

**ORDINANCE NO. 2023-4454**

**AN ORDINANCE AMENDING APPENDIX A “UNIFIED DEVELOPMENT ORDINANCE,” ARTICLE 5 “DISTRICT PURPOSE STATEMENTS AND SUPPLEMENTAL STANDARDS,” SECTION 5.8 “DESIGN DISTRICTS,” ARTICLE 7 “GENERAL DEVELOPMENT STANDARDS,” SECTION 7.2 “GENERAL PROVISIONS,” AND SECTION 7.3 “OFF-STREET PARKING STANDARDS,” OF THE CODE OF ORDINANCES OF THE CITY OF COLLEGE STATION, TEXAS, REGARDING MODIFICATIONS TO OFF-STREET PARKING AND BICYCLE PARKING REQUIREMENTS; PROVIDING A SEVERABILITY CLAUSE; DECLARING A PENALTY; AND PROVIDING AN EFFECTIVE DATE.**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:**

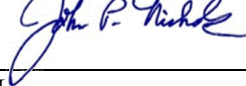
- PART 1:** That Appendix A “Unified Development Ordinance,” Article 5 “District Purpose Statements and Supplemental Standards,” Section 5.8 “Design Districts,” Article 7 “General Development Standards,” Section 7.2 “General Provisions,” and Section 7.3 “Off-Street Parking Standards,” of the Code of Ordinances of the City of College Station, Texas, be amended as set out in **Exhibit “A,” Exhibit “B,” Exhibit “C,” and Exhibit “D”** attached hereto and made a part of this Ordinance for all purposes.
- PART 2:** If any provision of this Ordinance or its application to any person or circumstances is held invalid or unconstitutional, the invalidity or unconstitutionality does not affect other provisions or application of this Ordinance or the Code of Ordinances of the City of College Station, Texas, that can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this Ordinance are severable.
- PART 3:** That any person, corporation, organization, government, governmental subdivision or agency, business trust, estate, trust, partnership, association and any other legal entity violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not less than twenty five dollars (\$25.00) and not more than five hundred dollars (\$500.00) or more than two thousand dollars (\$2,000) for a violation of fire safety, zoning, or public health and sanitation ordinances, other than the dumping of refuse. Each day such violation shall continue or be permitted to continue, shall be deemed a separate offense.
- PART 4:** This Ordinance is a penal ordinance and becomes effective ten (10) days after its date of passage by the City Council, as provided by City of College Station Charter Section 35.

**PASSED, ADOPTED, and APPROVED this 10<sup>th</sup> day of August, 2023.**

**ATTEST:**

  
\_\_\_\_\_  
**City Secretary**

**APPROVED:**

  
\_\_\_\_\_  
**Mayor**

**APPROVED:**

  
\_\_\_\_\_  
**City Attorney**

### **Exhibit A**

That Appendix A “Unified Development Ordinance,” Article 5 “District Purpose Statements and Supplemental Standards,” Section 5.8.B.6 “Off-Street Parking Standards,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended by adding Subsection d, renumbering the Section, and is to read as follows:

#### **6. Off-Street Parking Standards.**

All off-street parking shall meet the requirements specified in the Off-Street Parking Standards Section of Article 7, General Development Standards of this UDO, except as specifically provided herein:

- a. Lots with frontage on Church Avenue or University Drive shall not have surface parking that is closer than two hundred (200) feet to the right(s)-of-way or is not completely located behind a habitable structure. Lots with frontage on University Drive and Church Avenue shall not have surface parking that is closer than two hundred (200) feet to Church Avenue or is not completely located behind a habitable structure.
- b. There shall be no minimum number of parking spaces required for non-residential uses.
- c. Off-street parking facilities for residential uses shall meet seventy-five (75) percent of the number of specified parking space requirements of the Number of Off-Street Parking Spaces Required Subsection in the Off-Street Parking Standards Section of Article 7, General Development Standards of this UDO.
- d. Tandem parking, also known as double parking, may be counted towards off-street parking requirements for structured parking areas in Northgate only. The following conditions must be included as a note on the site plan:
  - 1) The spaces must be reserved and assigned to the same dwelling unit.
  - 2) Both spaces must be standard size, nine (9) feet by twenty (20) feet. No compact or handicapped accessible spaces are permitted.
  - 3) No more than ten (10) percent of the total parking spaces required can be tandem. In determining this percentage, both stalls in a tandem parking shall be counted. Fractional amounts shall be increased to the nearest even number.
- e. No interior islands are required.
- f. Where off-street surface parking is to be installed adjacent to a right-of-way, there shall be a six (6) foot setback from the required sidewalk to the parking pavement. The parking area shall be screened along one hundred (100) percent of the street frontage (minus driveways and visibility triangles) with shrubs or a brick, stone, tinted CMU, or concrete product textured or patterned to look like brick or stone wall a minimum of three (3) feet in height, and within three (3)

feet of the sidewalk. Walls shall be complementary to the primary building and shall be constructed as sitwalls.

- g. No off-street surface parking or circulation aisle shall be located between the primary entrance façade of a building and a right-of-way. Parking shall be located at the rear or side of a building. Two (2) exceptions are:
  - 1) Sites on the South College Avenue right-of-way may have up to one (1) circulation aisle against the right-of-way with parking on each side of the aisle.
  - 2) Hotel and residential uses may have porte cocheres and temporary, loading/unloading parking, not to exceed ten (10) spaces, against the right-of-way.
- h. Ramps shall not be built on the exterior of parking garages.
- i. Steel guard cables on garage façades are prohibited.
- j. To break up the parking lot area, minimize the visual impact on pedestrians, and encourage pedestrian movement through the districts, one (1) or a combination of the following parking concepts is required for parking that provides more than sixty (60) parking spaces with more than one (1) parking row:
  - 1) Parking is located in a garage.
  - 2) The parking structure is located on the interior of the block, screened from public view by habitable structures, and is not located adjacent to a right-of-way.
  - 3) For every sixty (60) parking spaces, there shall be a separate and distinct parking area connected by driving lanes but separated by a landscaping strip a minimum of ten (10) feet wide the full length of the parking row. At a minimum, landscaping shall be one (1) canopy tree (one and one-half (1.5) inch caliper or greater) for every twenty-five (25) linear feet of the landscaping strip.

In addition, at least seventy-five (75) percent of all end islands in the parking lot must be irrigated and landscaped with a minimum one and one-half (1.5) inch caliper canopy tree, one and one-quarter (1.25) inch caliper non-canopy tree, or enough shrubs three (3) feet in height at time of planting to cover seventy-five (75) percent of the island. Islands not landscaped shall be treated with brick pavers, ground cover, and/or perennial grass.

