**QUESTIONS AND CONCERNS ABOUT THE PROPOSED COMMUNITY PARKING PLAN (CPP)**

**FOR**

**MUSEUM PARK NEIGHBORHOOD**

OVERVIEW 1

GENERAL - PARKING PLAN 2

IMPLEMENTATION PHASES 4

NEW PARKING METERS: 5

TIME LIMITED PARKING: 6

NO PARKING DESIGNATIONS: 9

ENFORCEMENT: 9

BUS PARKING DESIGNATIONS: 10

CONSTRUCTION PARKING: 11

# OVERVIEW

These questions are regarding concerns about the proposed Community Parking Plan for the Museum Park neighborhood. The questions, outlined in more detail below, fall into the following impact areas:

1. Ensuring current and future resident input into parking management decisions for the area.
2. Preserving all needed parking for neighborhood residents, including vehicles that will not be registered to a neighborhood address:
   1. Occupant parking
   2. Short-term and overnight guests
   3. Service calls, contractors, repair vehicles
   4. Short term, new, or rental vehicles
3. Preserving existing protections that residents have in place through Residential Parking Plans.
4. Addressing impact of parking plan on neighborhood aesthetics.
   1. Appearance of signage and meters
   2. Measures to prevent parking on grass or drainage easements
5. Addressing concerns about coordination of Community Parking Plan with other City Departments, such as Planning, Traffic, Public Works.

Note: Updated for answers/responses received from Parking Management at Museum Park April 18 meetings.

