



MEMORANDUM

TO: Erica Eichert, Residential Review
Watershed Protection and Development Review Department

FROM: Joe Almazan, Land Use Review
Watershed Protection and Development Review Department

DATE: January 24, 2007

SUBJECT: Dimensions for Residential Parking

When reviewing the parking layout for single-family residential or duplex residential use, the required parking space dimensions must be 8.5 feet for stall width and 17.0 feet for stall length. The parking must be located entirely inside the property and shall not encroach into the driveway apron and public right-of-way.

Where parking is not located in the front street yard, a turning and maneuvering area must be provided to ensure there is adequate clearance for a vehicle to maneuver into or out of a parking space. The minimum clearance area must be 24 feet. Generally, this situation will occur where parking is located in the rear of the property or where parking is located off an existing alley.

No other variations in parking design should be approved without consultation with a transportation reviewer.

If you have any questions or need additional information, please do not hesitate to call me at 974-2674.

Joe R. Almazan
Watershed Protection and Development Review Department

cc: Emily Barron, WPDR
Amy Link, WPDR
Amber Mitchell, WPDR
Sangeeta Jain, WPDR



MEMORANDUM

TO: Residential Review Planners
Transportation Review Planners

FROM: John McDonald, Principal Planner
Joe Almazan, Development Services Process Coordinator

DATE: February 16, 2010


SUBJECT: Minimum Driveway Runners or Ribbon Width

The City of Austin allows applicants to use driveway runners or ribbons to access a parking area. This method is also a means of decreasing impervious cover. Residential Review may only issue approvals to driveway runners that are a minimum of 3 ft in width separated by minimum of 2 ft width of pervious surface. If an applicant requests to reduce their driveway runners to a smaller width, they must seek a waiver from the Transportation Review Section of Land Use Review Division (LUR).

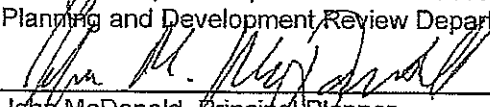
Couple criteria to follow:

1. The runners must be composed of asphalt or concrete, brick pavers, or other hard surface material, and
2. The driveway surface outside of the runners also is constructed with a hard surface like concrete or asphalt or other hard material, as approved by the Transportation Review Section of LUR.
3. The pervious surface separating the runners along the driveway must be made out of:
 - a. Grass;
 - b. Gravel; or
 - c. Other soft loose material as approved by the Transportation Review Section of LUR
4. The driveway runners may not be located within the turning or maneuvering areas of the driveway or parking space unless adequate turning radius of the vehicle can be demonstrated.
5. Parking over the driveway runners is allowed, unless otherwise regulated by separate ordinance or Neighborhood Conservation Combining Districts or inside of the Residential Design & Compatibility Standards (McMansion) boundaries. The area between the runners will not be counted as impervious cover.

If you have questions regarding this policy, please contact Joe Almazan, Transportation Review Section of LUR, at 974-2674.



Joe Almazan, Development Services Process Coordinator
Planning and Development Review Department



John McDonald, Principal Planner
Planning and Development Review Department

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MEMORANDUM

TO: PDR Zoning Review Staff
PDR Transportation Review Staff
PDR Residential Inspection Staff

FROM: Amber Mitchell, Development Assistance Center

DATE: July 17, 2012

SUBJECT: Compliance with current driveway and parking requirements with a residential building permit

Current Parking & Driveway Regulations and Policies

An applicant must provide off-street parking and driveways that comply with current requirements for:

- 1) A new residential unit;
- 2) An addition to an existing residential building that increases the building's gross floor area by 50% or more; or
- 3) A change of use that increases the number of needed parking spaces above the existing spaces.

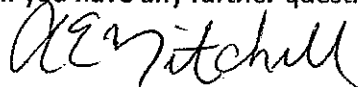
Existing Parking

While it is possible that a remodel or addition may not trigger compliance with current parking and driveway requirements; a remodel or addition may not propose to remove existing required off-street parking without providing it somewhere else on the site. Any new parking will be required to comply with current regulations.

