

PLANNING & DEVELOPMENT SERVICES NEWSLETTER

JUNE 2013



Building a Better Community with You

Inside this issue:

CITY COUNCIL APPROVES NEW LOADING ZONES IN NORTHGATE	1
BUILDING PERMIT TOTALS	2
BUILDING INSPECTIONS	3
CODE ENFORCEMENT ACTIVITIES	3
REZONING SCOOP	3
POPULATION	3
BUILDING PERMIT CHARTS	3
B/CS METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE	4
TRACKING THE NUMBERS	5
SURVEY MONUMENTS	6-7
IMPLEMENTATION OF THE COMPREHENSIVE PLAN THROUGH NEIGHBORHOOD PLANNING	8
PLANNING PROCESS	9
SINGLE FAMILY PARKING ORDINANCE	10
REGIONAL DETENTION FEASIBILITY STUDY	11
PLANNER ON CALL	12

CITY COUNCIL APPROVES NEW LOADING ZONES IN NORTHGATE

The City Council recently approved three new loading zones in the Northgate area. One loading zone, available 24/7, was established on the north side of Patricia Street, near its intersection with Boyett Street (see map below). The Council also made two additional areas - one on Boyett Street and one on First Street - available for use as loading zones during specified times of the day (7:00 am until 11:00 am and 2:00 pm until 5:00 pm).

Northgate represents a unique mix of retail establishments, bars, restaurants, residential uses, and places of worship located close together, creating nearly around-the-clock activity. Given this unique mix of uses and the urban nature of Northgate, deliveries and service calls can pose a real challenge. While the addition of three loading zones should help relieve some of the pressure associated with making deliveries in Northgate, it is expected that deliveries in Northgate will continue to be a challenge given the density and urban nature of the area.

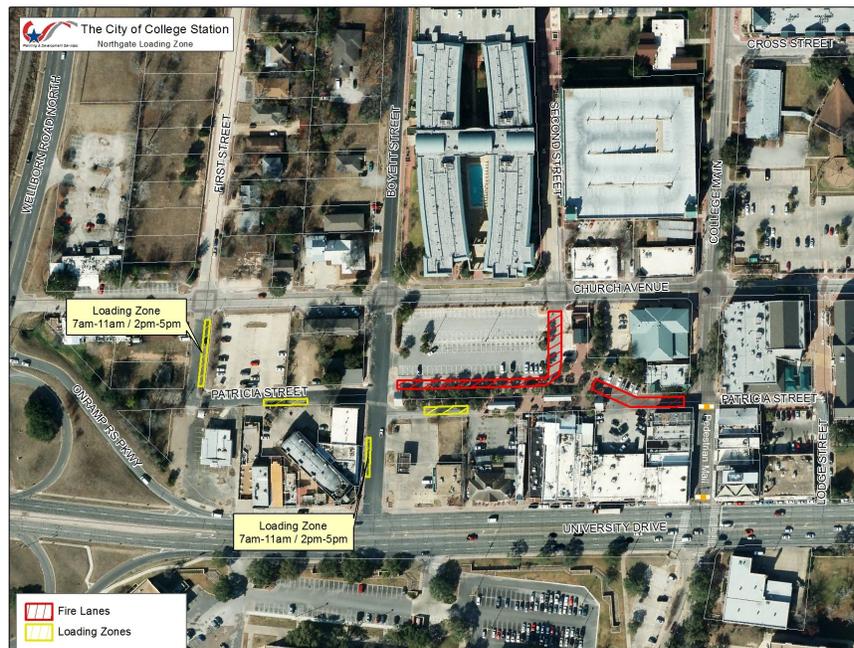
For more information on loading zones in Northgate, please contact Lance Simms at lsimms@cstx.gov or visit our website at www.cstx.gov/parking.



