

ORDINANCE NO. 2015-3699

AN ORDINANCE AMENDING CHAPTER 12, "UNIFIED DEVELOPMENT ORDINANCE," ARTICLE 8 "SUBDIVISION DESIGN AND IMPROVEMENTS," SECTION 8.3 "GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN FOR SUBDIVISIONS WITHIN THE CITY LIMITS," SECTION W "SINGLE-FAMILY RESIDENTIAL PARKING REQUIREMENTS FOR PLATTING," AND CHAPTER 12, "UNIFIED DEVELOPMENT ORDINANCE," ARTICLE 11 "DEFINITIONS" SECTION 11.2 "DEFINED TERMS" OF THE CODE OF ORDINANCES OF THE CITY OF COLLEGE STATION, TEXAS, REGARDING SINGLE-FAMILY RESIDENTIAL PARKING REQUIREMENTS FOR PLATTING, AS SET OUT BELOW; 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 Chapter 12, "Unified Development Ordinance," of the Code of Ordinances of the City of College Station, Texas, be amended as set out in Exhibit "A" and Exhibit "B" attached hereto and made a part of this ordinance for all purposes.
- PART 2:** That if any provisions of any section of this ordinance shall be held to be void or unconstitutional, such holding shall in no way effect the validity of the remaining provisions or sections of this ordinance, which shall remain in full force and effect.
- PART 3:** That any person, firm, or corporation violating any of the provisions of this chapter 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) nor more than Two Thousand Dollars (\$2,000.00). Each day such violation shall continue or be permitted to continue, shall be deemed a separate offense. Said Ordinance, being a penal ordinance, becomes effective ten (10) days after its date of passage by the City Council, as provided by Section 35 of the Charter of the City of College Station.

PASSED, ADOPTED and APPROVED this 21st day of September, 2015.

APPROVED:



Mayor

ATTEST:



City Secretary

APPROVED:



City Attorney

EXHIBIT "A"

THAT CHAPTER 12, "UNIFIED DEVELOPMENT ORDINANCE," ARTICLE 8 "SUBDIVISION DESIGN AND IMPROVEMENTS" SECTION 8.3 "GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN FOR SUBDIVISIONS WITHIN THE CITY LIMITS", SECTION W "SINGLE-FAMILY RESIDENTIAL PARKING REQUIREMENTS FOR PLATTING" IS HEREBY AMENDED TO READ AS FOLLOWS:

Article 8. Subdivision Design and Improvements

Sec. 12-8.3. General Requirements and Minimum Standards of Design for Subdivisions within the City Limits.

W. Single-Family Residential Parking Requirements for Platting.

1. Purpose.

The purpose of this Section is to establish requirements for new single-family and townhouse parking to aid in reducing neighborhood parking problems and maintain certainty of access for emergency vehicles on local streets.

2. General Requirements.

This Section applies to all new single-family and townhouse subdivisions.

- a. Each phase of a multi-phase project shall comply with this Section.
- b. Subdivisions may utilize multiple Residential Parking Options so long as each phase meets requirements and all options are listed on the plat.
- c. Replats, Amending Plats, Vacating Plats, and Development Plats are exempt from this section unless new streets are proposed with the subdivision.
- d. All "No Parking" areas shall be depicted on the Preliminary Plan.
- e. All "No Parking" signs shall be placed along the street to ensure adequate emergency access. The developer shall provide and install, at no cost to the City, all "No Parking" signs and associated poles and hardware to the City's specifications.
- f. Parking only may be removed on one or both sides of a street upon the City Council approving an ordinance removing parking from the street.
- g. Where on-street or alley parking is utilized in a townhouse subdivision, driveways shall be designed to allow a minimum of one (1) on-street or alley parking space per four (4) dwelling units. Driveway layouts shall be provided with the final plat.

