



## City of Abilene City Council Special Called Meeting

Shane Price, Council Member  
Bruce Kreidler, Council Member  
Kyle McAlister, Council  
Member  
Robert Hanna, City Manager

Norm Archibald,  
Mayor

Anthony Williams, Mayor Pro-tem  
Jay Hardaway, Council Member  
Steve Savage, Council Member  
Stanley Smith, City Attorney  
Danette Dunlap, City Secretary

**Notice is hereby given of a meeting of the City Council of City of Abilene to be held on Tuesday, February 21, 2017 at 5:30 PM at 555 Walnut Street, 2nd Floor Council Chambers, for the purpose of considering the following agenda items.**

### **COUNCIL WORK SESSION**

#### **1. CALL TO ORDER**

#### **2. INVOCATION**

1. Councilman Bruce Kreidler

#### **3. ACTION ITEMS**

1. **Discussion:** Regarding Curbside Recycling. *(Michael Rice)*
2. **Discussion:** Regarding Downtown Parking. *(Michael Rice)*
3. **Public Comment**

There will be no votes or any formal actions taken on subjects presented during public comment. The public comment period will only allow members of the public to present ideas and information to city officials and staff.

#### **4. ADJOURNMENT**

In compliance with the Americans with Disabilities Act, the City of Abilene will provide for reasonable accommodations for persons attending City Council meetings. To better serve you, requests should be received 24 hours prior to the meetings. Please contact Danette Dunlap, City Secretary, at 325-676-6202.

### **CERTIFICATION**

I hereby certify that the above notice of meeting was posted on the bulletin board at the City Hall of the City of Abilene, Texas, on the \_\_\_\_\_ day of February, 2017, at \_\_\_\_\_.

\_\_\_\_\_  
*Danette Dunlap, City Secretary*



**City Council  
Agenda Memo**

**City Council Meeting Date: 2/21/2017**

**TO:** Robert Hanna, City Manager

**FROM:** Michael Rice, Director of Public Works

**SUBJECT:** Discussion: Regarding Curbside Recycling. *(Michael Rice)*

---

**GENERAL INFORMATION**

**SPECIAL CONSIDERATIONS**

**FUNDING/FISCAL IMPACT**

**STAFF RECOMMENDATION**

**BOARD OR COMMISSION RECOMMENDATION**

**ATTACHMENTS:**

Description	Type
▣ Presentation Slides	Presentation

# Private Residential Curb Side Recycling



# STATE OF TEXAS

## HEALTH AND SAFETY CODE

- **CHAPTER 361. SOLID WASTE DISPOSAL ACT**

- **Sec. 361.003. DEFINITIONS.** (27) "Recycling" means the legitimate use, reuse, or reclamation of solid waste.

# Abilene Municipal Code

## Chapter 27 Solid Waste, Sec. 27-5. Definitions.

- **Municipal solid waste.** Includes but is not limited to durable goods, non-durable goods, containers and packaging, food waste, yard waste, and miscellaneous inorganic and organic waste from residential, commercial, institutional, and recreational activities. Examples of waste from these categories include, but are not limited to, appliances, newspapers, clothing, food scraps, boxes, disposable tableware, office and classroom paper, wood pallets and cafeteria wastes.
- **Recyclable solid waste.** Includes but is not limited to bimetal/aluminum cans, glass, #1 & #2 plastic, paper, cardboard, appliances, scrap metal, yard trimmings, tree limbs, and grass clippings, oil filters, automotive fluids, and tires.

# Abilene Municipal Code

## Chapter 27 Solid Waste

- **Sec. 27-11. Solid waste services division responsibilities.**
- (1) Collect, transport and dispose of all collectible municipal waste and adopt reasonable administrative policies, procedures regulations to carry out the intent of this chapter.
- (8) Require satisfactory solid waste handling including utilization all solid waste collection containers, including location, capacity, overflow situations and frequency of service.
- (13) Receive, transport, and process **recyclable solid waste** and adopt reasonable administrative policies, procedures and to carry out a voluntary recycling program.