Volume 14 Issue 6

1101 Texas Avenue
PO Box 9960
College Station, TX 77842

979-764-3570
Fax: 979-764-3496
www.cstx.gov





BUILDING PERMIT TOTALS:

Month of June 2013						Month of June 2012		
Type of Permit	Permit	Unit	Total Sq. Ft.	Heat Sq. Ft.	Amount	Permit	Unit	Amount
Single Family Home	47	47	123,668	93,768	\$7,821,378	35	35	\$5,776,985
Duplex	0	0	0	0	\$0	16	32	\$2,663,050
Tri-plex/Four-plex	0	0	0	0	\$0	0	0	\$0
Apartment	3	307	215,695	151,905	\$32,373,914	0	0	\$0
Residential Addition	4	N/A	1,006	926	\$165,000	4	N/A	\$136,000
Residential Remodel	18	N/A	3,138	2,738	\$128,936	13	N/A	\$344,357
Residential Garage/Carport Addition	0	N/A	N/A	N/A	\$0	2	N/A	\$7,000
Residential Demolition	2	N/A	N/A	N/A	\$3,750	1	N/A	\$1,900
Residential Slab Only-SF	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Residential Slab Only-DPLX	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Residential Slab Only-3&4	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Residential Slab Only-Apt.	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Hotel / Motel / Inn	1	N/A	35,435	34,510	\$2,500,000	1	N/A	\$628,350
New Commercial	4	N/A	1,314	1,314	\$695,380	0	N/A	\$0
Commercial Remodel	11	N/A	29,082	29,082	\$1,013,000	8	N/A	\$967,990
Commercial Addition/Retaining Wall	1	N/A	4000	4000	\$565,000	4	N/A	\$314,900
Commercial Demolition	1	N/A	N/A	N/A	\$2,000	0	N/A	\$0
Commercial Slab Only	0	N/A	0	0	\$0	0	N/A	\$0
Swimming Pool	4	N/A	N/A	N/A	\$155,240	10	N/A	\$254,980
Sign	10	N/A	N/A	N/A	\$0	8	N/A	N/A
Moving & Location	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Storage / Accessory	1	N/A	N/A	N/A	\$3,700	3	N/A	\$64,591
Roofing	4	N/A	N/A	N/A	\$25,200	20	N/A	\$142,639
TOTALS	111	354	413,338	318,243	\$45,452,498	125	67	\$11,302,742

January 1, 2013 - June 30, 2013						January 1, 2012 - June 30, 2012		
Type of Permit	Permit	Unit	Total Sq. Ft.	Heat Sq. Ft.	Amount	Permit	Unit	Amount
Single Family Home	340	340	853,525	667,933	\$52,912,104	385	385	\$51,218,767
Duplex	5	10	19,651	17,671	\$1,077,777	46	92	\$7,973,951
Tri-plex/Four-plex	0	0	0	0	\$0	1	3	\$285,000
Apartment	7	357	268,489	196,145	\$35,771,966	5	29	\$2,050,000
Residential Addition	18	N/A	9,902	4,447	\$934,567	27	N/A	\$1,034,025
Residential Remodel	58	N/A	9,081	9,158	\$675,587	61	N/A	\$1,656,595
Residential Garage/Carport Addition	7	N/A	N/A	N/A	\$116,790	8	N/A	\$73,295
Residential Demolition	38	N/A	N/A	N/A	\$94,400	26	N/A	\$1,054,700
Residential Slab Only-SF	3	N/A	N/A	N/A	\$59,500	87	N/A	\$636,378
Residential Slab Only-DPLX	0	N/A	N/A	N/A	\$0	37	N/A	\$667,783
Residential Slab Only-3&4	1	N/A	N/A	N/A	\$40,000	0	N/A	\$0
Residential Slab Only-Apt.	0	N/A	N/A	N/A	\$0	4	N/A	\$733,350
Hotel / Motel / Inn	2	N/A	35,435	34,510	\$8,100,000	0	N/A	\$0
New Commercial	28	N/A	459,334	37,577	\$24,469,988	30	N/A	\$39,667,320
Commercial Remodel	53	N/A	135,549	134,743	\$9,465,187	35	N/A	\$12,619,151
Commercial Addition/Retaining Wall	1	N/A	4,000	4,000	\$565,000	9	N/A	\$128,759
Commercial Demolition	11	N/A	N/A	N/A	\$890,097	9	N/A	\$582,200
Commercial Slab Only	5	N/A	0	0	\$2,732,513	0	N/A	\$0
Swimming Pool	22	N/A	N/A	N/A	\$1,035,490	28	N/A	\$1,227,249
Sign	62	N/A	N/A	N/A	\$0	61	N/A	NA
Moving & Location	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Storage / Accessory	11	N/A	N/A	N/A	\$57,069	17	N/A	\$458,061
Roofing	90	N/A	N/A	N/A	\$739,360	140	N/A	\$1,245,977
TOTALS	762	707	1,794,966	1,106,184	\$139,737,395	1016	509	\$123,312,561

