

## **EXHIBIT "A"**

That Chapter 12, "Unified Development Ordinance," Sections 2.2.D.3.d, "Powers and Duties of the Planning & Zoning Commission", and 2.4.D, "Design Review Board", of the Code of Ordinances of the City of College Station, Texas, is hereby amended by deleting Section 2.2.D.3.d and adding to Section 2.4.D., "Powers and Duties", 7. Non-Residential Architectural Standards to read as follows:

### **"7. Non-Residential Architectural Standards**

The Design Review Board shall consider and approve or deny variance requests as related to Section 7.9 of this Unified Development Ordinance regarding architectural relief, building materials, building colors, screening, and or façade and roof articulation as allowed in Section 7.9. The DRB shall also adopt and amend a color palette related to Section 7.9 of this UDO."

That Chapter 12, "Unified Development Ordinance," Section 7.9 "Non-Residential Architectural Standards" of the Code of Ordinances of the City of College Station, Texas, is hereby repealed and replaced as follows:

## **7.9 Non-Residential Architectural Standards**

### **A. Applicability**

The design standards of this Section shall apply to non-residential buildings located in any zoning district with the exception of the M-1, M-2, R&D, NG-1, NG-2, and NG-3 districts. All buildings shall be subject to the following standards. This applies to single tenant buildings, multiple tenant buildings, and any grouping of attached or stand alone buildings and associated out parcels.

Exemptions:

1. Churches

### **B. Required Screening**

All mechanical equipment shall be screened from view or isolated so as not to be visible from any public right-of-way or residential district within 150 feet of the perimeter boundary of the subject lot or tract, measured from a point five (5') feet above grade. Such screening shall be coordinated with the building architecture, materials, colors and scale to maintain a unified appearance.

Acceptable methods of screening are: encasement, parapet walls, partition screens, brick/stone/masonry walls or fences.

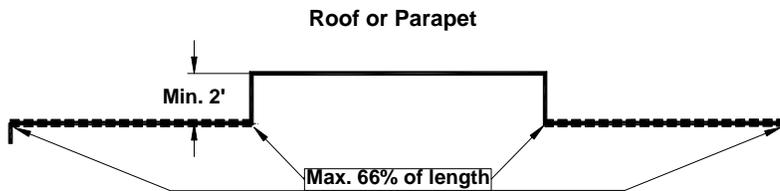
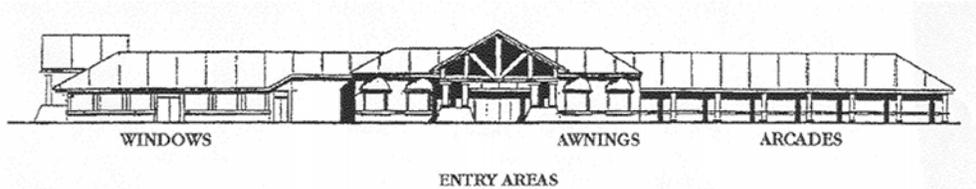
Detention ponds shall be screened using berms, shrubs, brick/stone/masonry walls or a combination of these to achieve a 3-foot high screen above the visible perimeter of the pond's finished grade.

No screening is required for retention ponds designed to also serve as year round water features.

### **C. Building Mass and Design**

The geometric plane of the front or main building(s) façade on the first two (2) stories shall use architectural relief every forty-five (45') feet to provide visual interest by incorporating a minimum of two (2) design elements from the following options: canopies, wall plane projections or recessions with a minimum of four (4') depth, vertical expression of structural bays, pilasters, columns, bay windows, balconies that extend from the building, recessed entries, stoops, porches, arcades, boxed or bay windows, permanent decorative awnings, and or windows accompanied by overhangs. Along all other façades visible from a right-of-way, there shall be some architectural relief or wall recession or projection every sixty (60') feet as described herein.

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As represented above, on buildings three (3) stories or less, the horizontal line of a flat roof (or parapet) along the front or main building(s) façade shall vary by a minimum of two (2) feet up or down so that no more than sixty-six (66%) percent of the roofline is on the same elevation.

