



CITY OF COLLEGE STATION

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**BICYCLE, PEDESTRIAN, AND
GREENWAYS ADVISORY BOARD**

May 4, 2015

3:00 P.M.

**City Hall
Council Chambers
1101 Texas Avenue
College Station, Texas**



AGENDA

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD

Monday May 4, 2015, 3:00 PM
City Hall Council Chambers
1101 Texas Avenue
College Station, Texas, 77840

1. Call to Order
2. Hear Visitors - At this time, the Chairman will open the floor to citizens wishing to address the Board on issues not already scheduled on today's agenda. The citizen presentations will be limited to three minutes in order to accommodate everyone who wishes to address the Board and to allow adequate time for completion of the agenda items. The Board will receive the information, ask city staff to look into the matter, or will place the matter on a future agenda for discussion. (A recording is made of the meeting; please give your name and address for the record.)
3. Consideration, possible action, and discussion to approve meeting Minutes.
 - March 2, 2015
4. Presentation, possible action, and discussion regarding a recommendation for an amendment to Chapter 12, "Unified Development Ordinance," of the Code of Ordinances of the City of College Station, Texas that revises the bicycle and pedestrian standards associated with the Non-Residential Architectural Standards.
5. Presentation, possible action, and discussion regarding an update on intersection improvements for biking.
6. Presentation and discussion regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.
 - May 7, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
 - May 21, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
 - June 1, 2015 ~ Bicycle, Pedestrian, and Greenways Advisory Board ~ City Hall, Council Chambers ~ 3:00 p.m.
7. Possible action and discussion on future agenda items – A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.
8. Adjourn.

Notice is hereby given that a Regular Meeting of the Bicycle, Pedestrian, and Greenways Advisory Board of the City of College Station, Texas will be held on Monday May 4, 2015 at 3:00 p.m. in the City Hall Council Chambers, 1101 Texas Avenue, College Station, Texas. The following subjects will be discussed, to wit: See Agenda

This building is wheelchair accessible. Handicap parking spaces are available. Any request for sign interpretive service must be made 48 hours before the meeting. To make arrangements call (979) 764-3541 or (TDD) 1-800-735-2989. Agendas may be viewed on www.cstx.gov.



MINUTES

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD

Monday March 2, 2015 3:00 PM
College Station City Hall
Council Chambers
1101 Texas Avenue
College Station, Texas, 77840

MEMBERS PRESENT: Chairman Blanche Brick, Brandon Boatcallie, Robert Lightfoot, Phillip Lasley, Jon Denton, James Batenhorst & Scott Shaffer

STAFF PRESENT: Greenways Program Manager Venessa Garza, Assistant Director of Planning and Development Molly Hitchcock, Graduate Traffic Engineer James Robertson, Transportation Planning Coordinator Danielle Singh and Board Secretary Kristen Hejny

AGENDA ITEM NO. 1: Call to Order.

Chairman Brick called the meeting to order at 2:58 p.m.

AGENDA ITEM NO. 2: Hear Visitors

There were no visitors present to address the Board.

AGENDA ITEM NO. 3: Consideration, discussion, and possible action to approve meeting Minutes.

Board Member Denton motioned to approve the meeting Minutes, from February 2, 2015. The motion was seconded by Board Member Lasley and was approved (7-0).

AGENDA ITEM NO. 4: Consideration, possible action, and discussion to approve meeting absences.

- James Batenhorst ~ February 2nd, 2015 Meeting

Board Member Lasley motioned to approve the absence request, from February 2, 2015. The motion was seconded by Board Member Boatcallie and was approved (7-0).

AGENDA ITEM NO. 5: Presentation, possible action, and discussion regarding an update on the following item(s):

- Removal of Cain Road from the City's Bicycle, Pedestrian, and Greenways Master Plan and Thoroughfare Plan.
- Lick Creek Unpaved Trail

Greenways Program Manager Garza was available to present updates on this item which was presented to City Council with the Board's concerns.

The item on Cain Road was approved at the Planning and Zoning Commission and City Council.

Board Member Shaffer asked if there was any way to have a study done at Victoria Avenue near Edelweiss Park concerning cross walk markings and curb cuts.

Graduate Traffic Engineer Robertson stated that he will do research to see if the crossing is justified for curb ramps.

AGENDA ITEM NO. 6: Presentation, possible action, and discussion regarding Traffic Impact Analysis.

Transportation Planning Coordinator Singh was available to give a presentation on Traffic Impact Analysis (TIA).

Chairman Brick asked who does the TIA's.

Ms. Singh stated that the developer is required to have the study done, and turned into the City for reviewing.