BUILDING INSPECTIONS:

MONTH	BUILDING	PLUMBING	ELECTRIC	MECHANICAL	LAWN	SIGN	POOL	TOTAL
JANUARY	350	251	167	123	14	11	4	920
FEBRUARY	338	256	204	154	2	8	5	967
MARCH	389	329	164	138	10	7	10	1047
APRIL	588	354	287	282	19	11	10	1551
MAY	561	313	242	238	27	14	6	1401
JUNE	420	335	219	237	6	12	7	1236
TOTAL	2646	1838	1283	1172	78	63	42	7122

CODE ENFORCEMENT ACTIVITIES SUMMARY:

MONTH	HEALTH & SANITATION	PROPERTY MAINTENANCE	PUBLIC NUISANCE	FIRE PROTECTION	TRAFFIC CODE	SANITATION	UDO/ZONING	RENTAL REGISTRATION	TOTAL
JANUARY	19	3	3	-	10	287	19	88	429
FEBRUARY	222	11	4	8	16	224	24	52	561
MARCH	63	58	6	0	17	227	16	66	453
APRIL	17	240	5	17	7	247	26	109	668
MAY	20	98	2	14	6	125	26	121	412
JUNE	27	337	5	14	9	214	27	191	824
TOTAL	368	747	25	53	65	1324	138	627	3347

REZONING SCOOP:

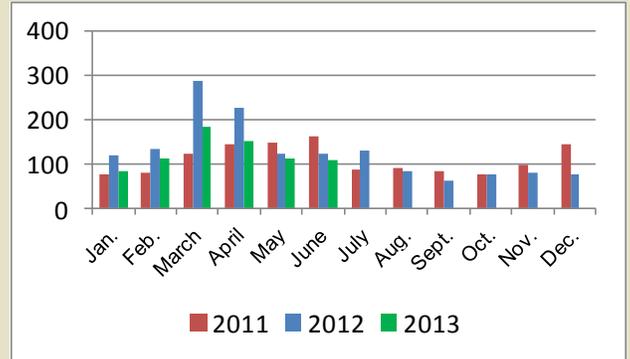
PROJECT NO	PROJECT NAME	LOCATION	ACRES	REQUEST	P&Z DATE	STATUS	COUNCIL DATE	STATUS
13-900064	McGill Tract	2381 Earl Rudder Fwy. S	14.2	Rez	18-Apr-13	Approved	9-May-13	Approved
13-900076	Barron Rd & Victoria	2301 Barron Rd.	3.7	A-O to SC	16-May-13	Approved	23-May-13	Approved
13-900077	Barron Crossing & Bridgewood Sub.	2985 Barron Cut-Off Rd	75.1	R-1&A-O to PDD	18-Jul-13		8-Aug-13	
13-900122	The Barracks II	3100 Haupt Road	59.9	Rez	1-Aug-13		8-Aug-13	

POPULATION: THE JUNE POPULATION ESTIMATE IS 98,721

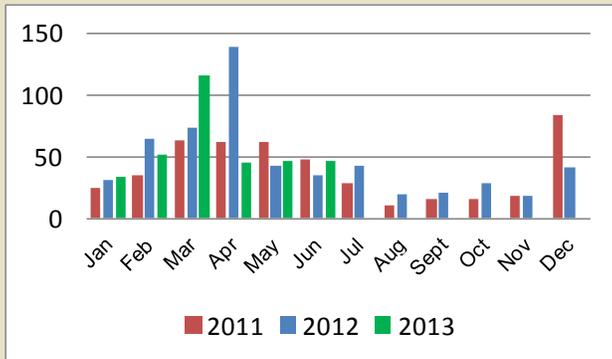
PERMITS BY TYPE
YEAR TO DATE

Type of Permit	Permit	Unit	Amount
Single-Family Home	340	340	\$52,912,104
Duplex	5	10	\$1,077,777
Tri-Plex/Four-plex	0	0	\$0
Apartment	7	357	\$35,771,966
New Commercial	28	N/A	\$24,469,988
Commercial Remodel	53	N/A	\$9,465,187

