

**Neighborhood Parking Joint Task Force Stakeholder Meeting**  
**DEVELOPMENT-RELATED TOOLS**  
**FACT SHEET**

The City of College Station is considering a set of tools for use in new development that will aid in reducing neighborhood parking problems in proposed new neighborhoods. These tools are being presented as a proactive approach to parking problems that may arise when single-family dwellings are utilized as investment properties. These tools would be appropriate for implementation in new development neighborhoods.

Below is a list of practices that could be required as part of the development review process. These are meant to prevent congestion and safety problems that occur as on street parking increases.

**PRACTICES**

1. Wider streets (also requires traffic calming measures)
2. Narrower streets (must comply with fire access requirements)
3. Parking removal from one or both sides of street concurrent with platting
4. Alley-fed off-street parking
5. Wider lot frontages (no less than 70-feet in width)
6. Minimum garage/parking setback
7. Overflow parking areas

Please note that individual practices may contain additional requirements, as noted in the attached information.

In all instances no more than 50% of a front yard may be dedicated for parking or be impervious.

Multiple practices may be selected. Private practices may also be used, but they will not be counted toward the minimum requirements. For example, deed restrictions limiting number of unrelated individuals that may reside in a home or deed restrictions that prohibit over-night on-street parking could be used as additional, privately required tools.

## PRACTICE DESCRIPTIONS

### **WIDER STREETS:**

For reference, current local subdivision street standards generally include slower design speeds and a 27-foot wide pavement consisting of one 20-foot yield lane and varying 7-foot parking on both sides.

If a wider street is desired it would function similar to current collector street standards, which generally include higher design speeds and a 34-foot or wider pavement consisting of two 12-foot lanes and a 7-foot parking lane on both sides. If bike lanes are present there will be no parking lanes.



### ❖ **Additional Requirement:**

- Traffic calming measures

### ❖ **Pros:**

- Parking available on both sides of street
- Maintains certainty of emergency access

### ❖ **Cons:**

- Increased construction and maintenance costs
- Higher travel speed may create safety issues
- “unfriendly “ pedestrian environment
- Excess parking capacity in many areas



### **THOUGHTS ABOUT WIDER STREETS:**

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## PRACTICE DESCRIPTIONS

### **NARROWER STREETS:**

Current local subdivision street standards generally include slower design speeds and a 27-foot wide pavement consisting of one 20-foot yield lane and varying 7-foot parking on both sides. Streets may be further narrowed, but the minimum width will be determined by fire code requirements.

#### ❖ **Additional Requirements:**

- Must meet fire code requirements: minimum fire lane is 20-feet in width or greater depending on structure height
- No more than 50% of front yard impervious or parking
- Must be used in conjunction with one of the following: alley-fed off-street parking, overflow parking

#### ❖ **Pros:**

- Slower travel speed
- Maintains certainty of emergency access
- Pedestrian friendly
- Lower construction and maintenance costs
- Less land used for development of roads

#### ❖ **Cons:**

- No on-street parking
- Requires additional installation of alleys, overflow parking, or similar treatment



### **THOUGHTS ABOUT NARROWER STREETS:**

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## PRACTICE DESCRIPTIONS

### **PARKING REMOVAL WITH PLATTING:**

This option consists of parking removal on one or both sides of the street at the time of platting. This option would require Council action.



#### ❖ **Additional Requirements:**

- City Council action
- Traffic calming measures (if removed from both sides)
- No more than 50% of front yard impervious or parking

#### ❖ **Pros:**

- Maintains certainty of emergency access
- Decreases blocked mailboxes and driveways
- Maintains current street standards
- Responds to a specific proven problem
- Tool can be removed, if necessary
- Proactive approach to problem solving
- If parking is removed from only one-side, some parking is maintained and traffic is slowed

#### ❖ **Cons:**

- If not used in conjunction with other tools, may force parking into yards
- Limits on-street parking availability
- If parking is removed from both sides, travel speeds on the street may increase

### **THOUGHTS ABOUT PARKING REMOVAL WITH PLATTING:**

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**PRACTICE DESCRIPTIONS**

**ALLEY –FED OFF-STREET PARKING:**

Alleys are designed to provide access to the rear or side of a property and are generally 20-feet in width. They also may be used for public vehicular or utility access. Residential lots served by an alley should only have driveway access via the alley.