Existing Legal Non-compliant Parking

Existing legal non-compliant parking may remain if compliance with current regulations is not required. A site may not, however, expand the level of non-compliance.

If you have any further questions or required additional information, please contact me at 974-3428.



Amber Mitchell
Development Services Process Coordinator
Planning and Development Review Department

Land Use Review Policy Record

Review Discipline: Transportation Review Section

Issue: Should alternate materials such as crushed granite or gravel be acceptable for parking lot construction.

Background: The City of Austin does not have standard specifications for pavement surfaces in parking lots serving private property. Parking and internal driveway areas made out of compacted gravel, cinder, crushed stone and even dirt are typical in older areas of the City that were built before concrete or asphalt pavement were required, and have been grandfathered. However, the Transportation Criteria Manual (TCM) does require that parking lot facilities be constructed with asphalt or concrete or other hard surface material sufficient to prevent mud, dust, loose material, and other nuisances. The TCM does not clarify what other types of hard surface material is acceptable for construction of a parking lot. Based on published literature for parking lot construction, the standard practice has been to utilize asphalt or concrete as a paving material. A paved surface is desirable for efficient operations and maintenance. A paved surface also facilitates proper drainage and routine cleaning. It also reduces dust, enables stalls to be marked, and provides an improved surface for walking.

Code References:

25-6-471 - Off-Street Parking Facility Required

(H) A parking facility, circulation area, or queue line constructed or reconstructed after January 1, 1985 must comply with the design standards prescribed in Division 4 (Design and Construction Standards for Parking and Loading Facilities), the Transportation Criteria Manual, and the landscape standards prescribed in Chapter 25-2, Subchapter C, Article 9 (Landscaping).

25-6-561 - Applicable Regulations; General Maintenance

(A) A parking or loading facility, circulation area, or queue line must comply with the design and construction standards in this section and the Transportation Criteria Manual.

(B) A parking and loading facility must be maintained free of refuse or debris and must be available for off-street parking or loading use for which the facility is required.

Technical Manual References:

Sec. 9.2.0. - Parking Lot Design

(#7) Parking and loading facilities accessed from a Type I, Type II, or a Type III driveway approach shall be surfaced and maintained with asphalt or concrete or other permanent hard surfacing material sufficient to prevent mud, dust, loose material and other nuisances. Materials may allow for infiltration of storm water but must be included as impervious cover. For lots at least one acre in size, gravel surfacing is permitted for a single-family residence. With the approval of the City Arborist, gravel surfacing may be permitted in other locations when deemed necessary to protect trees.

In such cases, the gravel surfacing must be limited to parking stall areas within the critical root zone of the trees and must be confined by curbing or other barriers to prevent it from being carried into public roadways and drainage ways. Gravel surfacing will not be permitted on slopes greater than 5 percent, within handicapped parking spaces, or along accessible pathways between handicapped parking and the building entry. Gravel used for parking must be crushed, angular stone, with a minimum ¾-inch aggregate size, and must be included as impervious cover.

Interpretation:

Except for large lots (1.0 acre or greater) with a single-family residence or in other locations, where it is deemed necessary to protect trees (as certified by the City of Austin arborist), crushed granite and/or gravel is not an acceptable surface material for parking lot construction. As an alternative to asphalt or concrete paving materials, concrete pavers or permeable pavers (e.g. Grasstone, Eco-Stone, or Turfstone) may be used for parking and internal driveway areas serving single-family residential uses with the condition that the product is applied in accordance with the manufacturer's installation and technical specifications to ensure proper leveling (excavation, base preparation, bedding sand), sloping (3:1 or more gentle slope), and a edge restraint system (asphalt, concrete, or plastic). The application of concrete or permeable pavers for commercial uses may be allowed for parking spaces only. Internal driveways and circulation aisles must be constructed with asphalt or concrete to meet load-bearing requirements for larger size vehicles such as Fire and service truck traffic. As a condition of approval for the use of concrete or permeable pavers, a detail should be added to the plot plan or site plan.