## **Exhibit B**

That Appendix A “Unified Development Ordinance,” Article 5 “District Purpose Statements and Supplemental Standards,” Section 5.8.B.7 “Bicycle Parking Standards,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended by adding Subsection a, renumbering the Section, and is to read as follows:

### **7. Bicycle Parking Standards.**

The following standards are in addition to the requirements of the Off-Street Parking Standards article of this UDO.

- a. For all non-residential uses, a minimum of four (4) bicycle parking spaces plus one (1) additional space for each one thousand (1,000) square feet of floor area above two thousand (2,000) square feet shall be required.
- b. Facilities shall be separated from motor vehicle parking to protect both bicycles and vehicles from accidental damage and shall be separated at least three (3) feet from the building or other walls, landscaping, or other features to allow for ease and encouragement of use. Bicycle parking facilities may be permitted on sidewalks or other paved surfaces with a private improvement in the public right-of-way permit (when necessary) and provided that the bicycles do not block or interfere with pedestrian or vehicular traffic.
- c. Required bicycle parking may be consolidated with the bicycle parking of adjacent properties and provided off-site if the bicycle rack location is within one hundred (100) feet of the main entry façade of the building and with written agreement from the property owners.

### **Exhibit C**

That Appendix A “Unified Development Ordinance,” Article 7 “General Development Standards,” Section 7.2 “General Provisions,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended by removing Subsection I “Bicycle Facilities,” renumbering the Section, and is to read as follows:

#### **H. Public Address Systems.**

Public address systems shall not be audible to adjacent residential uses.

#### **I. Pedestrian Facilities.**

1. In SC Suburban Commercial and WC Wellborn Commercial districts, pedestrian connections adjacent to residential areas shall be provided as determined by the Administrator to enhance pedestrian and bicycle mobility and connectivity.
2. In MU Mixed-Use districts, sidewalks that are a minimum of eight (8) feet wide shall be provided along all public rights-of-way, streets, and public ways adjacent to and within the development.
3. For sites subject to the Non-Residential Architectural Standards Section below except for MU Mixed-Use districts:
  - a. Public entry façades of retail buildings that exceed two hundred (200) feet in horizontal length shall place a minimum ten (10) foot sidewalk along the full frontage of its public entry façade. Tree wells and planter boxes may be placed along this walkway in a manner that does not obstruct pedestrian movement. Bike parking facilities are allowed in this area. Vehicular parking or cart storage is prohibited. Outside display is allowed but only if it does not occupy more than thirty (30) percent of this area and meets the requirements of the Outside Storage and Display Section below.
  - b. A site(s) that is part of a building plot over ten (10) acres shall provide designated connections among primary buildings and pad sites for pedestrian and bicycle traffic. Locations for sidewalks and bicycle parking facilities shall be provided and shown on the site plan. Pedestrian walkways may be incorporated into the landscape strips separating parking areas only if the strip is ten (10) feet in width. Pedestrian walkways shall be a minimum of five (5) feet wide and shall connect public street sidewalks, transit stops, parking areas, and other buildings in a design that ensures safe pedestrian use.
  - c. A site or sites that are part of a building plot over ten (10) acres shall provide one (1) plaza developed as an integral part of the development and not less than five hundred (500) square feet in area. This area shall not count toward the required parking islands. This area shall incorporate a minimum of three (3) of the following:
    - 1) Seating components;

- 2) Structural or vegetative shading; \*
- 3) Water features; \*
- 4) Decorative landscape planters; \*
- 5) Public art; \*
- 6) Outdoor eating accommodations; or
- 7) Hardscape elements at entrances and within the parking area such as decorative pavers, low masonry walls, clock towers, etc.

\* These public areas may be located within the parking landscape areas.

## **Exhibit D**

That Appendix A “Unified Development Ordinance,” Article 7 “General Development Standards,” Section 7.3 “Off-Street Parking Standards,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended to read as follows:

### **Sec. 7.3. Off-Street Parking Standards.**

#### **A. Purpose.**

The purpose of this Section is to balance the demand for off-street parking while avoiding the construction of excessive parking areas and to ensure that parking areas are appropriately designed for motor vehicles, bicycles, and pedestrians. The design shall be consistent with the character and development patterns identified within the Comprehensive Plan.

#### **B. Applicability.**

##### **1. New Development & Redevelopment.**

Any new building must comply with this Section.

##### **2. Renovations or Repairs.**

An existing building or site may be repaired, maintained, or modernized without providing additional parking, provided there is no increase in gross floor area or improved site area.

##### **3. Additions and Increases in Floor Area.**

- a. When an existing building, use, or site is increased in gross floor area or improved site area by up to twenty-five (25) percent cumulatively, additional parking is required for the additional floor or site area only.
- b. When an existing building, use, or site is increased in gross floor area or improved site area by more than twenty-five (25) percent cumulatively, both the existing building, use, or site and the additional floor or site area must conform to the parking requirements.

##### **4. Change in Use.**

- a. A change in use, based on the parking tables in the Required Parking Subsection below, must comply with the parking requirements.
- b. Where the required number of parking spaces for a new use, according to the Required Parking Subsection below, is one hundred twenty-five (125) percent or less of the parking spaces required for the existing use, no additional parking spaces are required.
- c. Where required parking spaces for the new use exceed one hundred twenty-five (125) percent of the required parking spaces for the existing use, additional



parking is only required for the difference between the current parking spaces required and the parking spaces required for the new use above the one hundred twenty-five (125) percent.

5. Where off-street parking facilities are provided more than the minimum amounts specified by this Section, or when off-street parking facilities are provided but not required, said off-street parking facilities shall comply with the minimum requirements for parking and maneuvering space as specified in this Section.

**C. Required Parking.**

In computing the number of parking spaces required, the following rules shall govern:

1. Parking shall be provided in accordance with the table below. Where a use is not specifically listed or only a broad use category is shown, the Administrator shall categorize the use.
2. When a property is used for a combination of uses, the parking requirements are the sum of the requirements for each use and no parking space for one use can be included in the calculation of parking requirements for any other use, except as allowed as in the Alternative Parking Plans Subsection below.
3. Parking requirements based on square footage shall be based on the gross floor area unless otherwise stated. Service areas such as mechanical rooms, restrooms, and closets shall be included in the calculation of gross floor area for determining required parking spaces.
4. Where fractional spaces result in computing required parking spaces, the required number of spaces must be increased to the nearest whole number.
5. At the time of construction, redevelopment, or when an addition to the number of existing bedrooms or similar spaces is completed, all residential uses shall come into compliance with the minimum off-street parking requirements in the table below. Garages that meet minimum dimensional standards may be counted towards parking requirements.
6. Where requirements are established based on the number of seats, such requirements shall be based on the seating capacity as determined by the Building Official.
7. Refer to the Modifications to Required Parking Subsection below for the potential to substitute additional bicycle facilities for vehicular parking.