**D. Building Materials**

All buildings developed as a building plot shall have materials and colors that are similar and complement each other architecturally. This applies to all out-parcel buildings, regardless of their use, except stand alone restaurants. All exterior facades of an out-parcel building will be considered primary facades. All buildings shall employ architectural, site, and landscaping design elements that are integrated with and common to those used on the main/primary buildings or structures on site. These common design elements shall include building materials associated with the main/primary structure. In the event that an out-

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parcel or non-primary building(s) is developed before the primary building(s), then all other buildings, with the exception of stand alone restaurants, shall have materials and colors that are similar and complement each other architecturally to the building constructed first.

1. When determining area herein, windows and doors are included.

The following applies only to the first two (2) stories of all buildings. All building façades that are visible from a right-of-way shall consist of a minimum of one or more of the following building materials:

- fired brick;
- natural stone;
- marble;
- granite;
- tile;
- Any concrete product so long as it has an integrated color and is textured or patterned (not aggregate material) or covered with brick, stone, marble, granite or tile or material fabricated to simulate brick, stone, marble or granite.

All other materials are prohibited unless authorized herein or by the Design Review Board (DRB).

2. Stucco, EIFS (Exterior Insulation and Finish Systems), hardboard, concrete products as described above, reflective glass, certain metal products described in this section below, and cedar siding are allowed on visible unscreened façades subject to the following limitations.

- Stucco, EIFS, concrete products as described above, hard board, or any material equivalent in appearance and quality as determined by the DRB, shall not cover more than seventy-five percent (75%) of the overall façade.
- Wood or cedar siding shall not cover more than thirty percent (30%) of any façade.
- Smooth face, tinted concrete blocks shall only be used as an accent and shall not cover more than ten percent (10%) of any façade.
- Buildings less than 5,000 S.F. may use one hundred percent (100%) EIFS, Stucco, hardboard, or concrete products as described above, but only if it is painted or tinted with a minimum of two (2) colors to avoid monotony.
- Reflective glass shall not cover greater than eighty percent (80%) of the front façade and may be used 100% on any other facade.

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- Stainless steel, chrome, standing seam metal and premium grade architectural metal may be used as an architectural accent and shall not cover greater than twenty percent (20%) of any façade.
  - Painted steel panel siding and galvanized steel is allowed on the rear façade of buildings when the façade is not visible from a right-of way, parkland, or greenway; provided however, if these materials are used, then the façade must be screened from adjacent properties. This screening shall be installed regardless of adjacent property zoning or use and in no way shall this Section diminish the requirements for Buffering required in Section 7.6. Plantings, fences, or walls which meet the specifications established in Sections 7.6F2 or 7.6F3 with substitutions allowed as provided for in Section 7.6F4 are permitted screening materials and methods. Use of these alternative building materials shall count toward the required percentages of materials as described herein.
  - Galvanized steel and painted steel are allowed on doors, including roll-up doors.
3. Single buildings or combination of buildings of 20,000 S.F. or greater shall have a minimum of twenty-five percent (25%) (calculation shall be based on the area of the first two stories of the front or main building(s) façade) brick, stone, marble or granite or a material fabricated to simulate brick or stone (not split face concrete masonry) on the front or main façade(s). All facades visible from the street shall have only brick, stone, marble, granite, tinted split face masonry blocks or tile below thirty (30") inches from the ground surface.
  4. Metal, standing seam metal, architectural metal or steel may be used as a roof and or canopy/awnings with no limitation on percentage.
  5. Metal or hardboard may be used as a structural material as long as it is not visible.

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**E. Building Colors**

All building façades and roofs shall consist of only colors from the color palette approved by the DRB and maintained in the Office of the Administrator. All other colors shall be considered accent colors and may be used on no more than fifteen percent (15%) of the façade on which the accent color is applied; neon, metallic (except copper and silver metallic colored roofs) and fluorescent colors are prohibited on any façade or roof. When applying brick, colors normally found in manufactured fired brick are permitted. All colors of natural stone are permitted. Building and roof color requirements apply to all new buildings, redeveloped buildings, and façade work. Color samples shall be submitted for approval to the Office of the Administrator. Existing buildings may continue to utilize colors that are not from the approved color palette provided that ~~repainting is done for maintenance purposes only and the existing color is~~

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continued. Any color change on existing buildings shall be brought into compliance with this ordinance and color samples shall be submitted as provided herein.