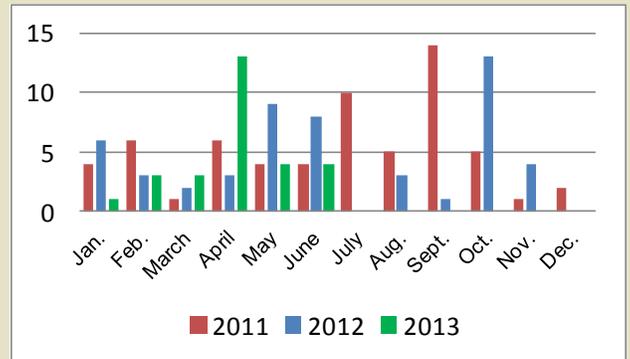
TOTAL PERMITS
3 YEAR—COMPARISON BY MONTH



NEW SINGLE FAMILY PERMITS
3 YEAR—COMPARISON BY MONTH



NEW COMMERCIAL PERMITS
3 YEAR—COMPARISON BY MONTH





BRYAN/COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

Most citizens of College Station are not aware that there is an organization county wide that is tasked by federal and state government with regional transportation planning. That organization is the Bryan/College Station Metropolitan Planning Organization (BCSMPO).

The 2000 US Census has identified over 400 regions throughout the United States that they consider to be urbanized. Urban Areas, by definition, contain a population greater than 50,000. Federal law mandates the creation of a Metropolitan Planning Organization (MPO) for each census-defined urbanized area, with the purpose of involving local governments in transportation decisions involving federal highway and federal transit funds. In 1970, the BCSMPO was designated by the Governor of Texas as the agency responsible for regional transportation planning for Brazos County.

The MPO is governed by a Policy Committee which consists of five members representing Brazos County, City of Bryan, City of College Station, Texas A&M University (TAMU) and the Texas Department of Transportation (TxDOT). The Policy Committee is the decision-making component of the MPO and their duties include adopting metropolitan transportation policy and determining regional transportation priorities. Below are the members of the BCSMPO Policy Committee.

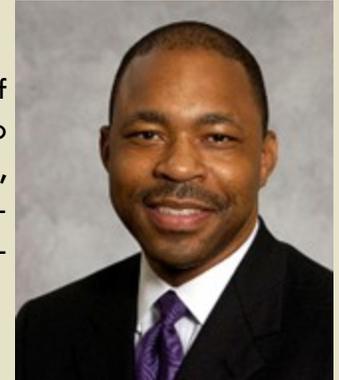
Mayor Nancy Berry, City of College Station – Serving as Chair, Mayor Berry was elected to office in May 2010. She also served on the College Station City Council serving from 2004 through 2006. Mayor Berry has a long standing record of public service in College Station. She has been heavily involved with United Way of Brazos Valley since 1987 and was elected as their President in 1991. She was also actively involved with Habitat for Humanity. At the January 2013 MPO Policy Committee meeting, Mayor Berry was unanimously elected to her second term as the Policy Committee Chair.



Judge Duane Peters, Brazos County - Serving as the Vice-chair, Judge Peters is a native of Brazos County and a graduate of Texas A&M. He and his wife, Bettie, have been married for 40 years and have four children and five grandchildren. Judge Peters was elected in 2010 after serving as Precinct 2 Commissioner for 8 years. He served as Constable for 10 years and worked for the Bryan Fire Department for 7 years. He is an avid rancher.



Dr. Rodney McClendon, Texas A&M University - Serving as the Vice-President of Administration for Texas A&M, Dr. McClendon brings a wide range of experience to the Policy Committee. Holding degrees from Morehouse College, Emory University, and Texas A&M University, Dr. McClendon is involved with several boards and commissions. He is the recipient of multiple awards from A&M's Association of Former Students.



Mayor Pro Tem Ann Horton, City of Bryan - a native of Bryan, Mayor Pro Tem Horton represents Single Member District 4 in Bryan, in addition to being the Chair of the Bryan Audit Committee and the Intergovernmental Committee. She is a graduate of Texas A&M majoring in English and minoring in Urban Planning.