Off-Street Vehicle and Bicycle Parking Requirements			
KEY: SF = gross square footage			
Use	Minimum Spaces / Unit	Maximum Spaces / Unit (a)	Bicycle Spaces / Unit (b)
Residential			
Accessory Living Quarters	1 / bedroom		
Assisted Living/Residential Care Facility/Nursing Homes	0.25 / bed	0.5 / bed	1 / 1,000 SF
Dormitory	0.33 / bed	0.75 / bed	0.50 / bed
Duplex Dwelling:			
1 & 2 Bedroom	2 / dwelling unit		
3+ Bedroom	1 / bedroom		
Fraternity/Sorority House:			
Rooms	1 / bed		1 / bed
Meeting Room Area	1 / 60 SF	1 / 30 SF	
Group Housing	1 / bedroom	2 / bedroom	1 / bedroom
Live-Work Unit:			
Residential Area	1 / bedroom	1.5 / bedroom	1 / bedroom
Non-Residential Area	1 / 500 SF	1 / 250 SF	1 / 1,000 SF
Mixed-Use Structure:			
Residential Area	1 / bedroom	1.5 / bedroom	1 / bedroom
Non-Residential Area	1 / 500 SF	1 / 250 SF	1 / 1,000 SF
Multi-Family Dwelling:			
1 Bedroom Unit	1.5 / bedroom		0.5 / bedroom
2+ Bedroom Unit	1 / bedroom		0.5 / bedroom
Rooming/Boarding House	1 / bed		0.5 / bed
Shared Housing	1 / room at least 70 SF in area, excluding a kitchen, a living room, and a laundry room. The Administrator may also exclude additional rooms, but not below the number of bedrooms.		0.5 / bedroom
Single-Family Dwelling	1 / bedroom, with a minimum of 2 total spaces	4 total spaces	

Single-Unit Dwelling	1 / bedroom		
Townhouse	1 / bedroom, with a minimum of 2 total spaces		
Non-Residential			
Commercial Amusement	1 / 200 SF	1 / 100 SF	1 / 5,000 SF
Day Care Center	1 / 500 SF	1 / 250 SF	1 / 5,000 SF
Educational Facilities:			
Primary and Secondary or Vocational/Trade	1 / 5 students, faculty, and staff based on design capacity	1 / 2 students, faculty, and staff based on design capacity	1 / 10 students, faculty, and staff based on design capacity
College and University, Indoor or Outdoor Instruction, or Tutoring	2 / Classroom	4 / Classroom	1 / 10 students, faculty, and staff based on design capacity
Funeral Parlor	0.25 / seat	0.5 / seat	1 space / 100 seats
Golf Driving Range	0.5 / tee station	1 / tee station	
Gasoline and Fuel Service	1 / 500 SF	1 / 250 SF	1 / 5,000 SF
Hospital	1 / bed	3 / bed	1 / 20 beds
Hotel/Motel:			
Guest Rooms	0.5 / room	1 / room	
Meeting Room Area	1 / 400 SF	1 / 200 SF	1 / 5,000 SF
Lodge or Meeting Hall	1 / 200 SF	1 / 100 SF	1 / 5,000 SF
Manufacturing	1 / 1,000 SF	1 / 500 SF	1 / 20,000 SF
Medical Clinic	1 / 400 SF	1 / 200 SF	1 / 5,000 SF
Motor Vehicle:			
Office / Sales Area	1 / 500 SF	1 / 250 SF	1 / 5,000 SF
Service Area	1 / 250 SF	1 / 100 SF	1 / 5,000 SF
Night Club, Bar, or Tavern	1 / 100 SF	1 / 50 SF	1 / 5,000 SF
Office	1 / 500 SF	1 / 250 SF	1 / 5,000 SF
Place of Worship (c)	0.25 / seat	0.75 / seat	1 / 100 seats
Retail Sales & Service	1 / 500 SF	1 / 250 SF	1 / 5,000 SF
Restaurant:			
Without drive-thru	1 / 130 SF	1 / 65 SF	1 / 2,500 SF
With drive-thru	1 / 200 SF	1 / 100 SF	1 / 2,500 SF
Theater	0.5 / seat	0.75 / seat	1 / 100 seats
Warehouse	1 / 2,000 SF	1 / 1,000 SF	1 / 20,000 SF

**Notes:**

- (a) For areas designated Neighborhood Conservation on the Comprehensive Plan Future Land Use & Character Map, there shall be no maximum number of parking spaces.
- (b) Unless no bicycle spaces are required, the minimum number of bicycle spaces provided shall not be less than two (2), nor will any development be required to provide more than twenty-four (24) spaces.
- (c) Overflow parking above required parking spaces may be grassed rather than paved. All unpaved spaces shall be shown on the site plan and organized for efficient traffic circulation using wheel stops and other appropriate measures as required by the Administrator.

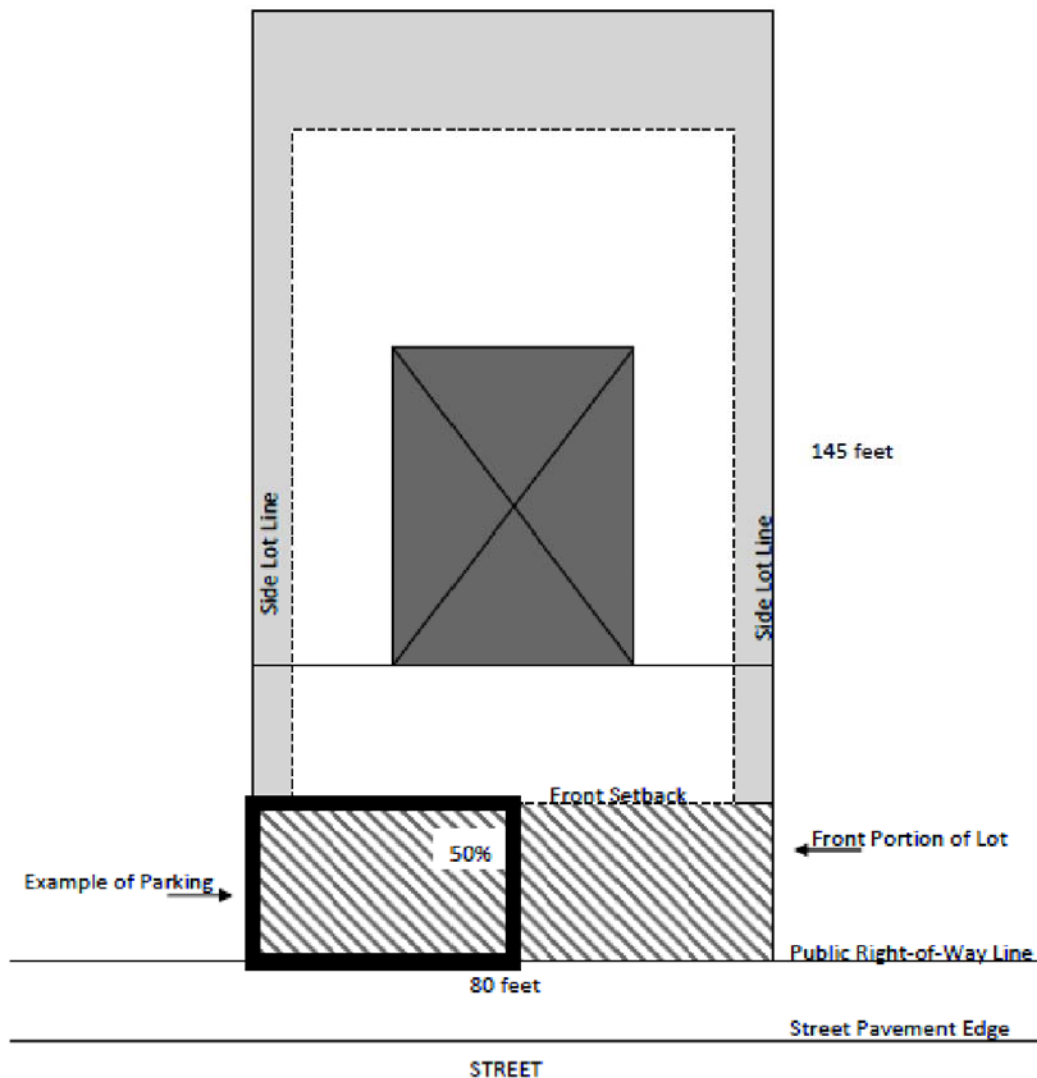
**D. Modifications to Required Parking.**