AGENDA ITEM NO. 7: Presentation, possible action, and discussion regarding an update on intersection improvements for biking.

Ms. Garza was available to present updates on the intersections chosen for improvement.

Longmire Drive & FM 2818 – no changes were made to video detection

Southwood Drive & FM 2818 – under construction to receive radar

Welsh Avenue & FM 2818 – video has been tested and separate zones have been added to detect bikes

Welsh Avenue & Holleman Drive – has video and separate zones have been added to detect bikes and head accessibility surveying being done

Holleman Drive & Glade Street – video detection processors and camera has been upgraded

Timber Drive & George Bush Drive – radar has been installed for North bound and South Bound Timber Drive approaches. Bicycle markings were added.

Dexter Drive & George Bush Drive – video was added for the North bound Dexter Drive approach to George Bush Drive which will include cameras coming this physical year.

South West Parkway & Anderson Street – includes radar

Southwest Parkway & Welsh Avenue – has been completed and has radar for the North bound & south bound Welsh Avenue approaches to Southwest Parkway.

Board Member Lightfoot asked Mr. Robertson to add additional intersections to the list to be evaluated for detection. The two intersections include Holleman at FM 2818 and George Bush Drive East at Harvey Road.

AGENDA ITEM NO. 8: Presentation, possible action, and discussion regarding education and encouragement opportunities such as Brazos Valley Earth Day and May is National Bike Month.

Ms. Garza was available to give updates on this item to the Board.

AGENDA ITEM NO. 9: Presentation, possible action, and discussion regarding Plan of Work.

Ms. Garza was available to give updates on this item.

Board Member Boatcallie asked if there was any information available other than user provided feedback on bike and pedestrian facilities.

Ms. Garza will have more information available at the subcommittee level meetings.

AGENDA ITEM NO. 10: Presentation and discussion regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

- March 5, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
- March 19, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
- April 6, 2015 ~ Bicycle, Pedestrian, and Greenways Advisory Board ~ City Hall, Council Chambers ~ 3:00 p.m.

AGENDA ITEM NO. 11: Possible action and discussion on future agenda items – A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Mr. Lightfoot would like the Board to begin looking at attending the Texas Trails Conference in 2016.

AGENDA ITEM NO. 12: Adjourn.

The meeting adjourned at 3:48 p.m.

APPROVED:

ATTEST:

Blanche Brick, Chairman

Kristen Hejny, Board Secretary



MEMORANDUM

May 4, 2015

TO: Members of the Bicycle, Pedestrian, and Greenways Advisory Board

FROM: Jason Schubert, AICP, Principal Planner

SUBJECT: **Proposed Revisions to Bicycle and Pedestrian Standards Associated with the Non-Residential Architectural Standards**

Item

Presentation, possible action, and discussion regarding a recommendation for an amendment to Chapter 12, "Unified Development Ordinance," of the Code of Ordinances of the City of College Station, Texas that revises the bicycle and pedestrian standards associated with the Non-Residential Architectural Standards.

Background

A presentation was made to the Board at the January 5, 2015 meeting to introduce the amendment effort that was underway and provide an overview of the existing bicycle and pedestrian-related standards contained in the Non-Residential Architectural Standards of the Unified Development Ordinance (UDO). The purpose of this item is to seek the Board's recommendation regarding the proposed revisions and then present the recommendation at the May 7th Planning & Zoning Commission meeting and May 28th City Council meeting where the amendment will receive final consideration.

This effort stems from a 2014 Planning & Zoning Commission Plan of Work which called for a review of the existing Non-Residential Architecture (NRA) Standards contained in the UDO to evaluate if updates were needed to reflect current practices and allow more flexibility in design. It has also been identified by City Council as an item that needs to be accomplished. Staff held multiple workshop meetings with the Commission, local architects, and the development community last summer and last fall to summarize the existing standards and seek input on potential revisions. Though non-architectural types of standards are contained in the NRA section, the impetus for the amendment effort largely relates to concerns about the effect the requirements have on building design.

The NRA Standards were initially implemented in 2003 with the adoption of the UDO and expanded in 2004 to their current scope. It is important to note that the Northgate districts are exempt from the NRA standards as they have their own architectural, bicycle, pedestrian, and other zoning requirements.

Planning & Development Services

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Summary of Changes

I have attached a copy of the existing bicycle and pedestrian-related standards and a red-line of the proposed bicycle and pedestrian-related standards. The changes can be summarized as follows:

- Reformat the ordinance to remove the standards from the NRA section. This is intended to help reduce confusion by removing non-architectural standards out of the architecture standards section. Two new sections are proposed in UDO Section 12-7.2. 'General Provisions': Section 12-7.2.J 'Bicycle Facilities' and Section 12-7.2.K 'Pedestrian Facilities.'
- Revise the applicability of increasing standards from being based on the cumulative area of buildings in the building plot to building plot acreage or façade length.