Ms. Catherine Hejl, P.E., TxDOT Bryan District—providing the institutional knowledge for the Policy Committee, Ms. Hejl has served as the TxDOT Bryan District's, District Engineer since 2010, the Bryan District Director of Operations since 2008 and in 2004 served as the District's Director of Maintenance. Ms. Hejl is a graduate of TAMU and is the 2007 recipient of the Dewitt C. Greer Award.



TRACKING THE NUMBERS

New Single-Family Homes:

YTD - 1 yr	YTD - 2 yr
↓ 20 %	↑ 34 %

Year-to-date, single-family home permits decreased in quantity when compared to last year at this time, June 2012, and increased when compared with two years ago, June 2011.

New Commercial:

YTD - 1 yr	YTD - 2 yr
↓ 54 %	↑ 25 %

Year-to-date, new commercial permits experienced a decrease in quantity when compared to last year at this time, June 2012, and increased when compared with two years ago, June 2011.

Total Permits:

YTD - 1 yr	YTD - 2 yr
↓ 31 %	↑ 25 %

Year-to-date, total permits experienced a decrease in quantity when compared to last year at this time, June 2012, and experienced an increase when compared with two years ago, June 2011.



SURVEY MONUMENTS



CITY OF COLLEGE STATION
FIRM REFERENCE MARK UPGRADE PROJECT
JUNE 2012

	<p><u>Station Name:</u> BM0028 NGS Designation "A and M College"</p> <p><u>General Location:</u> near Sul Ross statue at A&M <u>FIRM Panel:</u> 305E (current FIRM)</p> <p><u>Established by:</u> U.S. Coast & Geodetic Survey <u>Date Established:</u> 1935</p> <p><u>Upgrade Survey by:</u> Joe Orr, Inc. <u>Upgrade Method:</u> GPS (RTK) averaging of multiple observations</p> <p><u>Upgraded Elevation:</u> 360.91 NAVD1988 Datum (Feet)</p> <p><u>Surveyed Location:</u> (map-grade accuracy) Northing (State Plane Grid): 10210102.3 feet Easting (State Plane Grid): 3552115.0 feet Latitude: N 30° 36' 55.615" Longitude: W 96° 20' 27.626"</p> <p><u>Datum:</u> NAD83(CORS) TX Central zone</p> <p><u>Point Location Description:</u> Brass disc in concrete, within a 12 in. iron ring set flush in concrete sidewalk. 500 ft.</p>
	

The City maintains a grid of Survey Control Monuments which locally serves as surveying reference points. Maps and monument data sheets as well as the highlighted reports can be accessed on the City's Survey Monuments page at <http://www.cstx.gov/monuments>. The monuments aid in delineating public and private properties, surveys, subdivisions, construction projects, and especially projects sensitive to accurate vertical elevations such as efforts related to FEMA floodplain, etc. Aerial flyovers also utilize the monuments to aid in ortho-rectifying, or horizontally and vertically adjusting, aeriels and subsequent topographic data as these products are converted to GIS layers and data in GIS to more accurately reflect actual real earth surface locations.

Most recently, the City contracted with Joe Orr, Inc. to locate the remaining elevation reference marks (RMs) identified on the Series "C" and "D" FEMA Flood Insurance Rate Maps (FIRMs), and to determine respective NAVD-88 elevations. This [Survey Report \(2012\)](#) confirms which monuments remain and lists elevations for the RMs in the Flood Insurance Study which were originally based on the NGVD-29 datum, where the Series "E" FIRMs are referenced to the NAVD-88. These historical FEMA benchmarks and reference marks with updated elevations surveyed in 2012 are "supplementary" elevation control.



The National Geodetic Survey (NGS) has created the National Spatial Reference System (NSRS) which is the official reference system of the federal government that allows a user to determine geodetic coordinates including latitude, longitude, height, etc. NGS develops and determines multiple region-specific datums. The current local datums are NAVD-88 for Vertical, and NAD-83 (CORS Adjustment) for Horizontal. NGS has numerous benchmarks across the nation and data on these monuments can be retrieved from the following link on National Geodetic Survey Registered Benchmarks. Specifically, benchmarks BM0026, BM0028, BM0032, and BM0033 are the remaining NGS benchmarks in College Station city limits, all of which were recently surveyed and included with the [Survey Report \(2012\)](#) with updated datums as referenced.

