

**Zoning and Development Code Amendment
Code of Ordinances, City of Round Rock**

DATE OF REVIEW: April 01, 2026

CODE REFERENCES:

Chapter 8, Article VI – Off-Street Parking and Loading

STAFF REVIEW AND ANALYSIS:

In recent years, many cities have begun evaluating their parking regulations to determine whether minimum parking requirements remain appropriate for current development patterns and land use goals. In 2020, the City adopted its comprehensive plan, *Round Rock 2030*, which includes implementation strategies to reevaluate off-street parking requirements, to consider the site development impacts of parking requirements, and to encourage redevelopment of aging commercial areas. Related policy direction is also included in the City's strategic and economic development plans, both which support reinvestment in existing commercial areas.

For these proposed revisions, Planning and Development Services (PDS) evaluated:

- The City's current off-street parking requirements
- Recent development patterns within the city
- Parking regulations and recent reforms from peer communities, including examples from Bastrop and Taylor, which have both eliminated minimum parking requirements for all uses
- The Institute of Transportation Engineers (ITE) *Parking Generation Manual*, which provides data on observed parking demand across various land uses

This analysis resulted in the proposed amendments, which would modify minimum off-street parking requirements for certain non-residential uses. Requirements related to stacking, fleet, and other existing parking design standards would remain as is.

Proposed Revisions:

Staff proposes amendments to the Code of Ordinances City of Round Rock, Texas, 2018, Part III – Zoning and Development Code, Chapter 8 – Zoning and Development Standards, Article VI – Off-Street Parking and Loading, to update regulations related to minimum off-street parking requirements and related provisions. The proposed ordinance would replace Article VI in its entirety, shown as a redline version in the packet.

The proposed amendments will:

- Reduce, eliminate, or modify minimum off-street parking requirements for certain non-residential uses while allowing parking supply to be determined by market demand. Recommended parking ratios for each use would continue to be provided where minimum parking is not required
- Retain minimum parking requirements for certain assembly uses and all residential uses
- Update the off-street parking table to remove minimum requirements for selected commercial and public/civic uses and revise certain industrial parking
- Clarify accessibility requirements by specifying that accessible parking must be provided in accordance with the Americans with Disabilities Act (ADA) and Texas Accessibility Standards (TAS) when off-street parking is provided

The proposed amendments will not change:

- Existing dimensional standards and design requirements for parking spaces, parking lots, landscaping, screening, and stormwater management when provided on site
- Existing requirements for downtown parking
- Existing requirements for stacking spaces for drive-through uses and fleet parking
- Existing parking requirements in residential zoning districts, and the C-2 (Local Commercial) and MU-R (Mixed-Use Redevelopment and Small Lot) zoning districts

Justification for Amendments:

The proposed amendments are intended to provide more flexibility for property owners and developers to determine the appropriate amount of parking for their developments. This flexibility will ultimately support more efficient use of land based on the needs of the site and the specific use of the property. These amendments will also provide relief for small businesses working with a limited budget to adjust their parking needs based on their specific business needs.

RECOMMENDED MOTION:

Staff recommends the proposed amendments.