❖ **Pros:**

- Maintains certainty of emergency access
- Pedestrian friendly
- Decreases blocked driveways

❖ **Cons:**

- Increased construction and maintenance cost



**THOUGHTS ABOUT ALLEY-FED OFF-STREET PARKING:**

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## PRACTICE DESCRIPTIONS

### **WIDER LOT FRONTAGES:**

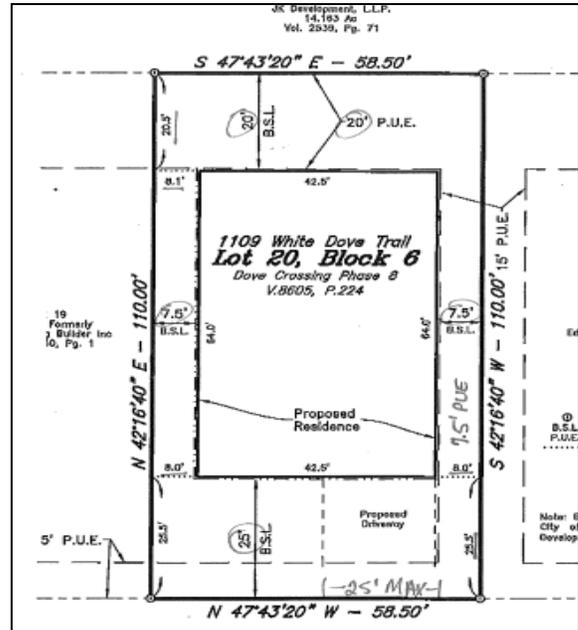
Currently, R-1 zoning permits lots as narrow as 50-feet in width. If this practice is chosen it would increase the minimum required lot frontages to 70-feet in width

❖ **Pros:**

- Decreases blocked mailboxes and driveways
- Increases the street area available for parking associated with each house
- Decreases density and parking demand
- Maintains current street standards

❖ **Cons:**

- No certainty of emergency access
- Decreases lot yield
- Decreases development



### **THOUGHTS ABOUT WIDER LOT FRONTAGES:**

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**PRACTICE DESCRIPTIONS**

**MINIMUM GARAGE/PARKING SETBACK:**

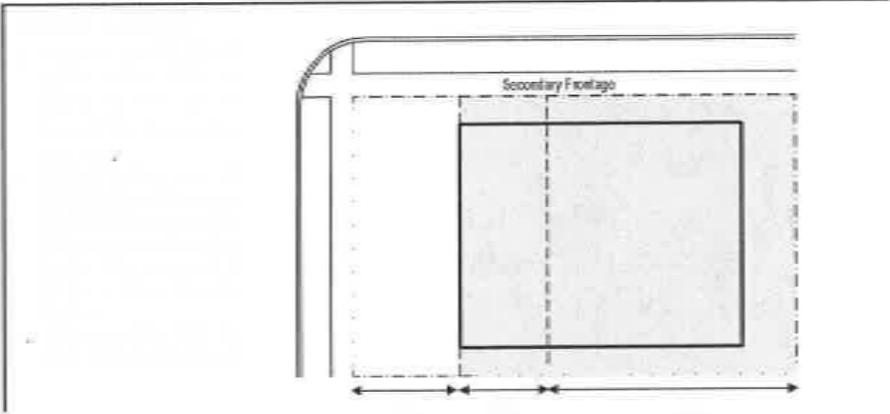
This practice requires garage and off-street parking areas occur behind a specific point on the lot to increase the driveway length on each lot.

❖ **Pros:**

- May increase possibility of emergency access
- May decrease blocked mailboxes, sidewalks, and driveways
- Generally maintains current street standards

❖ **Cons:**

- No certainty of emergency access
- May decrease lot yield
- May increase development costs



**THOUGHTS ABOUT MINIMUM GARAGE/PARKING SETBACK:**

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## PRACTICE DESCRIPTIONS

### **OVERFLOW PARKING AREAS:**

Overflow parking is located outside of the right-of-way on private property (HOA common areas) and is privately maintained. This practice should be combined with on-street parking and required lot-based off-street parking.