# Possible Options

- Contract
- Franchise Opportunity
  - Exclusive
  - Non-Exclusive
- Permit
- License



**City Council  
Agenda Memo**

**City Council Meeting Date: 2/21/2017**

**TO:** Robert Hanna, City Manager

**FROM:** Michael Rice, Director of Public Works

**SUBJECT:** Discussion: Regarding Downtown Parking. *(Michael Rice)*

---

**GENERAL INFORMATION**

**SPECIAL CONSIDERATIONS**

**FUNDING/FISCAL IMPACT**

**STAFF RECOMMENDATION**

**BOARD OR COMMISSION RECOMMENDATION**

**ATTACHMENTS:**

Description	Type
❑ CBD Parking Conflict	Backup Material
❑ CBD Parking Design	Backup Material
❑ Presentation	Presentation



# On Street Parking Conflict Reference Sheet

(Beech St. to Walnut St. from N. 1<sup>st</sup> St. to N. 6<sup>th</sup> St.)

\*General observations are as follows: for the majority of on street parking the minimum distance from a crosswalk has not been met and in many areas there is no separation from on street parking and crosswalks. Minimum width for angled on street parking and one traffic lane has not been met in most if not all locations, minimum shown to be 30' (see below).

Per the 2006 Manual on Uniform Traffic Control Devices (MUTCD) the minimum width for one travel lane and 30 degree angled parking is 30' and the minimum width for all types of spaces is 8'. TxDOT's minimum lane width is 10', however it is rarely used. For the purposes of this conflict reference sheet 11' minimum lane widths will be assumed. Below is a list of conflict areas (utilizing minimum dimensions from the 2006 MUTCD standards) that corresponds to the downtown parking map, each area has been detailed as to the deficiencies associated with it.

1. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more lanes equals 82'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus two more lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
2. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more lanes equals 82'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus two more travel lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
3. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more travel lanes equals 82'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
4. Current street width is 70' from face of curb to face of curb with four travel lanes, this area has parallel parking on one side and angled parking on the other side of street (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus two more travel lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
5. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more lanes equals 82'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus two more lanes

equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**

6. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more lanes equals 82'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus two more lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
7. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more lanes equals 82'). Other areas have a parallel parking on both sides of the roadway (19' for parallel parking with 1 travel lane per side equals 38' plus two more lanes equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes except where parallel parking is located on both sides of roadway.**
8. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more travel lanes equals 82'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
9. Current street width is 70' from face of curb to face of curb with four travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus two more lanes equals 82'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus two more lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
10. Current street width is 70' from face of curb to face of curb with four travel lanes plus a turn lane, in areas there is parallel parking on both sides of street (19' per side of parking plus 1 travel lane each equals 38' plus three more lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
11. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
12. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
13. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals

60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**

14. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). Other areas have a parallel parking on one side of the roadway and angled parking on the opposite side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes except where parallel parking is located on one side of roadway.**
15. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
16. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
17. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). Other areas have a parallel parking on one side of the roadway and angled parking on the opposite side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes except where parallel parking is located on one side of roadway.**
18. Current street width is 56' from face of curb to face of curb with two travel lanes plus turn lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus turn lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
19. Current street width is 56' from face of curb to face of curb with two travel lanes plus 11' reserved no turn lane, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus reserved no turn lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
20. Current street width is 56' from face of curb to face of curb with two travel lanes plus turn lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus turn lanes equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
21. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**

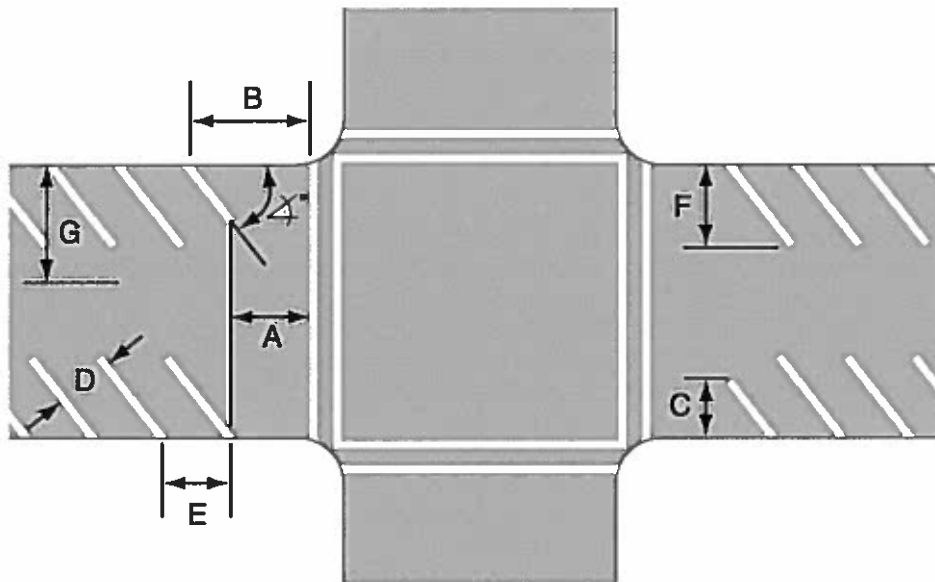
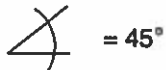
22. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on one side of street and parallel parking on the other side of the street (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus 1 travel lane equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
23. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 more lane equals 71'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus 1 more lane equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
24. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
25. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
26. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 more lane equals 71'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus 1 more lane equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
27. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 more lane equals 71'). Other areas have a combination of parallel on one side of the road and angled parking on the other side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus 1 more lane equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
28. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus 1 travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
29. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals

60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**

30. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). Other areas have a parallel parking on one side of the roadway and angled parking on the opposite side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes except where parallel parking is located on one side of roadway.**
31. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
32. Current street width is 56' from face of curb to face of curb with two travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
33. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). Other areas have a parallel parking on one side of the roadway and angled parking on the opposite side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus one travel lane equals 60'). Other areas have a parallel parking on both sides of the roadway (19' width for parallel parking with 1 travel lane each equals 38' plus one travel lane equals 49'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes except where parallel parking is located on both sides of roadway.**
34. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
35. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
36. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
37. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each

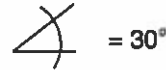
equals 60' plus one travel lane equals 71'). Other areas have a parallel parking on one side of the roadway and angled parking on the opposite side of the roadway (30' width for angled parking with 1 travel lane plus 19' for parallel parking with 1 travel lane equals 49' plus one travel lane equals 60'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**

38. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
39. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**
40. Current street width is 56' from face of curb to face of curb with three travel lanes, in areas there is angled parking on both sides of street (30' per side of parking plus 1 travel lane each equals 60' plus one travel lane equals 71'). **Conclusion: there is insufficient street width for all parking and current number of traffic lanes.**

**Figure 3B-32. Parking Space Dimensions for 45° & 30° Angle Parking****TABLE OF DIMENSIONS**

= 45°

ITEM	DIMENSION
A	20'-0" minimum
B	33'-5" minimum
C	13'-5" minimum
D	8'-0" minimum (9'-0") preferred
E	11'-4" minimum (12'-8") preferred
F	19'-1" minimum (19'-10") preferred
G	33'-0" minimum



= 30°

ITEM	DIMENSION
A	20'-0" minimum
B	36'-6" minimum
C	9'-6" minimum
D	8'-0" minimum (9'-0") preferred
E	16'-0" minimum (18'-4") preferred
F	16'-6" minimum (17'-6") preferred
G	30'-0" minimum

**NOTE:**

All parking space limit lines shall be solid white lines 4" to 6" wide.





# Downtown Parking



# Abilene Land Development Code

## Chapter 4: Site Development Standards

### Article 2 - Development Standards

#### Division 1 - Parking, Stacking and Loading

#### Section 4.2.1.2 General Parking and Loading Requirements

- (c) Development Within the CB District. Development within the Central Business (CB) district is unique in terms of parking and therefore shall be required to comply with the following.
  - (1) In the case of re-use of an existing building, parking shall not be required.
  - (2) In the case of new building construction, a combination of on-street, off-street and shared parking may be utilized to meet the parking requirements for the particular use. The Planning Director as part of Site Plan approval may approve a reduction in the required parking of up to fifty percent (50%) in the case of shared parking.



# Existing Parking in the Central Business District



Figure 3B-32. Parking Space Dimensions for 45° & 30° Angle Parking

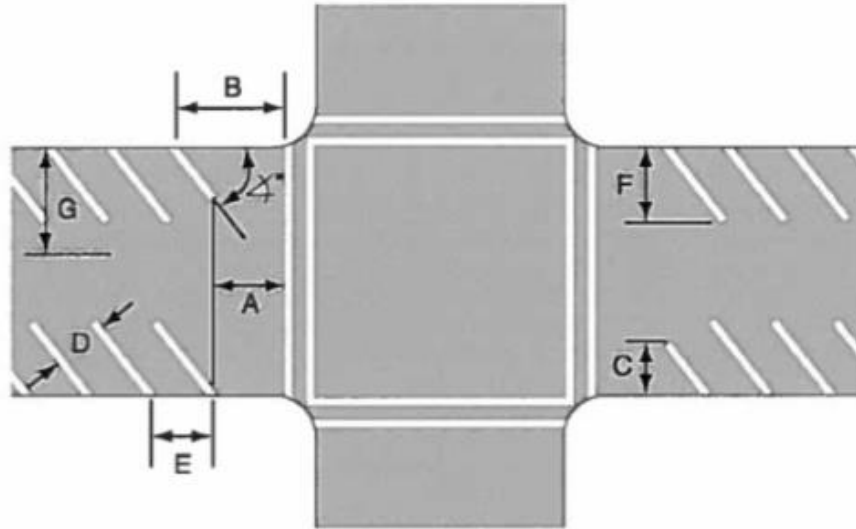
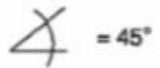
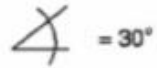