Additional background:

In 1994, the City had 86 [Survey Control Monuments \(1994 – in OLD Datums\)](#) constructed. However, since that time 20 monuments have been damaged or removed in construction or adjacent activity. Additionally these original monuments were provided in datums that are becoming outdated (horizontal: NAD-27 and NAD-83, and vertical: NGVD-29).

In conjunction with the 2005 aerial fly-over contract with Kucera International, Inc., GeoMetrics GPS, Inc. performed a [Photogrammetric Control Survey \(2005\)](#) to provide additional, updated horizontal and vertical control for mapping in the same noted coordinate system and datum.

After the City hosted a roundtable discussion with local surveying community in 2009, the City proceeded to contract with CDS/Muery Services in 2010 to establish 11 new monuments to supplement the loss of monuments and to update the monument grid to more current survey datums (horizontal: NAD-83 [CORS Adjustment] and vertical: NAVD-88). Additionally, the new monuments utilize a more stable and durable construction method of deep rod survey monuments driven to refusal, instead of the previous common discs simply set in 6 inch diameter 3 feet deep concrete pier. The complete, detailed [Survey Report \(2010\)](#) describing survey methods and procedures as well as raw data is available. These 11 deep rod monuments constructed in 2010 are the "primary" elevation control for College Station.

In 2011, the City contracted with Joe Orr, Inc. to update the datums and re-survey the original remaining 1994 monuments to match the new deep rod monuments. The [Survey Control Monuments \(2010 and 1994 – in NEW Datums\)](#) and Joe Orr's associated [Survey Report \(2011\)](#) with metadata is available. Note that 2012 FEMA Map Modernization project (Series "E") is complete which similarly updates and coordinates to reference vertical datum to NAVD-88 (CORS Adjustment) as well. An effort is now underway to install small pipe bollards to further protect the monuments for long term use. These remaining 1994 monuments with updated elevations conducted in 2011 are "secondary" elevation control.

If you have any questions, please contact College Station's City Engineer, Alan Gibbs, P.E. at (979) 764-3570.



IMPLEMENTATION OF THE COMPREHENSIVE PLAN THROUGH NEIGHBORHOOD PLANNING

As part of the on-going implementation of College Station's Comprehensive Plan, the City created its Neighborhood, District, and Corridor Planning program to provide focused action plans for smaller areas of the City. Under this program, the City has adopted six small area plans. These plans focus on the particular needs and opportunities of the areas. Currently, the Planning & Development Services Department is nearing completion of its seventh plan.

Neighborhood Plans

The intent of the Neighborhood, District, and Corridor Planning process is to strengthen existing neighborhoods and places; help stabilize neighborhoods that are in transition; and enhance the quality of life for residents. The process furthers College Station's goals of "ensuring safe, tranquil, clean, and healthy neighborhoods with enduring character" and "valuing and protecting our cultural and historic community resources."

Most plans include discussions on neighborhood integrity, community character, mobility, and public facilities and services. Neighborhood Plans have a planning horizon of five to seven years, meaning that action items included should be reasonably attainable during that time period. Changes with longer-term implications are also considered during the process. The City's various Master Plans, including the Water/Wastewater Master Plan, Thoroughfare Plan, Parks and Recreation Master Plan, Bicycle, Pedestrian, and Greenways Master Plan, and others, are amended and implemented through this process by further defining specific details, such as exact location and design.

Public Input

Public input is critical to the planning process. Receiving information and feedback from the community enhances the process by allowing those who know the area best – the residents, property owners, and business owners - to identify issues and discuss possible solutions. Opportunities are provided for residents to voice their opinions on the direction of their neighborhood and discuss ways in which to change or maintain that direction and character of the neighborhood. Generally, several neighborhood-wide meetings are held giving residents the opportunity to learn about the planning process and how to be involved. A group of neighborhood volunteers work together over a series of months as the Neighborhood Resource Team to form recommendations that are included in the plans.

