

STATE OF TEXAS
COUNTY OF BRAZORIA
CITY OF LAKE JACKSON

BE IT KNOWN that the Planning Commission of the City of Lake Jackson met in Regular Session on Tuesday, January 5, 2016 at 6:30 p.m. in the Council Chambers at the Lake Jackson City Hall, 25 Oak Drive, Lake Jackson, Texas with the following agenda:

Locke Sanders, Chair
Vinay Singhania, Secretary
Harry Sargent
Brenda Colegrove, Vice Chair
John Fey
Jeffery Gilbert

William P. Yenne, City Manager
Modesto Mundo, Assistant City Manager
Michael Coon, Assistant to the City Manager
Sal Aguirre, City Engineer

Eddie Herrera, Engineering Technician
Giani Cantu, Assistant City Secretary

Mayor Joe Rinehart

PLEDGE OF ALLEGIANCE

Harry Sargent led the pledge of allegiance.

VISITORS COMMENTS

No visitors commented on any items.

REPORT FROM THE PARKING ORDINANCE SUBCOMMITTEE AND DISCUSSION ON PROPOSED CHANGES TO THE PARKING ORDINANCE

Harry Sargent presented the following changes and stated the committee would need to discuss and decide the purpose of the parking ordinance:

Sec. 110-162. Parking requirements.

The purpose of this Ordinance is to minimize on street parking due to poor planning.

Off-street parking facilities shall be provided in the following amounts when a building is erected, increased by unit, increased in dimension or moved, or changes type of business, with the exception of B-2, Downtown facilities (23) and shared parking for more than 5 business site within 100 feet of each footprint:

See table.....

(1) One-family dwellings: Two-space garage-

(2) Two-family dwellings (duplexes): Four (4) spaces-

(3) Multiple-family dwelling:

a. Apartment house: Two and one-half (2-1/2) spaces per living unit-

b. Townhouses: Two (2) spaces per living unit-

(4) Roominghouses, lodginghouses, club rooms, fraternity and sorority houses and dormitories: One (1) space for every one hundred (100) square feet of floor area-

(5) Hotels, motels, motor lodges, trailer courts, tourist courts: One (1) space for each guest room or trailer space and one (1) space for each two (2) employees (associated commercial, club, lounge or retail areas require additional spaces; see subsection (6))-

(6) Dancehall, nightclub, tavern, restaurant, lounge, skating rink, commercial amusement: One (1) space for each three (3) persons normally accommodated in the establishment; for user not requiring a building, one (1) space for each eight hundred (800) square feet of ground area shall be provided-

(7) Nursing homes and orphanages: One (1) space for each four (4) beds-

(8) Hospitals, sanatoriums, home for the aged and youth home: One and one-half (1-1/2) spaces per bed or dwelling unit-

(9) Office permitted in R-4 zone: One (1) space for each three hundred (300) square feet of gross floor area-