**F. Pedestrian / Bike Circulation & Facilities**

1. Each building shall provide a facility capable of storing a minimum of four (4) bicycles.
2. 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.
3. Bicycle facilities shall be constructed so as to enable the user to secure by locking the frame and one 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 points. Facilities shall be anchored securely to the ground or building.

**G. Traffic Impact Analysis**

This section establishes requirements and procedures pertaining to traffic impact analysis (TIA) for non-residential developments. These requirements are intended to inform the applicant of the City's expectations, expedite the City staff's review process of TIA reports, provide standard criteria for evaluating development proposals, and establish equitable mitigation and cost sharing policies.

The TIA is intended to develop public/private partnerships to coordinate land use and transportation facility development. Both the City of College Station and the land developer share in the responsibility to consider all reasonable solutions to identified transportation problems.

**1. Purpose**

This process is done simultaneously with the submittal of a site plan. The goal of this study is to look at a specific development of known size and use and to determine the effect of that use on the existing roadway system. It uses existing traffic volumes and assumes the existing roadway configuration to be used for analysis. This process should ensure that the roadway system is adequate to accommodate the proposed use and may recommend mitigation measures necessary to ensure efficient traffic flow around the proposed site (as based on intersection and roadway levels of service).

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**2. Objective**

A TIA is intended to define the immediate impacts of the proposed development and any necessary transportation improvements (public or private) required to ensure a satisfactory level of service on all affected thoroughfares. A TIA is designed to mitigate traffic impacts by optimizing roadway capacity, access design, and traffic control. A TIA may not be used to deny development permitted by zoning, nor shall it be used to modify road design contrary to the Comprehensive Plan. Specific improvements to the existing roadways consistent with the Thoroughfare Plan may be needed to gain approval of site plan proposals.

**3. Definitions**

*Trip Generation Rates* - The City's criteria for trip generation for various categories of land use and density shall be those set forth in the latest edition of the trip generation informational report published by the Institute of Transportation Engineers (ITE) unless the proposed use does not have a corresponding rate in the Trip Generation Manual. Alternate trip generation rates shall not be accepted but shall instead be adopted for City-wide use on the basis of a general study of local conditions.

*Design Year* - The design year is the point in time upon which assumptions pertaining to land use, population, employment, and transportation facilities are based. All TIAs shall use a design year based on the expected date of project occupancy.

*Base Volumes* - Base volumes shall be based on current traffic counts adjusted to the expected date of project occupancy. When available, all base data shall be supplied by the City Traffic Engineer. In all cases when ground counts are needed and are not available, the developer or his agent shall be required to collect such data.

*Level of Service (LOS)* - Level of service is a measure of the level of congestion experienced on roadways. The desirable minimum level of service of the City of College Station is Level of Service D in the peak hour. Level of service shall be measured of both link and intersection operations.

**4. Applicability**

A TIA will be required for non-residential site plans submitted for approval that generate 5,000 trips or more per day. A TIA may be required for non-residential site plans submitted for approval that generate less than 5,000 trips per day, where the peaking characteristics could have a detrimental impact on the transportation system as determined by the Administrator or his designee.

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All TIAs shall be performed by a consultant qualified to perform such studies. Requirements for mitigating negative traffic impacts shall apply to all cases. In certain cases, due to project phasing, a TIA might be required with a concept plan submittal.

It is the responsibility of the applicant to demonstrate that a TIA is not required for a non-residential site plan application, as defined in Section 3.5. In cases where a TIA is required, the site plan application will be considered incomplete until the TIA is submitted.