Bicycle Standards

- Organize the bicycle standards into sections for the minimum amount of bike racks required and their placement and design on a site.
- Clarify that bike racks are only required for each primary building and not for all buildings such as accessory and storage buildings.
- Change the applicability of requiring bike racks for at least 8 bicycles from applying to multi-tenant centers in building plots of at least 50,000 gross square feet or more to apply to multi-tenant buildings of at least 20,000 gross square feet.
- Require bike racks to be placed within 150 feet of all primary building entrances not just those in multi-tenant buildings of at least 50,000 gross square feet or more.

Pedestrian Standards

- Change the applicability of 5-foot sidewalks being required between primary and pad site buildings for buildings in a building plot of at least 50,000 gross square feet or more to apply to buildings in a building plot in excess of 10 acres in area.
- Remove the requirement that crosswalks in a parking lot of a building plot of at least 50,000 gross square feet or more need to consist of brick pavers or stamped dyed concrete. This is proposed to be removed over concerns regarding the consistency in which ADA surface requirements are met.
- Change the applicability of the requirement for a 10-foot sidewalk along all façades facing a public right-of-way for buildings that are not pad sites in building plots of at least 50,000 gross square feet or more to apply only to the public entry façade of retail buildings that exceed 200 feet in length.
- Remove the requirement for a plaza area with three hardscape elements for building plots of at least 150,000 gross square feet or more. Based on the size of developments, these are rarely required and have resulted in poor design.

Attachments:

- 1) Existing Bicycle and Pedestrian-related Standards contained in the Non-Residential Architectural Standards
- 2) Red-line of Proposed Bicycle and Pedestrian-related Standards associated with the Non-Residential Architectural Standards

Existing Bicycle & Pedestrian-Related Standards Contained in the Non-Residential Architectural Standards

Article 7. - General Development Standards

Sec. 12-7.10. - Non-Residential Architectural Standards.

B. Standards for All Non-Residential Structures.

8. Pedestrian/Bike Circulation and Facilities.

- a. Each building shall provide a facility capable of storing a minimum of four (4) bicycles. The area provided for such a facility shall be approximately fifty-five (55) square feet in area, approximately nine (9) feet by six (6) feet or as approved by the administrator.
- b. 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. Bicycles may be permitted on sidewalks or other paved surfaces provided that the bicycles do not block or interfere with pedestrian or vehicular traffic.
- c. Bicycle facilities shall be constructed so as to enable the user to secure a bicycle by locking the frame and one (1) wheel of each bicycle parked therein. Facilities must be easily usable with both U-locks and cable locks and support the bicycle frame at two (2) points. Facilities shall be anchored securely to the ground.
- d. In SC Suburban Commercial districts, pedestrian connections to adjacent residential areas shall be provided as determined by the Administrator so as to enhance pedestrian, bicycle mobility, and connectivity.
- e. In MU Mixed-Use districts, bicycle storage facilities shall be provided, as described above, at a rate of one (1) bicycle for every 15,000 square foot of non-residential uses, and one (1) bicycle for every two (2) dwelling units.
- f. In MU Mixed-Use districts, minimum eight (8) foot wide sidewalks shall be provided along all public rights-of-way, streets, and public ways adjacent to and within the development.

E. Additional Standards for Fifty Thousand (50,000) S.F. or Greater.

In addition to the standards set out in this Section 12-7.10.B and 12-7.10.D, the following shall apply to any single building or combinations of buildings of fifty thousand (50,000) gross square feet in area or greater, whether connected or not, but determined to be a single building plot. Standards in this section do not apply to sites developed in accordance to the standards of the MU Mixed-Use district.

4. Pedestrian/Bike Circulation and Facilities.

- a. There shall be 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.
- b. In centers with multiple tenants, one (1) or more facilities capable of storing eight (8) bicycles shall be placed in clearly designated, safe, and convenient locations, such that no tenant entrance is farther than one hundred fifty (150) feet from a bike facility.
- c. Pedestrian walkways shall be a minimum of five (5) feet wide. Pedestrian walkways shall connect public street sidewalks, transit stops, parking areas and other buildings in a design

that ensures safe pedestrian use. When the walkway is within a parking lot area, it shall be clearly designated using brick pavers or a stamped dyed concrete pattern.

- d. There shall be a ten-foot sidewalk along the full frontage of any façade facing a public right-of-way. Tree wells and planter boxes shall be placed along this walkway and 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 Section 12-7.12.B Outside Storage and Display. This requirement does not apply to development meeting the definition of a pad site.