- (10) Theater, indoor sport arenas, auditoriums other than those incidental to public and private schools: One (1) space for each three (3) seats.
- (11) Stadiums, ballparks, gymnasium and other outdoor sport arenas: One (1) space for each three (3) seats. Such parking area or any portion thereof, may be located within eight hundred (800) feet of the nearest corner of the property on which the place of assembly is located.
- (12) Churches, assembly facility with fixed seating, mortuary or funeral home, or other places of worship: One (1) space for each three (3) seats in the main auditorium.
- (13) Retail stores, super markets, shopping centers:
- a. For buildings of two thousand (2,000) square feet or less: One (1) space for four hundred (400) square feet of gross floor area.
- b. For buildings in excess of two thousand (2,000) square feet of floor area: One (1) space for two hundred (200) square feet of gross floor area.
- (14) Banks, savings and loan offices and other general business offices: One (1) space for each three hundred (300) square feet of gross floor area.
- (15) Clinic, medical, dental or optical: One (1) space for each two hundred (200) square feet of gross floor area.
- (16) Manufacturing, warehouses and storage not covered in subsection (13): One (1) space for each one thousand (1,000) square feet of floor area plus one (1) space for each four (4) employees.
- (17) School:
- a. Elementary: One (1) space for each nine (9) students.
- b. Junior high: One (1) space for each nine (9) students.
- c. Senior high: One (1) space for each one and three-quarters (1.75) students.
- d. Trade/vocational: One (1) space per student.
- e. College/university: One (1) space per day student.
- f. Kindergarten: One (1) space per eight (8) pupils.
- (18) Library: One (1) space for each three hundred fifty (350) square feet of public area.
- (19) Community or welfare center: One (1) space for each two hundred (200) square feet of floor area.
- (20) Assembly facility without fixed seating: One (1) space for each one hundred (100) square feet of floor area.
- (21) Bowling alley: Six (6) spaces for each line.
- (22) Other, as determined by the planning commission.
- (23) Off-street parking for uses not specified in this section shall be determined by the planning commission. Downtown facility parking requirements will be permitted by the Planning Commission considering compatibility with the other businesses and existing parking. Handicap parking should also be considered.
- (24) All parking spaces must be a minimum of nine (9) feet by eighteen (18) feet.
- (25) All parking spaces required in this section shall be located on the same lot with the building or use served, except as follows:
- a. Where an increase in number of spaces is required by a change or enlargement of use or where such spaces are provided collectively or used jointly by two (2) or more buildings or establishments, the required spaces may be located not to exceed three hundred (300) feet from an institutional building served and not to exceed five hundred (500) feet from any other nonresidential building served.
- b. No more than fifty (50) percent of the parking spaces required for theaters, bowling lanes, dancehalls, nightclubs or cafes may be provided and used jointly by similar uses not normally open, used or operated during the same hours as those listed; provided, however, that written agreement thereto is properly executed and filed as specified below.
- c. Not more than eighty (80) percent of the parking spaces required for a church or school auditorium may be provided and used jointly by similar uses not normally open, used or operated during the same hours as those listed; provided, however, that written agreement thereto is properly executed and filed as specified below.
- d. In any case where the required parking spaces are not located on the same lot with the building or use served, or where such spaces are collectively or jointly provided and used, a written agreement thereby assuring their intention for such purposes, shall be properly drawn and executed by the parties concerned, approved as to form by the city attorney and shall be filed with the application for a building permit.
- (26) Any or all off-street parking requirements may be waived at the discretion of council where there is reasonable justification for so doing.
- (27) Any head-in parking or parking on public right-of-way where street width is less than forty-eight (48) feet is prohibited in front of all property.
- (28) Where there is on-street parking provided, those spaces in front of a property may be used by that property, plus one-half (1/2) the spaces in the center where there is center parking. If there is an esplanade, a lot may use the lots abutting and those at the esplanade.
- (29) The provisions of this section shall not apply to the facilities or parking spaces approved by the city prior to March 1, 1981.

(30) Whenever a building or use is constructed or changed after December 3, 1990, by enlarging the floor area, number of employees, number of dwelling units, seating capacity or otherwise, to create a requirement for an increase in the number of parking spaces, such spaces shall be provided on the basis of the enlargement or change in use. (Ord. No. 259, 7-17-61; Ord. No. 69-397, § 5, 7-7-69; Ord. No. 73-506, § 1, 9-10-73; Ord. No. 81-780, § 1, 2-23-81; Ord. No. 90-1143, § 3, 12-3-90; Code 1958, § 25-7)

Parking orientation consideration

Consider angle versus straight.....straight increases spots per area, decreases safety.....herringbone angle add some space efficiency.

One way versus two way aisles.....angle parking allows one way aisle option.

Herringbone angle parking saves area requirement (overlap of adjacent bumpers)

Brenda Colegrove presented the following changes and examples from the Angleton ordinance:

Proposed Purpose:

The off-street parking Regulations require that developments provide off-street parking in proportion to the expected need created by each use as indicated in the Table. The intent of these guidelines are to accommodate vehicles in a functionally satisfactory manner while encouraging the most appropriate and efficient use of land as well as coordination between adjacent properties, minimizing traffic congestion and adverse effects on neighboring properties, and preserve the value of property by enhancing aesthetics.

Drive Through Facilities: see verbage from Angleton ordinance section V 38.3K

• *Off-street stacking requirements for drive-through facilities:*

a.

A stacking space shall be an area on a site measuring at least eight feet wide by 20 feet long with direct forward access to a service window or station of a drive-through facility which does not constitute space for any other circulation driveway, parking space, or maneuvering area. An escape lane, of at least eight feet in width and with negotiable geometric design, must be provided to allow vehicles to get out of stacking lane in the event of a stalled vehicle, emergency, accidental entry, etc.

b.