# GENERAL - PARKING PLAN

|  |  |
| --- | --- |
| Q. What is the goal of the Community Parking Plan (CPP)? What is its primary purpose? | A. See ParkHouston presentation from April meeting. General program details and materials available at <http://www.houstontx.gov/parking/community-parking-program.html> |
| Q. How can residents ask questions about this plan and provide input if they are unable to attend the meetings scheduled by ParkHouston? | A. Museum Park Residents were encouraged to ask questions and provide comments to Parking Management by 9 PM on April 30.  eMail: [parking@houstontx.gov](mailto:parking@houstontx.gov)  We will take comments until May 30, 2018. |
| Q. Can HOA’s provide input/comments/requests to ParkHouston to represent all of their Residents? | Yes |
| Q. Will ParkHouston have more meetings than the 3 meetings currently scheduled for April 16 and April 18? | A. Yes, meetings are now scheduled for *May 15, 6:00 p.m*., Judson Robinson, Jr. Community Center, 2020 Hermann Drive & *May 16, 11:00 a.m*., Clayton Library Carriage House, 5300 Caroline. A June meeting will be added. |
| Q. While the proposed Community Parking Plan is being considered, are all blocks in Museum Park still eligible to apply and be processed for Residential Parking Plan (RPP) applications? If not, what blocks will no longer be eligible for RPP?  After the CPP is approved, which Museum Park areas of blocks, within the City Council approved parking district, will still be eligible to apply for RPP? | 1. Existing RPPs will still be honored, and new applications will continue to be accepted both before and after the CPP is implemented, but ParkHouston will be evaluating RPP applications very closely. 2. Currently, there is no plan to eliminate RPP from the CPP area, however, the City may consider alternative solutions to RPP such as extending meter hours of operation or reducing the time limits to respond to the parking problem prior to considering RPP. |
| Q. The Community Parking Plan on the ParkHouston website states that Districts and Permits will require approval by City Council prior to Implementation. |  |
| * What are the boundaries of the Museum Park District to be approved? | A. Boundaries will be those of Museum Park Super Neighborhood (MPSN), which are Hwy 59 to Hermann Park and Main to Almeda. |
| * After approval of the Museum Park Parking District by Council, what will ParkHouston be allowed to implement in that district without further input or approval by Council or District residents? (i.e., Can more streets be designated for timed limit parking? Can more streets have metered paid parking added?) | A. The ParkHouston office has the authority to implement parking meters and time limited parking without specific city council approval now. City council approval is needed for the plan to offer parking permits to area residents and to employees of area businesses. |
| * Once terms for an exemption Permit are approved by City Council, can changes be made? | Changes will be made in the plan as needed to adjust for changing traffic patterns in response to implementation of stage 1 of the plan. Processes for reporting problems and requesting changes will be made available to residents.  Changes require City Council approval. |
| Q. Are there any plans to do a survey of the current parking concerns, needs, and desires of the Residents? | We have performed several surveys during this process and have sought public feedback. We remain open to conducting additional survey when necessary. |
| Q. Does this plan consider that our neighborhood now has limited space in many blocks for visitor parking on the street?   * Many lots in our neighborhood have now been approved by the City to be re-platted to allow multiple townhomes on the same lot that previously was a single family home with a driveway? Builders were encouraged to provide “internal driveways with garage entrances” for these multiple townhomes, leaving only street parking for the guests of those residences. * Given the City’s encouragement of this type of building ordinance and urban land management, could the City Parking Management Department consider giving additional parking “permits” to those residences or designating those areas for residential parking only, so that adequate parking needs will be met? | The CPP was developed in coordination with consultants from Kimley-Horn and in response to public meetings and feedback.  ParkHouston will continue to monitor the Museum Park post-implementation and address issues with the appropriate stakeholder feedback.  As a limited resource, improved management techniques are necessary to encourage turnover and mitigate parking challenges relative to the curbspace. |
| Q. Assuming the CPP will require many new signs to be placed in our neighborhood to inform about paid parking, Time limited parking, no parking, etc., is there a signage plan that you can share?   * How many signs per block will be required? * What will be the required spacing for placement? * What is the proposed size of the signs? * Can the neighborhood have input into the design, that hopefully will be appropriate to maintaining our sense of neighborhood and aesthetics, with consideration to the Museum Park LCS guidelines? | 1. There is not a specific signage plan yet but typically a city block would require one standard sign at each end; long blocks might need another in the middle. 2. Signage in the metered areas will range in size from 12” x 18” to as large as 24” x 24”, depending on location and sign needs in that area. Our goal is to keep the signage to a minimum. 3. All signage is designed and controlled by Traffic & Drainage Operations to meet the State Manual on Uniform Traffic Control Devices requirements. |
| Q. On Trash Collection days, what consideration is being given so that space is left on the streets on those days for trash cans to be left out and emptied? This is already a problem on some streets, and it is likely to get worse as more vehicles begin parking on residential streets to avoid new metered parking areas. Could there be wording on signs for designated No Parking on Trash day (Tuesday in Museum Park) or do you have another solution to offer? | We will check with the Solid Waste Department to determine if this is a concern – please let us know if this happens frequently?  Adding verbiage to signage is an option, however, there is limited real estate on signs and can result in confusion for public parkers. Additionally, enforcement of no parking on garbage pick up days will require ordinance updates as this is not a violation that is in the City Code. |
| Q. Has any consideration been given to providing car pool parking for the drivers of cars that we are beginning to observe who are parking on our residential streets before exiting their vehicles and being picked up by a van to carpool on to their final destination? As Time limited parking is implemented, these car pool drivers may move to other neighborhood streets without time limits. | This is where further surveys would be conducted to find out the extent of commuters moving further into the neighborhood. |

# IMPLEMENTATION PHASES

|  |  |
| --- | --- |
| Q. Are these the correct definitions for the Implementation Phases?   * Phase 1 is to install the new parking meters on the streets as designated on the proposed map. * Phase 2 is to evaluate and implement Time limited parking on streets designated by yellow on the proposed map after new parking meters are installed. * Phase 3 is to evaluate, propose, and implement a parking plan for the Almeda Corridor area. | A. Yes, except as below.  A. Additionally, Resident and Employee Permits will be implemented in Phase 1. |
| Q. Phase 2: Why is Time limited parking planned for Phase 2? Would you explain the rationale and how Phase 2 decision for implementation will happen? | A. Time limited parking will be implemented in response to parking problems that occur when new meters are installed. ParkHouston will monitor and when parking occupancy on affected streets reaches 50%, residents will be contacted, and if there are no objections, signs for time limited parking will be installed. |
| Q. Phase 3 – Almeda Corridor: Most of the Museum Park parking problems that are being reported seem to be occurring in the 2 blocks just west of Almeda Road, primarily at night and early morning, related to the Bar Patrons.   * Why is the Almeda Corridor area designated as PHASE 3, to be addressed later, rather than Phase 1? * Have meters been considered for this area? * Since parking problems reported are mostly late night/early am hours related to bar parking, have overnight parking limitations been considered? | 1. This area has parking issues that are specific to that location. ParkHouston has not had time to fully evaluate but we are meeting with residents and have conducted occupancy surveys. We have also reached out to the Greater Southeast Management District to work with the business community. 2. Meters are a tool to handle parking challenges. Paid parking also encourages people to think differently about the mode of transportation. Time limits are more challenging to enforce at night. |