For more information, visit the Neighborhood, District, and Corridor Planning website at www.cstx.gov/ndcplanning.



PLANNING PROCESS

Phase 1, Pre-Planning: The pre-planning phase is the first step in neighborhood planning. This phase focused on the mechanics of getting a plan started and moving it forward. During this stage of the Plan, the draft boundaries are identified, a timeline established, resource teams established, and public outreach efforts are identified.

Phase 2, Existing Conditions and Planning Vision: This phase focuses on data collection, public outreach, and determining the goals for the Plan. Several public meetings and Neighborhood Resource Team meetings are held during this time to develop the planning goals. Additionally, the existing conditions analysis is conducted to establish some of the baseline data for tracking plan implementation.

Phase 3, Plan Development: This plan development phase focuses on the development of the Plan chapters, utilizing the goals and existing conditions that were developed during the previous phase. Draft strategies and actions are developed to achieve the stated goals and are presented at Neighborhood Resource Team meetings. At the end of the process, an Open House meeting is held to present the draft Plan at a neighborhood-wide meeting and gauge acceptance of the proposed strategies.

Phase 4, Adoption and Implementation: The Bicycle, Pedestrian, and Greenways Advisory Board provides a recommendation. A public hearing is held and recommendation provided at the Planning and Zoning Commission. After a public hearing, the City Council adopts the Plan. After adoption, implementation is on-going for the duration of the time period of the Plan (five to seven years) and can be tracked on the Plan's website at: <http://www.cstx.gov/ndcplanning>.





SINGLE FAMILY PARKING ORDINANCE

A Joint Neighborhood Parking Task Force of City Council and Planning and Zoning Commission members was established in February 2012 to study community concerns regarding neighborhood parking and emergency access. The Task Force gathered and evaluated data, solicited input from stakeholders, formulated recommendations, and conducted public hearings. The Task Force's recommendation was received by the Planning and Zoning Commission and the City Council in February 2013 and their Final Recommendations Report can be viewed at www.cstx.gov/devservices.

Staff has posted the proposed language to implement the Task Force's recommendations at the website listed above. The proposal requires one parking space for every bedroom in a single-family dwelling (instead of only two per dwelling) and allows no more than 50% of the front portion of the property to be parking or impervious surface. When new single-family subdivisions are developed, a menu of options would be available to address on-street parking such as wider streets, narrower streets, parking removal, wider lot frontages, or overflow parking areas. The ordinance amendment is tentatively scheduled for Planning & Zoning Commission public hearing and recommendation on August 15th and Council public hearing and consideration on September 12th. For more information regarding this item, contact Teresa Rogers, Staff Planner, at trogers@cstx.gov or (979)764-3570.



REGIONAL DETENTION FEASIBILITY STUDY

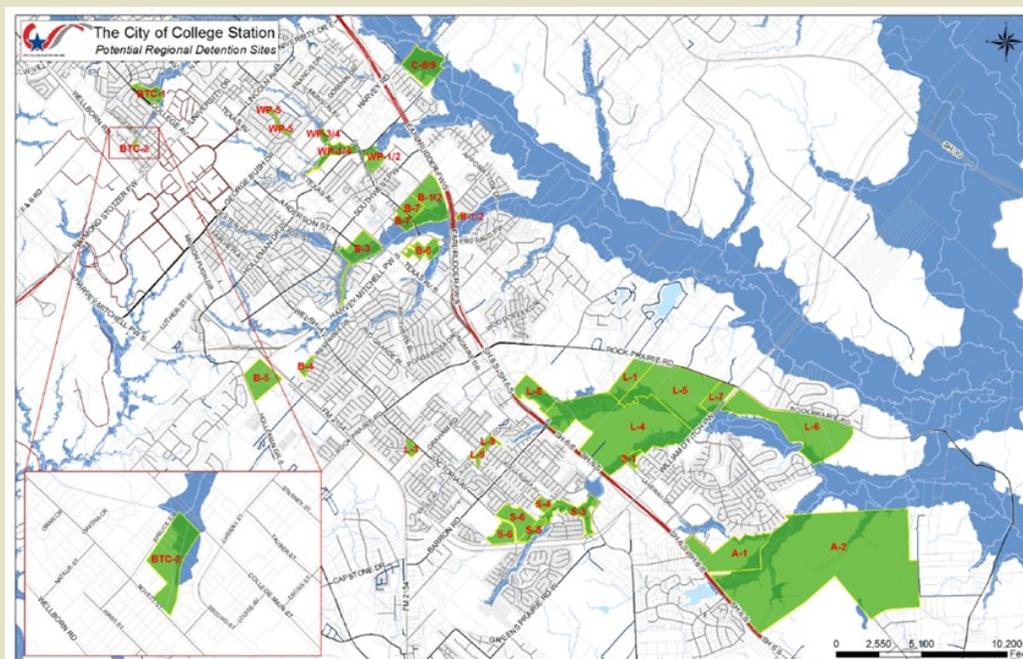
2013 Multi-functional Stormwater Siting Analysis