- 1. For all non-residential uses in Redevelopment Areas as shown on the Comprehensive Plan Future Land Use & Character Map, no minimum number of off-street vehicular parking spaces will be required.
- 2. For non-Shared Housing multi-family residential uses in Redevelopment Areas as shown on the Comprehensive Plan Future Land Use & Character Map, seventy-five (75) percent of the minimum number of off-street vehicular parking spaces will be required.
- 3. For all non-residential uses, the minimum number of off-street vehicular parking spaces may be reduced by up to twenty (20) percent, according to the following:
  - a. Bicycle Facilities – The Administrator may authorize reducing the number of required off-street parking spaces by up to ten (10) percent for developments or uses that make special provisions to accommodate bicyclists. Examples of accommodations include bicycle lockers, employee shower facilities, and/or dressing areas for employees.
  - b. Bicycle Parking - For developments or uses that provide bicycle parking spaces above the minimum requirements, one required automobile parking space may be exchanged for each additional bicycle parking space, not to exceed ten (10) percent of the required vehicular parking spaces, provided that adequate accessibility by motor vehicle and bicycle to the subject site is maintained.
  - c. Bus Transit Availability – Locations within a one thousand three hundred twenty (1,320) foot walking distance of an approved bus stop may reduce the total number of required vehicular parking spaces by ten (10) percent. Walking distance is measured from the primary entrance of the building to the bus boarding location.
  - d. Tree Preservation – The Administrator may approve a reduction in the total number of required vehicular parking spaces by one space for every tree at least eight (8) inches in diameter at breast height preserved within the parking area.

- e. Structured Parking – Where parking is provided entirely in a structure on a lot, the required total number of spaces may be reduced by ten (10) percent.
- 4. The Design Review Board may waive parking space requirements in the WPC Wolf Pen Creek and NG Northgate districts if the development meets the goals of the master plan for the respective district.
- 5. The maximum number of off-street vehicular parking spaces may be exceeded according to the following:
  - a. Additional Landscape Points – For every five (5) additional parking spaces above the maximum, one additional canopy tree of at least two hundred twenty-five (225) points as identified in the Landscaping and Tree Preservation Section below shall be planted on the development site within the parking area within landscape islands, or within ten (10) feet of the edge of the parking area.

**E. Dimensions, Access, and Location.**

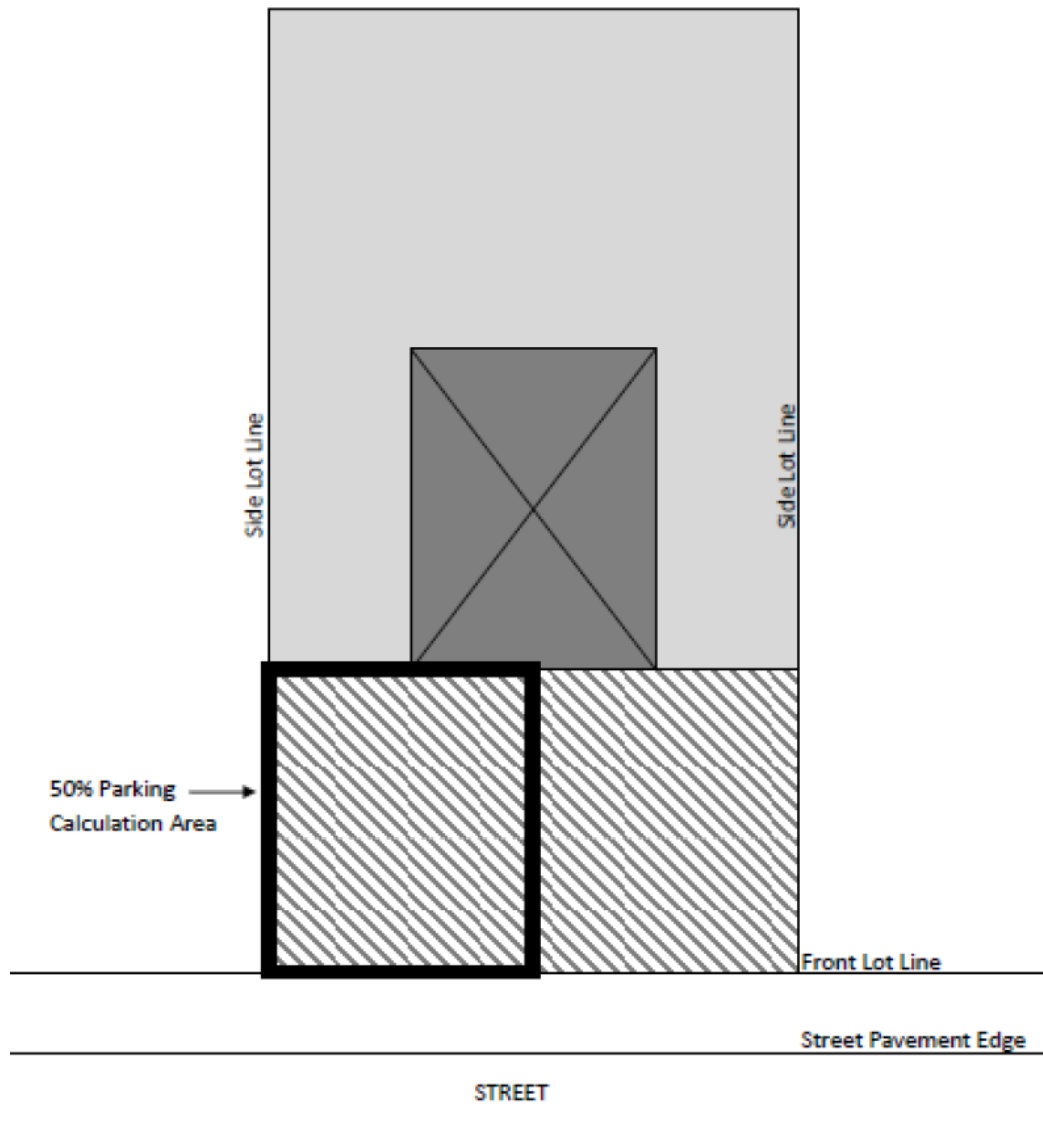
- 1. Each off-street parking space for automobiles shall have an area of not less than nine (9) feet by twenty (20) feet and each stall shall be striped. This standard shall apply for off-street parking for all uses including single-family residential, duplexes, and townhouses. Single-family residential and townhouses are not required to stripe parking spaces.
- 2. For properties designated as a Redevelopment Area on the Comprehensive Plan Future Land Use & Character Map, a new single-family structure may locate its parking, including both required and additional parking in the areas described below:
  - a. Anywhere on the lot behind the structure with no limit on the size of the area;
  - b. Anywhere in the side yards of the lot with no limit on the size of the area; and
  - c. An area located in front of the structure not to exceed a size equivalent to fifty (50) percent of the front portion of the property. The front portion of the property is the area of the lot within the side lot lines, the front setback, and the public right-of-way line (see graphic below). The square footage of parking allowed by this calculation may be located within or outside the boundary of the area used for calculations (see graphic below). The portion of the driveway located between the front property line and the structure shall be included in the maximum parking area square footage.