For financial institutions with drive-through facilities, each teller window or station, human or mechanical, shall be provided with a minimum of five stacking spaces. One escape lane shall be provided.

c.

For each service window of a drive-through restaurant, a minimum of five spaces shall be provided for the first vehicle stop (usually the menu/order board), and two spaces shall be provided for each additional vehicle stop (order/pick-up windows, etc.). One escape lane shall be provided from the beginning of the stacking lane to the first stop (e.g., menu/order board).

d.

For retail operations (other than restaurants, banks, etc.) and kiosks that provide drive-up service (e.g., pharmacy, dry cleaners, etc.), a minimum of three stacking spaces for each service window shall be provided.

- e. *For a full-service car wash, each vacuum or gas pump lane shall be provided with a minimum of four stacking spaces. For the finish/drying area, adequate vehicle stacking and storage space must be provided to keep finished vehicles out of circulation aisles, access easements, fire lanes, streets, etc.*
- f. *For each automated self-service (drive-through/rollover) car wash bay, a minimum of three stacking spaces, in addition to the wash bay itself, shall be provided. One additional stacking space shall be provided at the exit end of each wash bay for window-drying and other detailing.*
- g. *For each wand-type self-service (open) car wash bay, a minimum of two stacking spaces, in addition to the wash bay itself, shall be provided. One additional stacking space shall be provided at the exit end of each wash bay for window-drying and other detailing, unless a separate area/shade structure is provided (outside of circulation aisles) for these activities.*
- h. *For automobile quick-lube type facilities, a minimum of three stacking spaces shall be provided for each service bay in addition to the service bay itself.*

School drop off lane: example from Angleton:

Kindergartens, elementary schools, day schools, and similar child training and care establishments, and middle schools shall provide one paved off-street pedestrian loading and unloading space (i.e., stacking spaces) for an automobile on a through, "circular" drive for each ten students cared for (excluding child care in a residence), not to exceed 30 spaces. An additional lane shall also be required to allow pass-by or through traffic to move while automobiles waiting or parked to pick up children occupy loading/unloading areas. This standard shall be in addition to other off-street parking requirements.

Mr. Singhania stated a lot of times businesses don't plan their parking properly. It is very evident with Panda Express and Raising Canes that the layout of the parking and drive thru doesn't allow the traffic to flow. Mr. Singhania shared his concern of having too many words and suggested shortening the purpose and addressing the drive thru and flow of traffic.

Mr. Sargent stated that the current ordinance also doesn't address stacking. There are thoughts to stacking and on-street parking in regards to school locations and thoroughfares.

Mr. Yenne stated to be prepared for push back if too much is done to school requirements.

Mr. Fey asked if the board will get to review the school plans.

Mr. Aguirre stated the site plan and landscape plans will be brought back to the commission.

Mr. Yenne stated that AP Beutel and their traffic consultant came in with their traffic analysis and parking proposals. They will be at the January 20th meeting for preliminary and at the February 2nd meeting for final approvals of the site plan and landscape plan. The building permit has been submitted.

Mr. Sargent asked Mr. Gilbert what his thoughts were on purpose.

Mr. Gilbert stated that it's better to be simple and brief, rather than all inclusive. His thoughts on Brenda Colegrove's proposed purpose would be to keep only the first statement and leave the intent out.

Mr. Sargent stated that the current ordinance doesn't have a purpose and he is unsure whether Sherri Russell would want a purpose. Should they include the motivation behind the purpose?

Mr. Gilbert suggested keeping the purpose simple.

Mr. Singhanian stated they need to keep in mind that they want to create an ordinance that will help the city grow in a controlled fashion. How to prevent developers from doing what they want without seeking approval from the city first? The ordinance needs to guide them.

Mr. Yenne stated it's not so much that ordinance isn't working. It's that times have changed. Mr. Yenne stated in the past the board did the ordinance due to feeling like developers were not providing enough parking, and now there are more developers coming in and saying we are asking for too much parking. The commission should try to address the issues that have been brought over the last couple of years: asking too much parking for apartments, allowing shared parking, allow giving up parking if they put in more landscaping, etc... It doesn't matter what the commission decides, in six months there will be someone asking for exceptions.

Mr. Gilbert stated if he was the one coming in six months after the ordinance passed, the first thing he would do is use the city's purpose to suit his needs. Therefore, he would suggest keeping motivation out of the purpose.

