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At-Large, Position 5

July 12, 2022 RNA Update
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On July 12, 2022, the Regulatory and Neighborhood Affairs council committee met to review the existing rules regarding commercial, large vehicle, and trailer parking on residential streets and also the prohibited yard parking ordinance. Following the meeting, Vice Chair Peck and I submitted a [memo](#) to the mayor summarizing many of our own and our colleagues concerns/complaints with enforcement and suggestions for improvement. I am happy to report the administration has agreed to move forward on the below.

Commercial vehicles, etc.

- As of October 1, fines relating to commercial vehicles, large vehicles, and trailers/semi-trailers have been raised from \$60 to \$150

APK-40	Commercial vehicle parked between 2 a.m. and 6 a.m.	Commercial vehicles cannot park on the public street from 2 a.m. to 6 a.m.	\$150
APK-41	Parking a large vehicle in a residential area	Large vehicles can park in residential areas for loading and unloading or for 72 hours if leased for moving.	\$150
APK-42	Trailer/semi-trailer parked on street over 2 hours	Trailers and semi-trailers are limited to two hours on the public street.	\$150

- ARA/ParkHouston, HPD, and the legal department are working to bring the following ordinance revisions (as suggested by HPD) to council:
 - ◊ Sec 26-2: Update definition of commercial vehicle to align with Federal and/or Texas Code definition for clarity and enforcement purposes.
 - This update will include addressing the city's current requirement that the logo/signage must be located on the outside of the vehicle's front doors in order to be considered commercial. If you remember during the presentation, vehicles get around this requirement by placing signage on back doors or other places that are not the front doors.
 - ◊ Sec 26-94: Include large vehicles in the section that prohibits trailers from parking

more than two hours on a city street and reduce the time limit to one hour from two hours. With the two-hour time limit prohibition, it can take a total of 4.5 hours or more to tow an illegally parked trailer. Reducing the time limit to one hour of parking shortens the overall time for enforcement and abatement. Including large vehicles in the time limit provision will allow for the towing of large vehicles in problematic areas.

- ◊ Section 26-96: This section prohibits large vehicles from parking in residential districts. HPD recommended expanding the ordinance to all city streets but Legal has recommended that we instead review the definition of 'residential area' and seek a buffer or boundary area to protect neighborhoods, but not prohibit parking in areas where there are no complaints. This may not be necessary if large vehicles are subject to the same time limitations citywide as recommended above. But, departments will research the language used in other municipal codes to determine if there is language that proves to be more enforceable.
- ParkHouston is working on some additional updates to Chapter 26 and will include the large vehicle revisions in that project. They anticipate coming to council in late spring 2023. Updates will be presented to committee prior to council consideration.
- ParkHouston has updated its [large vehicle website](#) and respective literature/educational materials. They have met with Texas Trucking Association and the Houston Council of Safety Professionals to help distribute this information on the city's current rules and regulations.
- Further, as a goal of Vision Zero, Planning will be working with HPW, Legal, HPD, and HFD to designate a citywide freight network. David Fields has advised the contract for this study is in the process of being signed and they hope to kick off next month. This designation will essentially limit the weight of vehicles on certain streets and I believe will help address our issue with large vehicles on residential streets. The RFP is attached for more information.

Prohibited Yard Parking

- I will work with the government relations team in the upcoming legislative session to advocate for the conversion of yard parking from a criminal offense to a civil offense.
 - ◊ Following the July 12 RNA meeting, we coincidentally had the state's Urban Affairs committee scheduled to meet in the council chamber. I had a chance to visit with the state representatives that serve on this committee prior to their meeting, providing them with the [linked memo](#).
- Currently, the ordinance lacks a section on expiration and renewal. I continue to work with planning staff and the administration to advocate for the below:
 - ◊ Extend the 20-year expiration of approved prohibited yard parking applications to 40 years. Precedent for this has been set in the special minimum building line (SMBL) (Chapter 42-178).
 - ◊ Add in a section on expiration and renewal to mirror Chapter 42-178.