**5. Methodology**

A pre-submission consultation with the Administrator or his designee is required. Details of the required analysis and the study area will be determined at this meeting. In certain instances, traffic from other approved but not built developments may have to be accounted for in traffic assignments. Staff may also require specific assumptions such as percent trucks be altered to match local conditions. Peak hour analysis might be directed to reflect the peak 15 minutes for certain types of land uses. All of these types of issues will be addressed at the pre-submission consultation.

The following procedures shall be followed in preparing traffic impact studies submitted to the City:

**6. Content**

- a. Study Area - A map(s) shall be included delineating the TIA study area and all existing and planned streets therein. The study area will be defined in the pre-submission consultation meeting with the Administrator or his designee.
- b. Existing Zoning and Development - Describe existing zoning including land area (gross and net) by zoning classification, square footages, numbers of hotel rooms, dwelling units, etc. Also, describe any existing development on-site and how it will be affected by development proposals.
- c. Thoroughfare Network - Describe existing thoroughfares, signals and signal phasing, and traffic volumes within the study area.
- d. Proposed Development - Describe the proposed development including land area (gross and net), square footage, number of hotel rooms, dwelling units, etc. Also describe roadway conditions as expected by date of occupancy. Indicate roadway and intersection capacities at study date.

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- e. Impact Determination - Determine the level of service for all thoroughfares and intersections in the study area. The analysis shall contain the following minimum information:
  - Proposed Trip Generation - Calculate total trip generation by use (assuming full development and occupancy) and report any reductions for passer-by, mixed use, etc. Show trip generation by use in tabular form with land use trip generation rates and trips generated.
  - Trip Distribution and Assignment - Trips generated by the proposed development are to be added to the base volumes projected for the design year. Peak hour volumes must be calculated. Distribution assumptions and assignment calculations must be provided.
  - Level of Service Analysis - Show in tabular form, 24 hour and peak hour V/C ratios for links and intersections within the study area. This analysis should be done for the following traffic conditions: existing traffic, background traffic, background plus project traffic. Analyze all points of ingress and egress, median breaks, and turn lanes associated with the proposed site.
  - Conclusions - Provide a summary of points of conflict and congestion. Identify all thoroughfare links or intersections exceeding a Level of Service D and the percent increase in total traffic produced by the proposed site plan. Identify any operational problems (e.g., drives, median openings, and signalization) within the study area.
  
- f. Mitigation - Traffic levels exceeding Level of Service D, where the development is contributing 5% or more of the total trips shall be mitigated to predevelopment levels. Problems demonstrated by the TIA can be corrected by:
  - Access Management requirements in addition to those provided in Article 7.3 and the City of College Station Engineering Design Guidelines relating to driveway and median opening spacing.
  - Modifying density or intensity of use (e.g., reduction in square footage or percentage of commercial use).
  - Phasing construction until additional roadway capacity becomes available.
  - On-site improvements including access controls and site circulation adjustments.

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- Off-site improvements including the construction of additional lanes where the surrounding thoroughfares are not fully developed or intersection improvements, including signalization, where the surrounding area is approaching full development.
- g. Costs of Mitigation - Mitigation improvements which are attributable to the proposed development shall be funded at the developer's expense. Any other improvements shown which are consistent with the Thoroughfare Plan may be repaid by the City in accordance with its cost sharing policies.

**H. Additional Standards for 50,000 S.F. or greater**

In addition to the standards set out in this Section 7.9, the following shall apply to any single building or combinations of buildings of 50,000 S.F. or greater, whether connected or not, but developed as one building plot.

**1. Building Mass and Design**

Façade articulation (wall plane projections or recessions) is required on the first two (2) stories of the front or main building(s) facade. No more than thirty-three percent (33%) of the front or main building(s) façade shall be on the same continuous geometric plane. Restaurant out-parcels are excluded from this articulation requirement but are required to provide architectural relief as provided herein. Wall plane projections or recessions shall have a minimum depth of four (4) feet.

**2. Building Colors**

Accent colors may be used on no greater than ten percent (10%) of the façade on which the accent color is applied.

**3. Parking Lots**

These requirements are in addition to and not in lieu of the requirements established in Section 7.2. Off Street Parking Standards.