#### ❖ **Additional Requirements:**

- Minimum landscaping and surface requirements
- May be required with the selection of narrower streets or parking removal

#### ❖ **Pros:**

- May increase possibility of emergency access
- May decrease blocked mailboxes, sidewalks, and driveways
- Generally maintains current street standards
- Can be combined with several other treatments

#### ❖ **Cons:**

- No certainty of emergency access
- May decrease lot yield
- May increase development costs
- Increases HOA responsibilities
- May have aesthetic issues



### **THOUGHTS ABOUT OVERFLOW PARKING AREAS:**

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## PRACTICE DESCRIPTIONS

### **MAXIMUM FRONT YARD COVERAGE:**

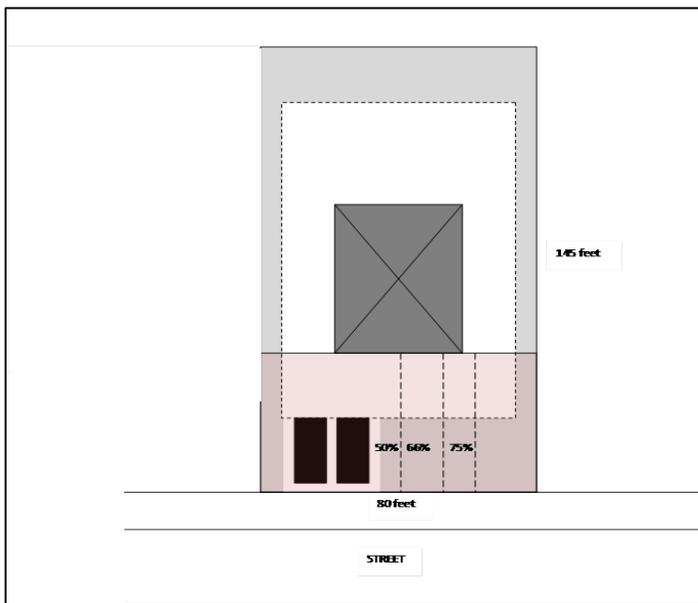
No more than 50% of a front yard may be used for parking or be impervious.

#### ❖ **Pros:**

- May increase possibility of emergency access
- Ensures front yard will not be de facto parking lots
- Generally maintains current street standards
- Can be combined with several other measures

#### ❖ **Cons:**

- No certainty of emergency access



### **THOUGHTS ABOUT MAXIMUM FRONT YARD COVERAGE:**

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**Neighborhood Parking Joint Task Force Stakeholder Meeting**  
**CITY INITIATED TOOLS**  
**FACT SHEET**

The City of College Station is considering a set of city-wide tools to aid in reducing neighborhood parking problems for existing and future neighborhoods. These tools are being presented in response to neighborhood concern for public safety. Any tools that are implemented at a city-wide level will be a requirement for all neighborhoods.

**NEIGHBORHOOD PLANS/SPECIFIC PARKING PLANS:**

This is an existing planning tool used to assist neighborhoods in developing area-specific approaches to implementing parking goals. The following is the City's current Neighborhood Planning Process:

1. Community Issue Identification
2. Detailed Staff Analysis
3. Completion of Plan
4. Public Notice/Public Hearing
5. Council Action

**THOUGHTS ABOUT NEIGHBORHOOD PLANS/SPECIFIC PARKING PLANS:**

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**CODE AND POLICE DEPARTMENT ENFORCEMENT:**

This is one tool currently used by the city to prevent cars from parking illegally. Both the Code Enforcement Division and the Police Department are responsible for compliance with City codes and ordinances.

**THOUGHTS ABOUT CODE ENFORCEMENT:**

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**PARKING REMOVAL:**

Currently, parking is permitted on all city streets unless prohibited by ordinance. With this proposed tool, the City would remove parking on one or both sides of the street only if there is a verified safety concern. The City will continue to receive parking removal requests from neighborhoods based on public safety concerns. The following is the City process that must be followed in order to remove parking from public streets:

1. Citizen Complaint Initiated or City Initiated
2. The City’s Traffic Management Team will initiate analysis of parking removal due to public safety concerns
3. Public Meeting
4. Public Notice/Public Hearing
5. Council Action

Neighborhood initiated parking removal not related to public safety will not be pursued by the City. In these cases, the individual neighborhood will need to address parking removal through a private process (HOA’s, deed restrictions).