**Allowable Location for Parking in a Redevelopment Area**

3. For all detached single-family uses other than as set forth above, at the time of construction, reconstruction, or addition to the number of existing bedrooms, parking shall be located in the areas described below:
  - a. Anywhere on the lot behind the structure with no limit on the size of the area. Parking located behind the structure shall be screened by a solid hedge wall, fence, or wall, at least six (6) feet in height. All solid hedge walls shall be one hundred (100) percent opaque. All shrubs planted for a hedge wall shall be a minimum of fifteen (15) gallons each and evergreen;
  - b. Anywhere in the side yards of the lot with no limit on the size of the area; and
  - c. Any area located in front of the primary structure not to exceed a size equivalent to fifty (50) percent of the front area. The front area is defined as the area of the lot within the side lot lines, the front plane of the primary structure and the

public right-of-way (see graphic below). The driveway area shall be included in this calculation.

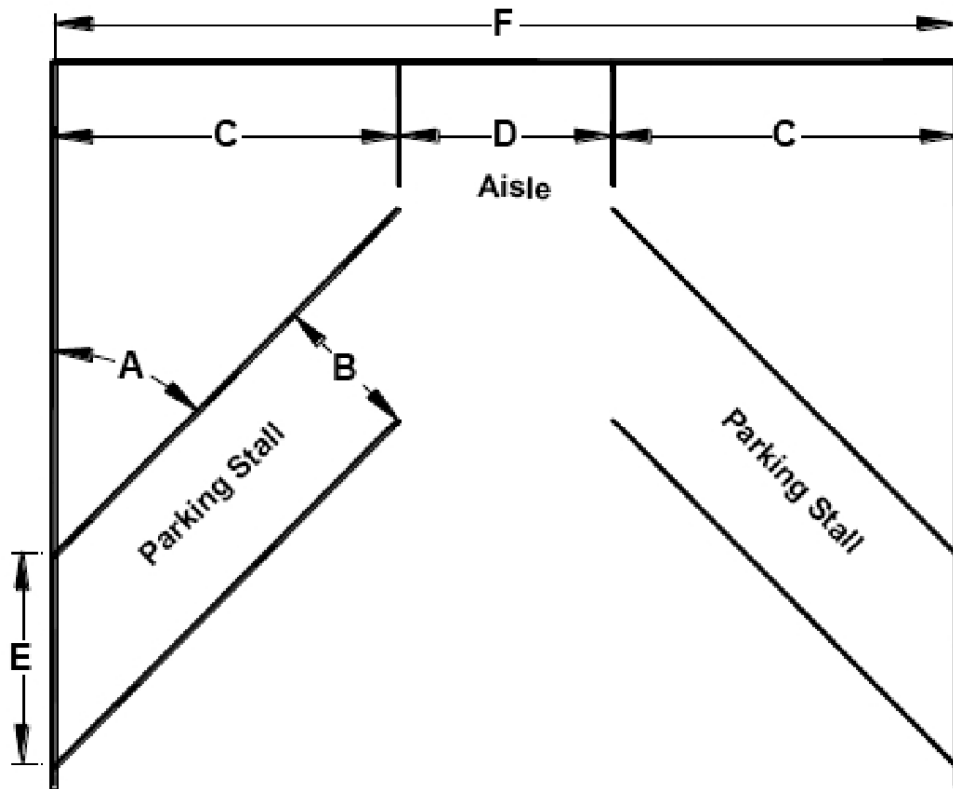
**Allowable Location for Parking for Detached Single-Family Uses**



4. When existing detached single-family parking is expanded in front of the structure, it shall not exceed a size equivalent to fifty (50) percent of the front area as described above.
5. In the MH Middle Housing zoning district, single-family, townhouses, and live-work units may locate parking in front of the structure as long as three or fewer parking spaces are required, and the parking area does not exceed a size equivalent of fifty (50) percent of the front area as described above.

6. In the MH Middle Housing zoning district, courtyard houses, duplexes, and multiplexes shall locate parking between the rear plane of the primary structure and the rear property line.
7. An eighteen (18) foot paved space (ninety (90) degree only) may be utilized where the space abuts a landscaped island with a minimum depth of four (4) feet. An eighteen (18) foot space may also be used when adjacent to a sidewalk provided that the minimum width of the sidewalk is six (6) feet. This standard shall also apply to off-street parking for single-family residential, duplexes, and townhouses.
8. The width of an alley may be assumed to be a portion of the maneuvering space requirement for off-street parking facilities located adjacent to a public alley. This standard shall apply for off-street parking for all uses including single-family residential, duplexes, townhouses, and small and medium multiplexes.
9. Each parking space intended for use by the handicapped shall be designed in accordance with the standards of the Texas Architectural Barriers Act (TABAA) administered by the Texas Department of License and Regulation.
10. Each parking space and the maneuvering area thereto shall be located entirely within the boundaries of the building plot except where shared parking is approved by the City.
11. All parking spaces, aisles, and modules shall meet the minimum requirements, as shown in the following table. All dimensions are measured from face of curb to face of curb or wall to wall.



