

# Ordinance Amendments for Single-Family Parking Requirements

## **Background**

The City Council's Strategic Plan, updated in 2012, identifies neighborhood parking issues as a problem affecting the City's Neighborhood Integrity. Many of the established residential neighborhoods in College Station include streets designed as "yield streets," consisting of narrow pavement, often with no curb and gutter. Many of the neighborhoods that contain yield streets have converted to high percentages of renter-occupancy. An increase in the number of people per residence has resulted in a high-density of on-street parking, which has caused the yield street design to fail. A number of neighborhoods are experiencing overcrowding and emergency access concerns due to an increase in on-street parking. The single-family parking requirements have been created to maintain emergency access in existing neighborhoods and also prevent on-street parking problems in new developments. In addition, the City will continue current practices of land use planning, development regulations, neighborhood plans, code enforcement, and parking removal, to ensure emergency access.

## **Parking Removal Program**

City Council will only consider parking removal on one or both sides of an existing street per a recommendation from the City's Traffic Management Team. This recommendation must be based on a public safety concern verified by the City. The following is the City's process that must be followed in order to remove parking from public streets:

1. *Concern Initiation* – A citizen informs the City of a potential problem resulting from on-street parking (Citizen Initiated) or the City observes the need to remove on-street parking from a street(s) (City Initiated).
2. *Concern Evaluation* – The City's Traffic Management Team (TMT) will evaluate the citizen initiated request or city initiated concern and analyze the impact existing on-street parking has on public safety. If the existing on-street parking is determined to impact public safety, the TMT will approve a recommendation which will be included on a future City Council Agenda as a public hearing.
3. *Public Notice* – Per the recommendation from the TMT to remove on-street parking on a specific street(s), notices will be mailed to property owners and residents on both sides of the street(s) where parking is proposed to be removed. These notices will provide the date of the City Council meeting when the public hearing for the proposed ordinance will occur.
4. *Public Hearing* – The proposal to remove on-street parking from a specified street(s) will be presented to council, followed by a public hearing where citizens can voice their opinions. Then the City Council can discuss and vote on the proposed parking removal ordinance.

In all other cases, the individual neighborhood must address parking issues through a private process, such as deed restrictions and covenants.

## City-wide Requirements

The following are a set of solutions to aid in the reduction of neighborhood parking problems city-wide. These solutions are required for all new construction, redevelopment, or when an addition to the number of bedrooms is completed.

### Off-Street Parking Requirements

One parking space will be required for each bedroom in a single-family dwelling, with a maximum of four required parking spaces. Garages that meet minimum parking dimension standards may be counted towards parking requirements.

- ❖ **UDO Section 12-7.3.B.1.a Off-Street Parking Spaces Required**
- ❖ **UDO Section 12-7.3.I Number of Off-Street Parking Spaces Required**

### Maximum Front Yard Coverage

No more than 50% of the front area of the property shall be used for parking.

- ❖ **UDO Section 12-7.3.C.3 Dimensions, Access, and Location**  
In the event parking is expanded in front of the structure, it shall not exceed 50% of the front area.
- ❖ **UDO Section 12-7.3.C.4 Dimensions, Access, and Location**

## New Development Requirements

In addition to city-wide requirements, new developments are required to provide one solution, chosen from the following six recommended options, in order to prevent future on-street parking issues:

### Wide Streets

Wide streets, consisting of a minimum 32 and maximum of 38 feet pavement width, are allowed to ensure emergency access is maintained. These streets allow for access through a street, even when high volumes of parked vehicles are present on both sides of the street. Wide streets often induce higher travel speeds and are required to provide traffic calming measures to improve safety.

- ❖ **UDO Section 12-8.3.W.2.a Residential Parking Options – Wide Streets**

### Narrow Streets

Narrow streets do not accommodate on-street parking, ensuring that emergency access is maintained. Pavement width for narrow streets must be a minimum of 22 feet, up to a maximum of 24 feet and meet fire service standards. Narrow streets must be accompanied by visitor alley fed off-street parking and/or visitor parking areas in order to provide adequate parking in neighborhoods.

- ❖ **UDO Section 12-8.3.W.2.b Residential Parking Options – Narrow Streets**

### Parking Removal with Platting

Parking may be removed on one or both sides of the street upon the City Council approving an ordinance removing parking from the street. This option must be accompanied by other measures, such as visitor alley fed off-street parking and/or visitor parking areas in order to provide adequate parking in neighborhoods.

- ❖ **UDO Section 12-8.3.W.2.c Residential Parking Options – Parking Removal with Platting**

### Visitor Alley-Fed Off-Street Parking

Visitor alley-fed off-street parking spaces may be provided at a rate of one parking space per four dwelling units. This requirement is in addition to minimum off-street parking requirements. Residential lots served by an alley should only have driveway access via the alley and provide ample off-street parking.

- ❖ **UDO Section 12-8.3.W.2.d Residential Parking Options – Visitor Alley-Fed Off-Street Parking**

### Wide Lot Frontages

This option requires a minimum lot frontage of 70-feet, as measured at the front setback, decreasing the density within neighborhoods and increasing more on-street parking area in front of every lot.

- ❖ **UDO Section 12-8.3.W.2.e Residential Parking Options – Wide Lot Frontages**

### Visitor Parking Areas

Visitor parking areas consist of remote parking facilities that are privately maintained and located outside of the right-of-way on private property, such as HOA common areas. These parking areas must be provided in addition to minimum lot-based off-street parking requirements to increase off-street parking within a neighborhood. Visitor parking areas should be designed as part of a site's overall design. To minimize the environmental impact of visitor parking, alternative paving may be used in these areas.

- ❖ **UDO Section 12-8.3.W.2.f Residential Parking Options – Visitor Parking Areas**
- ❖ **UDO Section 12-7.4.B.1.a-c Access Management and Circulation**
- ❖ **UDO Section 12-7.4.C.1.e Driveway Access Location and Design**

### **Other Related Articles Revised:**

- ❖ **UDO Section 12-3.4.C.3.a.18 Plat Review – Application Requirements for Preliminary Plans**
- ❖ **UDO Section 12-3.4.C.3.b.15 Plat Review – Application Requirements for Final Plats**
- ❖ **UDO Section 12-7.3.G.2.c Surfacing – Permeable Surfaces (for single-family parking)**
- ❖ **UDO Section 12-8.3.V.1.g Private Streets (applicability)**