



To the Mayor and Members of the City Council

October 14, 2025

Page 1 of 2

SUBJECT: RESIDENTIAL NEIGHBORHOOD PARKING RESTRICTION OPTIONS

The purpose of this Informal Report is to provide information on parking restriction options available to neighborhoods experiencing challenges related to on-street parking availability. There are two primary options for residential neighborhoods to restrict parking: Residential Permitted Parking Program and Parking Restrictions.

Residential Permitted Parking (RPP) Program

The RPP program was established in 2017 by the City Council to address parking availability concerns for neighborhoods located near designated non-residential parking generators (Ordinance No. 23048-12-2017). A non-residential parking generator is a business, service entity, or group of entities concentrated in one location that creates a demand for parking that exceeds their available supply. This leads to parking spillover into an adjacent neighborhood.

The RPP program allows the Director of Transportation & Public Works (TPW) to designate Resident-Parking-Only Zones in eligible neighborhoods surrounding the designated non-residential parking generators listed in the following table. To date, the following neighborhoods applied and were approved for participation in the RPP program.

Non-Residential Parking Generator	Approved RPP Neighborhoods
Will Rogers Memorial Center (WRMC) and Dickies Arena	Arlington Heights
Texas Christian University (TCU)	Blue Bonnet Hills, University West
University of North Texas (UNT) Health Science Center	North Hi Mount
Magnolia Historic Area	No approved neighborhoods
Stockyards	No approved neighborhoods

The Program does not: (1) guarantee or assign specific spaces for specific residents; (2) remedy increased parking demand created by multi-family residences; nor (3) address traffic safety issues.

Neighborhoods surrounding the designated non-residential parking generators listed above that want to implement resident-only parking zones are required to do the following:

- Identify streets most affected by spillover parking.
- Document support from a Homeowners Association (HOA), Neighborhood Association, or neighborhood petition with at least 67% consensus for the RPP, inclusive of a document outlining the street(s) within the neighborhood to be included in the program.
- Commission an engineering parking study to confirm that there is a neighborhood traffic safety or parking availability issue caused by the non-residential parking generator.
 - Core elements of an engineering parking study include:

**To the Mayor and Members of the City Council****October 14, 2025**

Page 2 of 2

SUBJECT: RESIDENTIAL NEIGHBORHOOD PARKING RESTRICTION OPTIONS

- Parking availability during peak demand periods as identified by the RPP requestor, as well as parking availability during lowest demand, typically in the morning before 6AM or in the evening after 8PM.
 - Minimum three days of data collection - Data collection should occur twice per day and at least one hour for each of those times.
 - Data should demonstrate a clear connection between the increased parking demand and spillover parking from the non-residential parking generator.
 - For reference, the City of Fort Worth shall provide a list of pre-qualified engineering firms that provide services to the City. This does not preclude the requesting party from selecting an engineering firm of their choice that can complete such a study.
- Submit a petition for each block face of the selected streets with a minimum of 67% property owner support.
 - Pay for necessary signage upon city approval.

In addition to the requirements set forth above, a city ordinance amendment is needed to designate additional non-residential parking generators for neighborhoods that desire to implement resident-only parking zones in areas not already designated by Ordinance No. 23048-12-2017.

Parking Restrictions

Neighborhoods can request parking restrictions due to traffic safety related concerns. There is a petition process that requires a minimum of 67% property owner support for block-wide restrictions. Time-restricted parking during school days, during drop-off and pick-up times, or parking restrictions on one side of the street due to narrow roadway width are examples of potential applications.

The effectiveness of parking restrictions is dependent on consistent enforcement from either the TPW Parking Team or the Police Department.

For questions, please contact Peter Elliott, Administrative Services Manager for Transportation & Public Works, by e-mail to peter.elliott@fortworthtexas.gov.

Jesus “Jay” Chapa
City Manager