**Parking Space and Aisle Dimensions Graphic**

Parking Space and Aisle Dimensions							
A – Angle	B – Width of stall	C – Depth of stall 90° to aisle	D – Width of aisle		E - Width of stall parallel to aisle	F – Module width	
			One way	Two way		One way	Two way
0°	22'	10'	12'	20'	22'	22'	40'
45°	9'	21.1'	12'	20'	12.7'	54.2'	62.2'
60°	9'	22.3'	15'	22'	10.4'	59.6'	66.3'
90°	9'	20'	23'	23'	9'	63'	63'

12. Parking lots located within fifteen (15) feet of a public right-of-way shall have a maximum of seven (7) contiguous spaces separated by an eighteen (18) by twenty (20) foot landscaped island.
13. All parking lots and drive aisles shall be setback a minimum of six (6) feet from any public right-of-way or public way. In sites subject to the Non-Residential Architectural Standards Section below, where parking or drive aisles are located between the building and the public right-of-way or public way, there shall be a minimum setback of ten (10) feet from the public right-of-way or public way to the parking area or drive aisle.

14. In SC Suburban Commercial and WC Wellborn Commercial districts, parking shall not be located between the structure and an adjacent single-family use or zoning district. Drive aisles and service aisles shall be permitted between the structures and an adjacent single-family use or zoning district.
15. Parking is discouraged along entrance drives and should be limited on major circulation aisles of large developments and major retail centers.
16. The Design Review Board may waive parking lot dimension requirements in the WPC Wolf Pen Creek and NG Northgate districts if the development meets the goals of the master plan for the respective district.

**F. Bicycle Parking Placement and Design.**

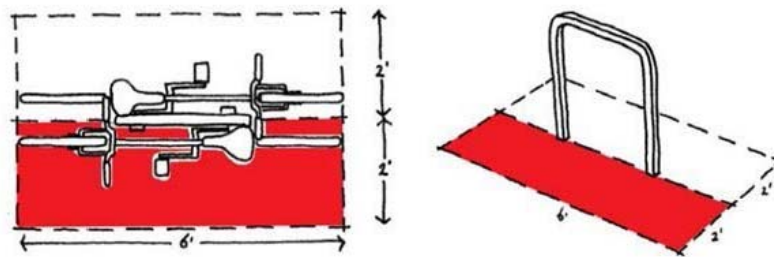
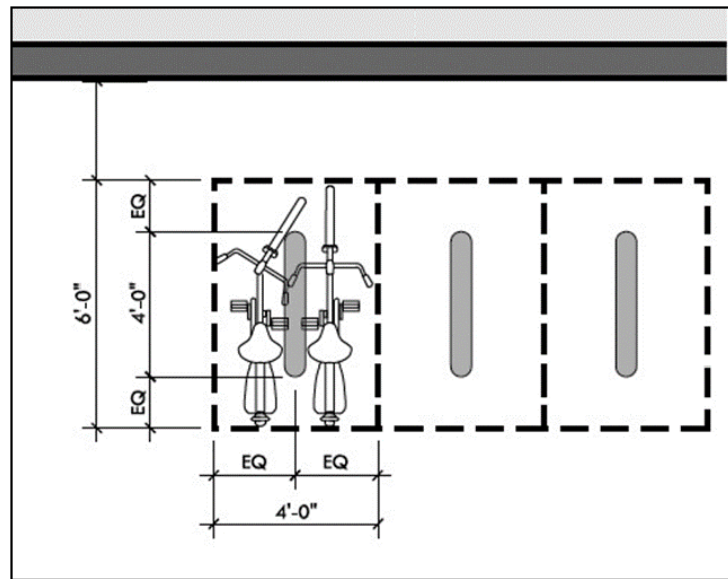
1. Facilities shall be separated from motor vehicle parking to protect both bicycles and vehicles from accidental damage and shall be sufficiently separated from building or other walls, landscaping, or other features to allow for ease and encouragement of use. This separation shall be a minimum of three (3) feet.
2. Bicycle Corrals: In areas with limited sidewalk space and frequent bicycle activity, bicycle parking may be provided in bicycle corrals located in the vehicular parking area adjacent to a curb. The design will be considered as the context dictates as approved by the Administrator. Bicycle corrals shall be designed to distinguish and define the parking stall they inhabit for visibility and safety purposes. The corral should be well defined, such as generally surrounded by a painted white box on the pavement with flexible vertical delineators and a wheel stop where vehicles in adjacent parking spots might back into the corral. See the example image below:

**Example of a Bicycle Corral**



3. Where bicycle facilities are provided for two (2) bicycles, a standard footprint that is at least four (4) feet wide by six (6) feet long shall be used.

### Examples of Bicycle Parking Footprint and Dimensions



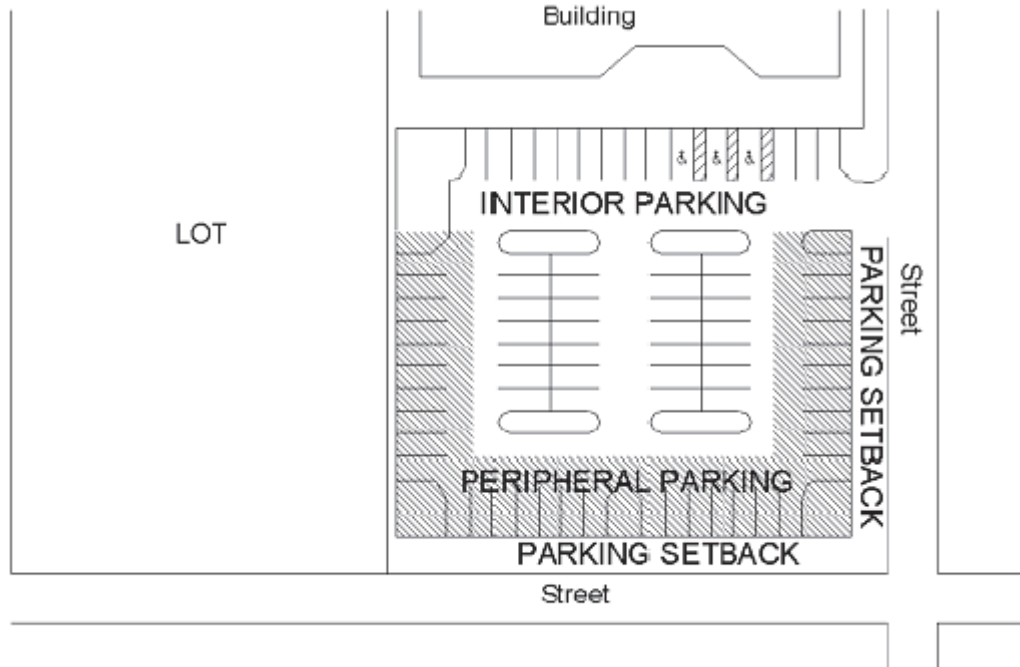
4. Facilities shall be placed in clearly designated, safe, and convenient locations and such that no primary building entrance is further than one hundred fifty (150) feet from a bicycle facility.
  - a. At least twenty-five (25) percent of the required spaces need to be outside of any enclosed buildings or structures and available to visitors anytime of the day.
  - b. If providing bike parking internal to a building or structure, appropriate signage is needed to provide clear direction on how to find the bicycle parking area.
5. Bicycles may be permitted on sidewalks or other paved surfaces provided that the bicycles do not block or interfere with pedestrian or vehicular traffic.
6. Bicycle racks shall be constructed to enable the user to secure a bicycle by locking the frame and one (1) wheel of each bicycle parked therein. Bicycle racks must be easily usable with both U-locks and cable locks and support the bicycle frame at two (2) points. Racks shall be anchored securely to the ground and allow for a bicycle to be parked on both sides.