The City contracted with Watearth, Inc. to conduct a preliminary assessment for siting regional stormwater facilities - the report is available online at www.cstx.gov/regionaldetention. The primary emphasis of the analysis was flood control or detention ranking for effectiveness, based on the location of various possible sites in the watersheds. The intent for this assessment was to provide preliminary guidance and considerations for future projects and to identify possible opportunities for larger regional facilities that serve multiple properties which may yield greater impacts and efficiencies – whether publically or privately initiated.



Site	Watershed	Implementation Priority	Project Type	Primary Site Benefits	Secondary Site Benefits
A-1/2	Alum Creek	Medium	Private	Flood control	Parks
B-5	Bee Creek	High	Private	Flood control	Parks and Trails
BTC-1/2	Burton Creek Trib. 1	Low	Capital	Flood control for redevelopment	Parks and Trails
C-8/9	Carters Creek	Medium	Capital	Wetlands mitigation banking and water quality	Parks
L-4	Lick Creek	High	Capital	Flood control, Wetlands mitigation banking, water quality, parks, trails	Regional detention capacity to market to private development
---	Peach Creek	Low	Private	Flood control	Parks
S-6	Spring Creek	Medium	Private	Flood control	Parks and Trails
WP-Parks	Wolf Pen Creek	High	Capital	Water Quality (Rain Garden) Retro-fits at Parks	Parks

This effort also factored additional considerations in the ranking parameters which include: water quality/wetlands, redevelopment, hydrology model availability, existing drainage problems, trail connectivity, park amenity, city-owned/private land, and anticipated costs. The complete ranking table is provided in Appendix D of the report with an abbreviated summary provided above. If you have any questions, please contact College Station’s Sr. Asst. City Engineer, Carol Cotter, P.E. at (979) 764-3570.



PLANNER ON CALL

FREQUENTLY ASKED QUESTIONS

The Planner on Call system helps over 1,800 people a year that call, email, or come into the P&DS office with questions related to planning and development. This section highlights some of the more common questions. If you have questions for the Planner on Call, please contact us at 979-764-3570 or POC@cstx.gov.

Q: I'm working on the site layout for a commercial development. I'm somewhat unsure of the parking stall dimensions and parking islands. Can you explain this more?

A: Depending on the angle of the parking space the dimensions will vary. A standard 90° parking space is 9 feet wide by 20 feet deep. Smaller angles require the parking space to be deeper. For instance, 45° parking would be 9 feet by 21.1 feet.

A 90° parking space may be reduced to 18 feet deep, when it abuts a landscaped island that is at least 4 feet in depth or a sidewalk that is 6 feet or more in width. Wheel stops may be used if the depth of the space from the wheel stop to the end of the space meets the minimum depth requirement.

As for parking islands, they must be raised at least six inches, curbed, not less than 180 square feet in area and the majority planted or treated with enhanced paving. In addition, a parking island may have sidewalks incorporated within it. A parking island is required at the end of every parking row. If parking is located within 15 feet of a public right-of-way, a parking island must be provided to separate every seven parking spaces.

In addition, for every 15 interior parking spaces an island is required. Interior parking means spaces not along a street or an adjacent lot. Interior islands may be grouped and placed as desired. When the area of an end island exceeds the minimum of 180 square feet, the excess area can count toward the interior parking island requirement.

For more information on parking standards, please contact the Planner-On-Call.