Mr. Sargent asked should they be involved in parking issues when businesses change.

Mr. Yenne stated that is a good point. Example being the Office Max building: Jason's Deli showed interest but they were told they wouldn't meet parking requirements in that building.

Ms. Colegrove stated that the board could include a section that states parking must be revisited or reconsidered if the business type of a building changes.

Mr. Yenne stated the city will see a lot more of the sublet buildings being built in larger parking lots, such as Raising Canes, Panera Bread, Verizon, etc. Owners are trying to maximize the value and use of their property. The demand is for specific locations.

Mr. Sargent stated he didn't realize there was something in the ordinance that allowed the commission to say that the parking will not meet the new usage.

Mr. Yenne stated when someone comes in with a restaurant then they advise the developer of the parking requirements for a restaurant. If the proposed location doesn't meet those requirements, staff advises the developer.

Mr. Sargent stated he also wanted to address the downtown business shared parking.

Mr. Yenne stated downtown is a completely different situation because the parking is all public parking.

Mr. Sargent suggested adding a clause for *shared parking for more than 5 business site within 100 feet of each footprint*. It seems like there should be some criteria for shared parking outside of downtown. Look at the strip where Panera Bread is located.

Mr. Aguirre stated when the new commercial building where Panera Bread was built, there was no mention of a restaurant during development. Therefore, the development was approved at the 5 parking spaces per 1000 square foot. It couldn't be changed after the fact.

Mr. Sargent asked what is defined as a shared parking.

Ms. Colegrove asked how they manage sharing. It is more of an obligation in terms of the safety aspects.

Mr. Yenne stated overall the philosophy should be what do you want to change and why. Most developers coming in now are asking for more buildings less parking.

Ms. Colegrove presented a comparison table of the proposed Lake Jackson ratios, current Lake Jackson ratios, average supply ratio, peak demand at 50%, peak demand of 85%, current ratios of other cities: Angleton, Houston, Carbondale, IL, McKinney, Nebraska, Coppell, Los Angeles.

The commission reviewed the comparison table and proposed the following:

Administration auditorium (school) proposed to delete. This is addressed under schools.

Assembly with no fixed seating - 1:100 square feet

Church - 1:3 seats

Community or Welfare Center - 1:200 square feet

Library - 3:1000 square feet

Museum - combined with Library

Daycare, child care, nursery - (does not apply to home daycares) - 1:5 students plus drop off and stacking

Elementary school - 1:5 students (consideration to traffic study) add definition for drop off and stacking lanes

Middle school/junior high - same as elementary school

High school - 1:3 students plus staff

College - 1 per day student

Trade School - combine with college

RETAIL/SERVICES

Auto Sales - Staff plus 5 per register

Auto parts -

Auto repair and service - 3:1 service bay

Banks - 3:1000 sq ft, plus 3 stacking per drive thru

Carpet - to General Retail

Mr. Fey stated it is pretty clear that the subcommittee needs to go through the chart/table and cut down types at least 60-70%. He suggests the subcommittee consolidate to broader categories and come back for further discussion.

Mr. Gilbert agreed. If there is a category that there is currently nothing set for, don't add it. The commission can always refer to industry standards if need be.

Mr. Singhanian stated this was good exercise to go through the list and separate what is actually needed.

Mr. Sargent suggested adding a clause that says plans should come to planners for categories not listed specifically.

Mr. Sanders stated that there is a common theme that all members want the ordinance simplified. He suggested a clause that states the commission will consider private traffic studies and analysis if they find a lower parking ratio is acceptable to industry standards.

There was no further discussion.

ITEMS OF INTEREST

Mr. Singhanian asked what will go in the old Verizon location. Mr. Yenne stated there are talks of a restaurant with drive thru. However, there is not enough parking in that location.

Mr. Singhanian stated if you drive down Hwy 2004 near the location of the future Staybridge Suites, it smells bad. Mr. Yenne stated it is the lift station. Repairs will be needed to fix those two lift stations in the area.

Ms. Colegrove reported that Casey Fry with Urban Crest Apartments contacted her regarding their interest in having the sidewalk extended down Dow property line and connect to the sidewalk along This Way.

ADJOURN

There being no further business the meeting adjourned at 7:55 p.m.

These minutes read and approved this _____ day of _____, 2016.

Vinay Singhanian, Secretary

Locke Sanders, Chairman