### G. Landscape Islands.

#### 1. End Islands.

- a. A raised island, encompassing not less than one hundred eighty (180) square feet in area, shall be located at both ends of every interior and peripheral parking row, regardless of the length of the row. End islands may have sidewalks through them. Examples of interior and peripheral parking are shown in the figure below.

**Landscaped End Islands Graphic**



- b. All end islands must be raised at least six (6) inches and curbed, with the majority of the area of each island planted or treated with enhanced paving. The soil within the planted area shall not be compacted or stabilized and shall be contiguous with the soil at the natural grade.

## 2. Interior Islands.

- a. All interior islands shall be evenly distributed throughout the interior of the parking area.
- b. For every fifteen (15) interior parking spaces, one hundred eighty (180) square feet of landscaping must be provided somewhere in the interior rows of the parking lot. Interior island areas may be grouped and configured as desired provided that circulation aisles remain clear, and the minimum island area is not less than one hundred eighty (180) square feet. Interior islands may have sidewalks through them.
- c. In the MH Middle Housing zoning district, for every five (5) parking spaces located off alleys or in shared parking areas, ninety (90) square feet of landscaping must be provided somewhere along the parking row in a raised interior island. Islands should be spaced evenly along the property, or properties, that have a shared parking agreement. Interior islands may have sidewalks through them. These sidewalks shall count as part of the landscaping.

- c. End island areas that exceed the minimum required may be counted toward the interior parking island requirement.
- d. All interior islands must be raised at least six (6) inches and curbed, with the majority of the area of each island planted or treated with enhanced paving. The soil within the planted area shall not be compacted or stabilized and shall be contiguous with the soil at the natural grade.

**H. Requirements Apply to All Parking Areas.**

Every parcel of land hereafter used as a public parking area, including commercial parking lots, visitor parking areas for single-family and townhouse uses, and parcels used for open-air sales lots, shall be developed and maintained in accordance with the requirements in this Section and as described in the City of College Station Site Design Standards. The requirements in this Section do not apply to overflow parking for churches, nor to temporary overflow parking for City events and temporary parking for special events.

**I. Surfacing.**

**1. General.**

All surfacing of off-street parking areas shall be constructed of either asphalt or concrete as described in the City of College Station Site Design Standards. Alternatives to the standards may be approved by the Administrator if it is demonstrated that the materials and design are equal or superior to the requirements in the Standards. All off-street parking areas shall be graded to drain and be maintained to dispose of surface water accumulated within the area. Parking spaces shall be arranged and marked to provide for orderly and safe parking of vehicles.

**2. Non-Public, All-Weather Drive Surfaces.**

Temporary or permanent drive surfaces required for emergency access or turnaround for emergency vehicles must be constructed to function under all weather conditions. To accommodate a project during construction, phasing, or permanent installation, drive surfaces that do not meet the requirements for permanent pavement surfaces may be allowed at the discretion of the Administrator for the specific conditions stated below:

**a. Temporary All-Weather Surface (During Construction).**

A structure under construction must be accessible by an all-weather drive surface as specified in the City of College Station Site Design Standards. This temporary all-weather surface must be reworked or replaced to meet the permanent pavement standard as described in the City of College Station Site Design Standards prior to the issuance of a certificate of occupancy.

**b. Semi-Permanent All-Weather Surface (During Phasing).**

During the phasing of a large project, emergency access points and turnarounds often must be added as a temporary measure until additional phases are constructed. These emergency access areas may consist of permanent pavement

surfaces as specified in the City of College Station Site Design Standards. When the additional phase is constructed, these areas must be removed or reworked to meet the permanent pavement standards as described in the City of College Station Site Design Standards.

**c. Permanent Surfaces.**

**1) All-Weather Surface (Permanent).**

In some development scenarios, an emergency access point or turnaround must be constructed to meet emergency access purposes and is not required for public traffic, service vehicles or sanitation vehicles. In these cases, the area required for emergency access only may meet the permanent pavement standards as specified in the City of College Station Site Design Standards.

**2) Permeable Surface.**

- a) The use of porous materials (such as permeable concrete and pavers) to mitigate stormwater sheeting and pooling of water may be used in off-street parking areas if the material meets vehicular loading standards and is approved by the Administrator.
- b) Fire lanes may be constructed of porous materials such as permeable concrete and pavers to mitigate stormwater sheeting and pooling of water, so long as it is demonstrated that the permeable surface can obtain sufficient load and compaction ratings for its application as approved by the City of College Station Fire and Solid Waste Departments.
- c) Single-family and townhouse visitor parking areas, as required in Single-Family Residential Parking Requirements for Platting Subsection below, may also be constructed of porous materials such as permeable concrete and pavers to mitigate stormwater sheeting and pooling of water.
- d) Permeable surfaces approved as provided above shall be maintained in accordance with industry standards and to achieve mitigation of stormwater sheeting and pooling of water. Failure to maintain permeable surfaces as required herein shall constitute a violation of this Section of the UDO for which penalty provisions may be involved.

**J. Curbing Required.**

**1. General.**

The perimeter of all paved surfaces shall be curbed as described in the City of College Station Site Design Standards. Unless otherwise required by this Section, curbs may be omitted where drive aisles or parking spaces are located adjacent to a building if bollards or other protective devices are installed to protect pedestrian areas.

Alternatives to the standards may be approved by the Administrator if it is demonstrated that the materials and design are equal or superior to the requirements in the Standards.