F. Additional Standards for One Hundred Fifty Thousand (150,000) S.F. or Greater.

In addition to the standards set out in Sections 12-7.10.B, 12-7.10.D, and 12-7.10.E, the following shall apply to any single building or combinations of buildings of one hundred fifty thousand (150,000) gross square feet in area or greater, whether connected or not but determined to be a single building plot. Standards in this section do not apply to sites developed in accordance to the standards of the MU Mixed-Use district.

1. Each development shall contain a 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 required parking islands or area requirements of a parking concept as described in 12-7.10.B.9.b Parking Lots. This area shall incorporate a minimum of three (3) of the following:
 - a. Seating components*
 - b. Structural or vegetative shading*
 - c. Water features*
 - d. Decorative landscape planters*
 - e. Public Art*
 - f. Outdoor eating accommodations
 - g. 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.

Proposed Bicycle & Pedestrian-Related Standards Associated with the Non-Residential Architectural Standards

Article 7. - General Development Standards

Sec. 12-7.2. - General Provisions.

J. Bicycle Facilities.

1. Number Required.

- a. For sites subject to the Non-Residential Architectural Standards of this UDO except for MU Mixed-Use districts:
 1. Each primary building shall provide a facility capable of storing a minimum of four (4) bicycles.
 2. ~~In building plots of 50,000 gross square feet or greater, centers with multiple tenants~~In multi-tenant buildings in excess of 20,000 gross square feet, one (1) or more facilities capable of storing eight (8) bicycles shall be provided.
- b. In MU Mixed-Use districts, bicycle storage facilities shall be provided, ~~as described above~~, at a rate of one (1) bicycle for every 15,000 square foot of non-residential uses, and one (1) bicycle for every two (2) dwelling units.

2. Placement and Design.

- a. 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.
- b. ~~Where bicycle facilities are provided for four (4) bicycles, the~~The area ~~provided~~ for such a facility shall be approximately fifty-~~four~~five (54~~55~~) square feet in area, approximately nine (9) feet by six (6) feet or as approved by the Administrator.
- c. ~~In building plots of 50,000 gross square feet or greater, centers with multiple tenants, one (1) or more facilities capable of storing eight (8) bicycles~~Facilities shall be placed in clearly designated, safe, and convenient locations, such that no ~~tenant-primary building~~ entrance is ~~farther~~further than one hundred fifty (150) feet from a ~~bike~~bicycle facility.
- d. Bicycles may be permitted on sidewalks or other paved surfaces provided that the bicycles do not block or interfere with pedestrian or vehicular traffic.
- e. Bicycle facilities shall be constructed so as to enable the user to secure a bicycle by locking the frame and one (1) wheel of each bicycle parked therein. Facilities must be easily usable with both U-locks and cable locks and support the bicycle frame at two (2) points. Facilities shall be anchored securely to the ground.

K. Pedestrian Facilities.

1. In SC Suburban Commercial districts, pedestrian connections to adjacent residential areas shall be provided as determined by the Administrator so as to enhance pedestrian, bicycle mobility, and connectivity.
2. In MU Mixed-Use districts, minimum eight (8) foot wide sidewalks 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 of this UDO except for MU Mixed-Use Districts:

- ~~a. In building plots of 50,000 gross square feet or greater, there A site or sites part of a building plot in excess of ten (10) acres shall be 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. Pedestrian walkways and shall connect public street sidewalks, transit stops, parking areas and other buildings in a design that ensures safe pedestrian use. When the walkway is within a parking lot area, it shall be clearly designated using brick pavers or a stamped dyed concrete pattern.~~
- ~~b. In building plots of 50,000 gross square feet or greater, there Public entry façades of retail buildings that exceed two-hundred (200) feet in horizontal length shall beplace a minimum 10 (ten)- foot sidewalk along the full frontage of any-its public entry façade-facing-a public right-of-way. Tree wells and planter boxes shall be placed along this walkway and 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 Section 12-7.12.Bthe Outside Storage and Display Section. This requirement does not apply to development meeting the definition of a pad site.~~
- ~~c. In building plots of 150,000 gross square feet or greater, each development shall contain a 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 required parking islands or area requirements of a parking concept as described in 12-7.10.B.9.b Parking Lots. This area shall incorporate a minimum of three (3) of the following:~~
- ~~a. Seating components*~~
 - ~~b. Structural or vegetative shading*~~
 - ~~c. Water features*~~
 - ~~d. Decorative landscape planters*~~
 - ~~e. Public Art*~~
 - ~~f. Outdoor eating accommodations~~
 - ~~g. 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.~~