**THOUGHTS ABOUT PARKING REMOVAL:**

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**NO-PARKING ZONES/FIRE HYDRANT PROTECTION ZONES:**

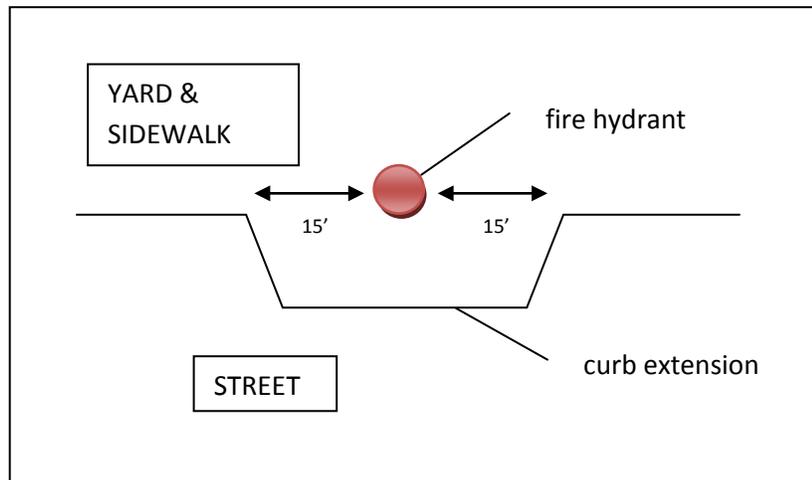
No-parking zones with curb extensions in the vicinity of fire hydrants that create a physical barrier in order to prevent illegal parking. Parking may continue to be permitted on one or both sides of a street with specified no-parking sections allowing set-up of emergency equipment. This tool would be required in all new developments, except where narrower streets are utilized, and may also be retrofitted in existing neighborhoods.

❖ **Pros:**

- Maintains certainty of emergency access to fire hydrants
- Generally maintains current street standards
- Can be removed if necessary

❖ **Cons:**

- Limits on-street parking availability
- Should be done with original development or as a planned retrofit of an entire street/area
- Increases development costs
- Does not guarantee emergency access



**THOUGHTS ABOUT NO-PARKING/ FIRE HYDRANT PROTECTION ZONES:**

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**MAXIMUM FRONT YARD COVERAGE:**

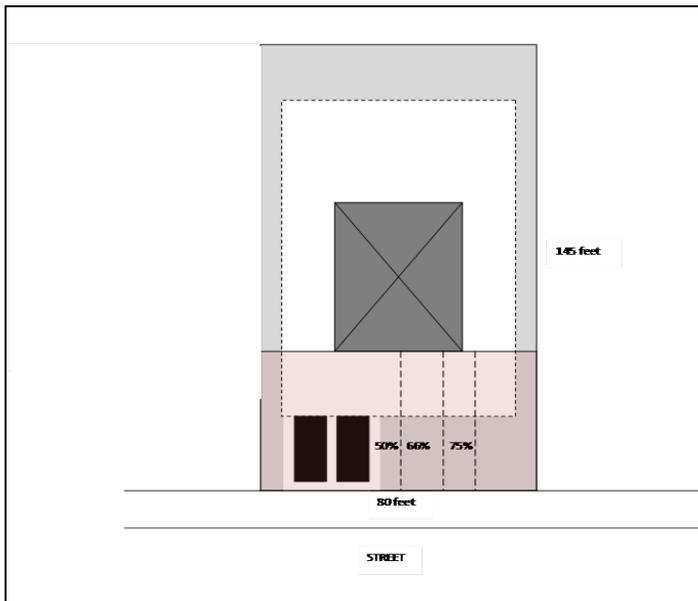
No more than 50% of a front yard may be used for parking or be impervious.

❖ **Pros:**

- May increase possibility of emergency access
- Ensures front yards don't become de facto parking lots
- Generally maintains current street standards
- Can be combined with several other treatments

❖ **Cons:**

- No certainty of emergency access



**THOUGHTS ABOUT MAXIMUM FRONT YARD COVERAGE:**

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