# NEW PARKING METERS:

|  |  |
| --- | --- |
| Q. Why are new parking meters being installed?   * What are the goals of the meters? * Do you expect an increase in parking revenue for the area? In what timeframe? * Will the new meters being installed look like and be in similar locations on the block, as the ones already installed in our neighborhood? | Goals of parking meters are to manage curbside and encourage turnover in high demand areas. We are developing a revenue projection.   1. Yes. ParkHouston has been installing a meter on one side of the block with Pay by Phone signs on the opposite side of the block. 2. The new meters are being proposed for blocks that consist of a majority of commercial real estate holdings. |
| Q. The proposed locations of the new parking meters to be installed in Museum Park are shown on the map in the Community Parking Plan on the ParkHouston website.   * Could more be added at a later time and would there be any additional approval required? | A. ParkHouston has the authority to implement parking meters and time limited parking without specific city council approval. However, on-street parking restrictions are not changed or implemented without engaging stakeholders and ParkHouston will continue to seek public feedback. |
| Q. How much will it cost to park at meters?   * How will pricing be structured? * What will it cost to park at new meters? * What is meant by progressive pricing, as mentioned in CPP plan on website? | * Meters in Museum Park allow for a maximum of 4 hours parking. Pricing structure is being evaluated to allow for parking for longer stays with increased rates. This would allow longer stays, while still encouraging turnover. * Currently pricing ranges from $1.00, $1.50 & $2.00 per hour. * Progressive pricing is one rate per hour for first 4 hours with an increasing price per hour for longer stays. For ex: First 4 hours priced at $1.50 per hour. Customer has option to stay a fifth hour instead of moving their car, but the rate for the fifth hour is $2/hour. |
| Q. Could you provide more details about Employee Permits, for employee parking exemptions from Paid Metered Parking?   * How will Employee Parking Permits be sold? By application? Who can request? Can you provide more detail? Website only states “1 per employee, require proof of employment to purchase, parking in low demand areas are metered or permit”. * What approval will be required? * How much will they cost? | A. The application process will require proof of employment (such as pay stub or letterhead) in the area. Maximum of 1 permit per employee.  A. Rate is under review but is currently set at $45 per month, which is consistent with employee permit cost for Downtown area. |
| Could you confirm that employee parking permits can only be used on the following streets, as indicated on the website map? Could additional streets be added and under what process?   * CAROLINE – both sides between Oakdale and Southmore; east side between Southmore and Palm * OAKDALE – north side between Caroline and Austin * AUSTIN – west side between Oakdale and Palm * SOUTHMORE – north side between Caroline and Austin * PALM – both sides between Caroline and Austin | Occupancy will be monitored at the meter locations and areas that are under-utilized will be considered for employee parking. Any additions post Phase II will include public notification of the change.  CAROLINE – Only the East side of Caroline will be Employee parking and east side between Southmore and Palm  YES  YES  YES  YES  1200 Calumet, both sides  1600 Ewing, both sides  1700 & 1800 Ewing. South side  5600 Jackson, west side  5700 Jackson, both sides  1500 to 2100 Hermann, South side |
| Q. Under the CPP Permits in the website plan, it states “Exempt from meters and time limits”, does that mean permits for Residents will also exempt Residents from Paid Metered Parking, similar to Employee Parking Permits? Could Visitor tags, if allowed to be purchased by Residents, provide an exemption from Paid Metered Parking? | A. Yes. Residents in a metered area will be exempt from the meter restrictions and residents in a time limited area will be exempt from the time limit restrictions. |