3. Residential Parking Options.

In order to provide adequate access for emergency vehicles, new single-family and townhouse subdivisions shall provide one option from the following:

a. Wide Streets

- 1) Pavement width shall be a minimum of thirty-two (32) feet, up to a maximum of thirty-eight (38) feet.
- 2) In addition to the right-of-way specified for the Residential Street Section in the B/CS Unified Design Guidelines, additional right-of-width shall be dedicated equivalent to the increase in pavement width over twenty-seven (27) feet.
- 3) In order to minimize adverse traffic impacts on residential neighborhoods, bulb-outs shall be provided at intersections of local streets. Bulb-outs shall not be required where a local street intersects a street classified as a collector or greater.
- 4) As determined by the Development Engineer, engineering judgment shall override the requirement for bulb-outs set forth in this section if warranted by specific traffic conditions.

b. Narrow Streets

- 1) Pavement width shall be a minimum of twenty-two (22) feet, up to a maximum of twenty-four (24) feet.
- 2) No parking is allowed on Narrow Streets, so as to ensure emergency vehicle access. Narrow Streets must meet fire service standards as described in the City of College Station Site Design Standards.
- 3) To provide adequate parking in residential neighborhoods, subdivisions choosing to incorporate narrow streets shall incorporate additional parking spaces through either the provisions of visitor alley-fed parking areas or visitor parking areas. (See additional requirements for visitor alley-fed off-street parking and visitor parking areas below).

c. Standard Streets

- 1) Standard Streets shall be designed in accordance with the Residential Street Section in the B/CS Unified Design Guidelines.
- 2) Parking shall be removed from one or both sides of Standard Streets.
- 3) To provide adequate parking in residential neighborhoods, subdivisions choosing to remove parking from both sides of a Standard Street shall incorporate additional parking spaces through the provisions of Visitor Alley-Fed Off-Street parking or Visitor Parking Areas. Visitor Alley-Fed Off-Street Parking and Visitor Parking Areas have additional requirements, as specified below.

d. Wide Lot Frontages

- 1) All lot widths shall be a minimum of seventy (70) feet, as measured at the front setback.

e. Visitor Alley-Fed Off-Street Parking

- 1) Visitor Alley-Fed Off-Street Parking spaces shall be provided at a rate of one (1) parking space per four (4) dwelling units. Visitor Alley-Fed Off-Street Parking is in addition to minimum off-street parking requirements. The Off-Street Parking Standards Section of this UDO lists additional requirements.
- 2) Off-street parking spaces shall be located in an access easement or private common area.

f. Visitor Parking Areas

- 1) Visitor parking shall:
 - a) be provided at a rate of one (1) parking space per four (4) dwelling units,
 - b) meet requirements of Off-Street Parking Standards and Access Management and Circulation sections, except requirements of Alternative Parking Plans, and except as specifically exempted below;
 - c) be developed at the same time as public infrastructure,
 - d) be located no farther than five hundred (500) feet from the lot it is meant to serve. This distance shall be measured by a walkable route,
 - e) be located in a common area and maintained by a Homeowners Association,
 - f) be designed to prohibit backing maneuvers onto public streets, with the exception that two or fewer parking spaces constructed to single-family driveway and parking standards are permitted backing maneuvers when accessing a local street.
 - g) not be counted towards common open space requirements for Cluster Developments.
- 2) Visitor parking areas adjacent to a right-of-way shall be screened from the right-of-way. Screening is required along one hundred (100) percent of the street frontage (such as ten (10) shrubs for every thirty (30) linear feet of frontage), with the exception of areas within the visibility triangle. Screening may be accomplished using plantings, berms, structural elements, or combinations thereof, and must be a minimum of three (3) feet above the parking lot pavement elevation. Walls and planting strips shall be located at least two (2) feet from any parking area. Where the street and the adjacent site are at different elevations, the Administrator may alter the height of the screening to ensure adequate screening. Fifty (50) percent of all shrubs used for screening shall be evergreen. Two or fewer parking spaces

- constructed to single-family driveway and parking standards are not required to be screened from the adjacent right-of-way.
- 3) Visitor parking areas may be constructed of permeable surfaces as allowed in the Off-Street Parking Standards.
 4. Private parking constructed for the use of subdivision amenities, such as a community pool, may be counted toward Visitor Parking, if it meets all other requirements listed above and does not use permeable materials for private parking area surfaces.

EXHIBIT "B"

THAT CHAPTER 12, "UNIFIED DEVELOPMENT ORDINANCE," ARTICLE 11 "DEFINITIONS" SECTION 11.2 "DEFINED TERMS" IS HEREBY AMENDED TO ADD A DEFINITION, AS FOLLOWS:

Article 11. Definitions

Sec. 12-11.2. Defined Terms.

"Bulb Out" - Extension of the curb line to physically narrow a street. Allows for delineation of on-street parking and reduces distance of pedestrian crossing.