## 2. **Temporary Curbing.**

A temporary curb may be permitted in lieu of the minimum standard stated in the City of College Station Site Design Standards, at the discretion of the Administrator, when a project is phased in such a way that a permanent, monolithic curb may preclude the development of future phases or limit access to a recorded private or public access easement adjoining properties. Wheel stops shall not be permitted as temporary curbing. Temporary curbing must have the appearance of permanent curbing and shall be temporarily attached to the pavement surfacing below and meet the minimum standards for dowelled-in curbs as described in the City of College Station Site Design Standards.

## K. **Drive-Thru Facility Queuing Requirements.**

### 1. **Minimum Number of Spaces.**

Drive-thru queuing spaces shall be provided as indicated in the following table:

<b>Minimum Off-Street Queuing Requirements</b>		
<b>Activity Type</b>	<b>Minimum Spaces</b>	<b>Measure From</b>
Automated Teller Machine	3	Teller
Bank Teller Lane	4	Teller or Window
Car Wash Stall, Automatic	4	Service Position
Car Wash Stall, Self-Service	3	Service Position
Dry Cleaning or Laundry	2	Window
Oil Change Station	3	Service Position
Photo Lab	4	Pick-Up Window
Restaurant Drive-Thru	4	Order Box
Restaurant Drive-Thru	3	Order Box to Pick-Up Window
Other	As determined by the Administrator	

### 2. **Design and Layout.**

Queuing spaces or queuing areas shall be designed in accordance with the following criteria:

- a. Queue spaces or queuing areas may not interfere with parking spaces, parking aisles, loading areas, internal circulation, or driveway access;
- b. Each queue space shall consist of a rectangular area not less than ten (10) feet wide and eighteen and one-half (18.5) feet long with a vertical clearance as specified in the International Building Code, as adopted;

- c. Queue spaces are not interchangeable with parking spaces except for the following uses where the space providing services may count toward the parking requirement: bank teller, car wash, and oil-change station;
- d. A twelve (12) foot bypass lane shall be required adjacent to queue lines to allow vehicles an opportunity to circumvent the drive-thru activity and exit the site;
- e. Queue areas and drive-thru facilities shall be clearly identified with the appropriate signing and marking; and
- f. Spaces within a car wash facility or drive-thru oil change station may be counted toward the queuing requirement.

**J. Alternative Parking Plans.**

**1. Scope.**

An alternative parking plan represents a proposal to meet vehicle parking and transportation access needs by means other than providing parking spaces on-site in accordance with the ratios established in the Required Parking Subsection above.

**2. Applicability.**

Applicants who wish to provide fewer or more off-street parking spaces than allowed above shall be required to secure approval of an alternative parking plan, in accordance with the standards of this Section. The Administrator may require that an alternative parking plan be submitted in cases where the Administrator deems the listed standard to be inappropriate based on the unique nature of the use or in cases where the applicable standard is unclear.

**3. Contents.**

Alternative parking plans shall be submitted in a form established by the Administrator and made available to the public. At a minimum, such plans shall detail the type of alternative proposed and the rationale for such a proposal.

**4. Review and Approval Procedure.**

The Administrator shall be authorized to approve alternative parking plans. Appeals of the Administrator's decision may be made to the Planning and Zoning Commission.

**5. Recording.**

An attested copy of an approved alternative parking plan shall be submitted to the Office of the County Clerk for recordation on forms made available in the Planning and Development Services Department. Proof of recordation of the agreement shall be presented to the Administrator prior to the issuance of a building permit. An approved alternative parking plan may be amended by the Administrator.

**6. Eligible Alternatives.**

Several specific parking and access alternatives are described below. The Administrator shall, however, be authorized to consider and approve any alternative



to providing off-street parking spaces on the site of the subject development if the applicant demonstrates that the proposed plan shall result in a better situation with respect to surrounding neighborhoods, City-wide traffic circulation, and urban design than would strict compliance with otherwise applicable off-street parking standards.

a. **Demand-Based Parking.**

When the developer of a non-residential or multi-family development can demonstrate that such development will require fewer parking spaces than required by the standards of this Section, the Administrator may permit a reduction in the number of required parking spaces for the development. Such a reduction in parking spaces shall be justified by the applicant through the development of a parking study prepared by a professional engineer or transportation planner and submitted to the Administrator. Single-family, duplex, and townhouse developments are not eligible for the demand-based parking option.

b. **Shared Parking.**

The Administrator may authorize a reduction in the number of required off-street parking spaces for multiple-use developments or for uses that are located near one another and that have different peak parking demands or different operating hours. Shared parking shall be subject to the following standards:

1) **Location.**

Shared off-street parking spaces shall be located no farther than five hundred (500) feet from the building site. The Administrator may waive this distance limitation if adequate assurances are offered regarding the usability of the shared lot and the principal use (such as the operation of a van or shuttle service, etc.);

2) **Zoning Classification.**

Shared-parking areas shall be considered accessory uses of principal uses that the parking spaces are intended to serve. Shared parking areas shall require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area;

3) **Required Study and Analysis.**

The applicant shall submit a shared parking analysis to the Administrator that clearly demonstrates the feasibility of shared parking. The study shall be provided in a form established by the Administrator and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that shall be sharing off-street parking spaces. The Administrator shall

have the authority to require a revised study and analysis should conditions change that may result in a change in site parking conditions;

4) **Shared Parking Agreement.**

A shared parking plan shall be enforced through a written agreement among the owners of record. An attested copy of the agreement shall be submitted to the Office of the County Clerk for recordation on forms made available in the Planning and Development Services Department. Proof of recordation of the agreement shall be presented to the Administrator prior to issuance of a building permit. If a shared parking agreement is revoked by the parties to the agreement, either off-street parking must be provided pursuant to this Section or an alternative parking plan must be approved by the Administrator; and

5) **Revocation.**

Failure to comply with the shared parking provisions of this Section shall constitute a violation of this UDO and shall specifically be cause for the revocation of a certificate of occupancy or building permit.

c. **Off-Site Parking.**

The Administrator may permit all or a portion of the required off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this Section.

1) **Location.**

No off-site parking space shall be located more than five hundred (500) feet from the building site. The Administrator may waive this distance limitation if adequate assurances are offered regarding the usability of the off-site lot and the principal use (such as the operation of a van or shuttle service, etc.).

2) **Zoning Classification.**

Off-site parking areas shall be considered accessory uses of principal uses that the parking spaces are intended to serve. Off-site parking areas shall require the same or a more intensive zoning classification than that required for the use served;

3) **Off-Site Parking Agreement.**

If an off-site parking area is not under the same ownership as the principal use served, a written agreement among the owners of record shall be required. An attested copy of the agreement between the owners of record shall be submitted to the Office of the County Clerk for recordation on forms made available in the Planning and Development Services Department. Proof of recordation of the agreement shall be presented to the Administrator prior to the issuance of a building permit. If an off-site parking agreement is revoked by the parties to the agreement, either off-

street parking must be provided on-site pursuant to this Section, or an alternative parking plan must be approved by the Administrator.