# TIME LIMITED PARKING:

|  |  |
| --- | --- |
| Q. The proposed plan shows streets in yellow that will be Phase 2 of Time limited parking.   * What will the process be to implement Time limited parking for these, already designated, streets? How long will it take to alleviate parking problems generated from installing new meters? | A. ParkHouston will be monitoring surrounding streets closely. When parking is observed to exceed 50% in a given block, residents of that block will be sent a letter indicating the street has reached occupancy and is being considered for time limits with a public input period. Based on residents response, time limited parking signs can be installed and permit applications will be mailed. |
| * Can other streets in the District be added later? What process or approvals will be required? |  |
| Q. As Meters are installed and more vehicles begin to park on many of our streets without curbs, what will be done to keep vehicles from parking on grass and next to ditches?   * Can curbs be installed in conjunction with implementing this Community Parking Plan? * If not, can the City require or allow more large rocks or landscaping, similar to those that are currently placed by residents/HOA’s to stop cars from parking partially on the grass on streets without curbs? (Parking on grass or in ditches results in cars getting stuck in the mud, which causes ruts that impair drainage and require regrading of ditches; damages grass; and causes visible deteriorating/cracking of the asphalt pavement, which results in even narrower pavement.) | The addition of curbs in the area would need to be considered under the CIP (capital improvement project). ParkHouston does not have authority over this but your concerns have been shared with Houston Public Works..  Placing large rocks is not allowed within the City easement. This is not an item that ParkHouston has any authority over but your concerns have been shared with Houston Public Works. |
| Q. Time limited parking is intended to minimize monopolizing of block parking by visitors or area employees by prohibiting vehicles from parking in any one block for long periods of time.   * What are the proposed hours for the Time limited parking to be in effect? * What will be the maximum allowed time period for parking in any given spot? * How far does a vehicle have to move to avoid being ticketed? | A. Same as parking meters, Monday – Saturday 7am to 6pm  A. Currently planned for 4 hours, same as metered parking in the area.  A. Vehicle must be moved to another block. |
| Q. The proposed Community Parking Plan on the website under Permits states “Requires Ordinance Update” and “Limit 3 to residents, Exempt from meters and time limits, Rates in line with RPP permits, Guest parking available by posted regulation”.   * Can each resident request 3 permits each or will the 3 permit limit apply to a specific address? * Would a permit exempt from both Paid Metered and Timed Limit parking? * How much will this Permit cost? * Will the permit be assigned to specific tag number? * Will the Permitted tag number have to be for a vehicle that is registered at that specific resident’s address? * Will details of new permits have to be approved by City Council in Ordinance? * What does “Guest Parking available by posted regulation” mean? How would that work? | A. Current plan now is to allow 3 permits per household/residential address. There was some discussion of how permits would be issued to buildings with a large number of multiple residences and that will be addressed as planning continues.  A. No  A. Current plan is to cost the same as Residential Plan Permit. Proposed cost of $28.50 per year for each permit.  A. No  A. No  A. Yes  The on-street parking is still available to all. Parkers must abide by time limits or meters Mon-Sat, 7 am to 6 pm |
| Q. Are Visitor tags being considered, that residents could purchase to allow their visitors to exceed the time limits?   * How many might each address be allowed? * Could they be hang tags and not be assigned to a specific tag number? * What would cost be? | A. Yes. Current plan is for Permits for Residents to be hang tags and be transferable.  A. 3 Permits per household but questions were raised about the Residential Parking Plan Daily Guest Permits that allow larger number of guests on a given day. ParkHouston agreed to consider this option to offer access to additional daily passes for guests. (Current RPP Permit allows 4 general permits, plus 2 permits for service providers, plus 100 Daily permits per year per residence/household)  A. Yes  A. $28.50/permit/year – see answer to Permit question above |
| Q. Will there be other exemptions to the Time limited parking?   * Will vendors be exempt? What will the definition for a vendor be? Will it require a vendor to be in a Marked commercial vehicle? * What about landscapers who use their own personal vehicle? * What about Cleaning services/individuals who use their own personal vehicle? | Time limits will apply to all vehicles. For special circumstances, we recommend long-term contractors be provided a tag by the resident. |