TABLE OF DIMENSIONS

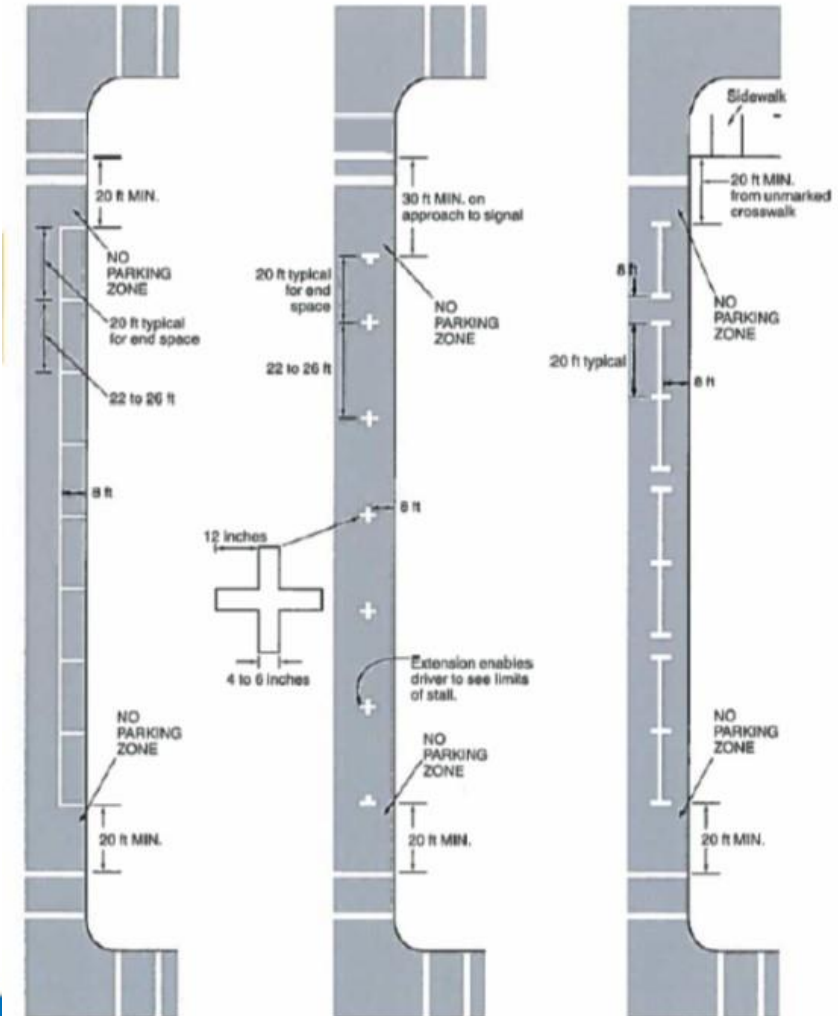


ITEM	DIMENSION
A	20'-0" minimum
B	33'-5" minimum
C	13'-5" minimum
D	8'-0" minimum (9'-0") preferred
E	11'-4" minimum (12'-8") preferred
F	19'-1" minimum (19'-10") preferred
G	33'-0" minimum



ITEM	DIMENSION
A	20'-0" minimum
B	36'-6" minimum
C	9'-6" minimum
D	8'-0" minimum (9'-0") preferred
E	16'-0" minimum (18'-4") preferred
F	16'-6" minimum (17'-6") preferred
G	30'-0" minimum

Figure 3B-21. Examples of Parking Space Markings





# Parking Design Considerations

- Safety
- Traffic (number of lanes, direction of travel, volume of vehicles, etc.)
- Parking Availability (number of parking spaces)
- Pedestrian Traffic (Walkability & ADA requirements)
- Bicycles (Bikeability, bike lanes, bike racks)
- Commercial Delivery
- Future Developments/Downtown Master Plan