in significant increases in delays for the traveling public Any locations where on-street parking is proposed need to be reviewed for impacts Negative impacts require the implementation of mitigation measures

Process It is of benefit to the developer that final determinations about street frontage configuration be made as early as possible in the development cycle The Commercial Design Standards has a process for approval of Alternative Equivalent Compliance (Section 1.5) The Formal Decision process requires submittal of plan with justification to be submitted to the City 10 days before a Pre-application Conference The Director then reviews the plan and approves, approves with conditions, or denies the concept The goal is to determine the approved right-of-way allocation configuration prior to the submittal of the site plan

How the Criteria meet Council Policies The Core Transit Corridors include most major arterials in the older areas of Austin Their function has historically been to move vehicles to and from the Downtown/Capitol Complex/ University of Texas They have also served as the most heavily used Capital Metro bus routes As properties experience redevelopment along those corridors, there is an opportunity to enhance the walkability and alternative modes of travel as well as provide places for people to meet and interact

A primary source for the proposed Criteria are best practices developed by the Congress for New Urbanism (CNU) and the Institute of Transportation Engineers (ITE) entitled "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities " This document was made available in early 2006 and will be adopted pending completion of the review phase Staff believes that this document represents the state of the art in the development of urban roadways

The Austin Metropolitan Area Transportation Plan (AMATP) is the policy of the City Council and these criteria are drafted to support the implementation of that plan These criteria also support the Bicycle Plan

The criterion focuses on providing pedestrian amenities which promote VMU By establishing a process to discuss requirements (which begins early in design), staff hope to support the development process more effectively for the benefit of all citizens In addition, the Public Works Department has engaged a consultant prominent in the Congress for the New Urbanism and the Institute of Transportation Engineers The agreed scope of services includes •Perform literature review of best practices for on-street parallel and angled parking, bicycle accommodation and street lane widths •Develop telephone and/or mail out questionnaire to query peer Texas cities •Administer questionnaire and document results •Compile results into report of state of the practice for peer cities and provide a comparison of Austin •Present the results to the City Council If needed, Staff will revise these criteria to implement the recommendations of the study

Proposed Public Works Policy – On-Street Parking (1/25/07) [With Comments]

This policy has been prepared to help developers understand where parking will be allowed [Notes are based on staff's experience reviewing development and managing the existing on-street space inventory ]

Threshold Requirements 1 All on-street parking spaces are subject to the approval of the Public Works Director and the use of the space for parking may be changed as needed to accommodate changes in operations on the street [This provision provides flexibility if ever there is need to reallocate parking to other uses ] 2 Current travel lanes may not be taken for parking or maneuver lanes [If the applicant wishes to eliminate current travel lanes or otherwise use them, the use would likely not be in keeping with the AMATP If so, amending the AMATP would be required ] 3 If the number of travel lanes, including bicycle lanes, on the street is less than what is called for in the Austin Metropolitan Area Transportation Plan (AMATP), parking is not allowed within the areas needed for the lanes required to implement the plan [If the applicant does not believe that the street cross-section is not appropriate, the mechanism to change that is through amendment to the AMATP ] 4 The use of the Right-of-way (ROW) space beyond the travel lanes must serve utilities, sidewalks, and tree planting/furniture zones These needs take priority over on-street parking spaces The requirement may be met within the public right-of-way, or in combination with on-site planting and/or walking space In either case, adequate space must be provided [This note establishes the priority of uses of the right-of-way and suggests how alternative compliance might be made ] 5 All on-street spaces must meet the requirements of the Federal Americans with Disabilities Act (ADA) and the Texas Accessibility Standards (TAS) If the parking spaces are marked, the first space must be a van-accessible parking space that is at least 22 feet long and 16 feet wide (parallel space) [Staff frequently sees plans that do not address accessibility requirements The comment is here to reinforce the

need to address the issue ] 6 Parking may be prohibited where there is inadequate sight distance caused by horizontal or vertical curvature of the roadway [The maneuvering into and out of a parking space can be unsafe where drivers wishing to leave a space cannot see a vehicle in an adjacent lane ] 7 Any parking spaces within the public right-of-way are for general use No parking will be designated for use by patrons of a specific business or a specific resident [There is a concern that once the spaces are built, that the adjacent business may believe that they have priority use The one exception is for permitted valet operations that use on-street spaces and compensate the public for their use ]

ON-STREET PARKING MAY BE CONSIDERED WHERE THESE CRITERIA ARE MET [Final approval based on availability of adequate sight distance and compliance with the guidelines above ]

Parallel Parking [Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, Institute of Transportation Engineers (CSS), page 131 "On-street parking should be primarily parallel parking on urban arterial boulevards and avenues Angled parking may be used on low-speed and low-volume commercially oriented collector avenues and streets, primarily those serving as main streets "] Adequate space plus a 10' wide maneuver lane (For locations where the adjacent lane operating speed is 35mph or less, an engineering study may be done that must show that the design is safe and does not critically impact the capacity of the roadway, in order to justify the elimination of the maneuver lane ) [CSS, page 131 "On-street parking should be prohibited on major streets with speeds greater than 35 mph due to potential conflicts associated with maneuvering in and out of spaces " The operating speed should be measured for a 24-hour period on the street adjacent to the potential site The measured 85th percentile speed will be used as the operating speed ]

Angle Parking – 45 degree only 30 mph or less – Adequate space and [CSS, page 132 "Angled parking should be allowed in C-4 and C-5 context zones where operating speeds are 30 mph or less, and where the community finds the delay produced by parking maneuvers acceptable " The C-4 and C-5 context zones are General Urban Zone and Urban Center Zone ] - 6,000 vehicles per day or less [CSS, page 132 "On street parking result in a 3 to 30 percent decrease in the capacity of the adjacent travel lane, depending on the number of lanes and frequency of parking maneuvers The designer needs to balance traffic capacity and local access needs when deciding where and when to permit on-street parking "] - Adjacent width of travel lane sufficient for backing [CSS, page 133 For 45 degree angled parking, stall depth perpendicular to the curb plus adjacent lane width should be at least 30 ft , 4 inches] - No adjacent marked bicycle lane [CSS, page 128 "Designated bicycle facilities adjacent to angled parking are discouraged because of the lack of visibility between bicyclists and drivers backing out of spaces Converting from angled to parallel parking provides width for bicycle lanes "]

Public Works Administrative Criteria – On-Street Parking (1/25/07)

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On-street parking may be considered where these criteria are met

Parallel Parking Adequate space plus a 10-foot wide maneuver lane (For locations where the adjacent lane operating speed is 35mph or less, an engineering study may be done that must show that the design is safe and does not critically impact the capacity of the roadway, in order to justify the elimination of the maneuver lane )

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