# NO PARKING DESIGNATIONS:

|  |  |
| --- | --- |
| Q. What criteria were used to designate streets designated as No Parking zones in the proposed Community Parking Plan? | These are current No Parking Zones. The few that were added are based on Traffic Engineer observations. |
| Q. Who will determine and what will be the process for designating more of our narrow streets, without curbs, for No Parking?   * Will No Parking be automatically designated on streets without curbs that are deemed too narrow to allow parking on only one side or on both sides? Please confirm that it is the City’s requirement that streets that are <21’=No Parking on either side; 22-24’=Parking on one side only correct? How are streets measured to determine these widths, from what boundary? * Currently, on most narrow streets without curbs in Museum Park, HOA’s or residents have used large rocks or other means of landscaping plants to deter vehicles from parking off the pavement. Will this continue to be allowed to minimize No Parking signage on streets without curbs? | This is determined by the Traffic Engineer.  Rocks on the easement is prohibited. Your concerns will be forwarded to the Traffic Operations Division for review. |
| Q. Prospect St., on both sides between La Branch and Jackson, is designated in the proposed Community Parking Plan as No Parking? Will new No Parking signs be required there? If so, where? | Yes, at each end of the block. Placement will be deemed by the Traffic Engineer. |

# ENFORCEMENT:

|  |  |
| --- | --- |
| Q. How will Time limited parking, no parking, and meter violations be enforced?   * Will tickets be used for violations? If so, how much will the fine be? * Under what circumstances could vehicles be towed? Will there be warnings? * Will violations be based on a vehicle tag number? * To avoid being ticketed for exceeding the designated time limit, how far must the vehicle must be moved? * How many ParkHouston enforcement officers are currently assigned to the Museum Park area? * With all of the new meters and Time limited parking regulations, how many NEW enforcement officers will be added? * Can residents request that a vehicle be towed or ticketed for a violation? Who would they call to make such a request? | * Overtime parking and meter violations are $30. No Parking violations are $40. These violations are currently enforced with citations. * ParkHouston does not have the authority to tow from the public right of way. HPD must be called for these instances. * Violations are based on a vehicle tag. * Vehicle must park on another block to avoid overtime parking violations. * ParkHouston has 3 shifts, working Mon-Sun. One of the mobile units is assigned to the Museum Park area. * New officers will be added should the budget allow. * Call 311 to report parking violations. Tows required HPD. |

# BUS PARKING DESIGNATIONS:

|  |  |
| --- | --- |
| Q. Can the block on Prospect, between Caroline and Austin, currently designated for Bus Parking, have meters installed instead?  Could the Holocaust Bus Parking be moved either into the Holocaust Museum parking lot or to west side of the commercial block of Austin, between Binz and Calumet (adjacent to the Holocaust parking lot), that currently has metered parking? | A. This bus parking has already been removed and is no longer shown on ParkHouston maps. Meters will be installed in that block. Bus zone is moving to Austin. |
| Q. Why are 3 prime parking blocks between Hermann Dr. and Binz being reserved solely for bus parking? Why are meters not being installed there, so that those blocks can be made available for much needed visitor parking in the area?   * Is it possible to just provide a reserved bus unloading zone there or to only reserve the blocks for bus parking on days, or time of day, when needed? (Buses are only parked in these blocks on relatively few days of any week, usually only between the hours of 10 am to 3 pm.) * Do you have any statistics for actual usage of those blocks by buses? | These bus zones service Museums within that area. There is a plan to move bus parking to another location.  We are considering limiting the bus zones to 6 pm to allow parking after 6 pm in these zones. |
| Q. Are there any plans to provide bus parking in locations away from the neighborhood streets? | A. Yes, plans are currently in process, a location has been identified, but implementation date has not yet been determined. |

# CONSTRUCTION PARKING:

|  |  |
| --- | --- |
| Q. Will Construction workers be allowed to continue to park on our neighborhood streets? Is offsite worker parking required of and enforced by the construction companies who are building large new structures that will have lengthy construction time periods for completion? Can a new ordinance be considered to address this as a parking issue in our neighborhood? | Your concern will be shared with Houston Public Works Permitting. |