- a. Where parking is located in the front of the building there shall be a minimum ten foot (10') setback from the right-of-way line to the parking area. This additional setback requirement shall not apply if the proposed building(s) resides in an existing overlay district.
- b. In order to break up the parking lot area and minimize visual impact, one of the following parking concepts is required on any parking lot with greater than 120 parking spaces. Parking concepts shall be approved by the Administrator provided that it meets one of the following minimum criteria. Pedestrian ways are allowed within the below described areas.

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(1) Every one hundred twenty (120) parking spaces shall be a separate and distinct parking area connected by driving lanes but separated by landscaping strips a minimum of eight (8') feet wide and the full length of the parking row. Where pedestrian facilities are located within landscape strips or where vehicles would overhang these strips, the strip shall be a minimum of ten (10') feet wide; or,

(2) For every one hundred and twenty (120) parking spaces, an 1800 square foot landscaped island shall be installed (landscape pods). Such island(s) shall be located internal to the parking lot and shall be located so as to visually break up each 120 parking spaces; or,

(3) For every one hundred twenty (120) parking spaces, an additional 1,800 square feet of landscaped area shall be added/distributed to the interior row(s) end island(s) located closest to the right-of-way line (i.e. in conjunction with the minimum setback creating a double row of landscaping) but in no event shall the additional landscaped area be located farther than 100' from the right-of-way frontage.

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- c. Interior island area requirements, as required in Section 7.2, may be consolidated into end islands, landscape strips, and landscape pods.
- d. Shopping cart storage spaces shall be identified on the site plan. These spaces shall not be located in landscape islands or any areas designed for plantings or pedestrian or bike access.

**I. Landscaping**

These requirements are in addition to and not in lieu of the requirements established in Section 7.5. Landscaping and Tree Protection.

1. The minimum required landscape points for a site shall be double (2 x minimum landscape points) that required for developments of less than 50,000 S.F. The minimum allowable tree size is two (2") inch caliper. Streetscape point requirements remain the same and shall count toward the landscape point requirement.
2. Tree wells are required along fifteen percent (15%) of the linear front of the main building(s) façade. Each tree well shall include canopy trees. This landscaping shall count toward the overall landscape requirement.

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- 3. All landscaping strips, islands, pods, and areas used to segregate the one hundred twenty (120) space parking areas as provided for above under "Parking Lots" must include canopy trees.
- 4. The substitution of two (2) non-canopy trees for one (1) canopy tree is not allowed for more than fifty percent (50%) of the overall canopy tree requirement. Massing of trees is allowed.

**J. Pedestrian / Bike Circulation & Facilities**

- 1. There shall be designated connections among primary buildings and out-parcels 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.
- 2. In centers with multiple tenants, one 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 feet (150') from a bike facility.
- 3. 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.
- 4. There shall be a ten (10') foot sidewalk along the full frontage of the primary building façade. 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 percent (30%) of this area and meets the requirements of Section 7.11.B.

**K. Additional Standards for 150,000 S.F. or greater**

In addition to the above standards, the following shall apply to any single building or combinations of buildings of 150,000 S.F. or greater, whether connected or not but developed as one building plot.

- 1. Each development shall contain a plaza or public space(s) developed as an integral part of the development and not less than 200 square feet in area. Such areas shall incorporate a minimum of three (3) of the following:
  - Seating components\*
  - Structural or vegetative shading\*
  - Water features\*
  - Decorative landscape planters\*
  - Public Art\*

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- Outdoor eating accommodations
  - Hardscape elements at entrances and within the parking area such as decorative pavers, low masonry walls, public art, clock towers, etc.
- \*These public areas may be located within the parking landscape areas.
2. The minimum allowable tree size is two and one half (2.5") inches caliper.
  3. Accent colors may be used on no more than five percent (5%) of the façade on which the accent color is applied.

**L. Variances - Design Review Board (DRB)**

The DRB may grant a variance for the standards contained in Section 7.9 of up to 75% of the total percentage permitted for the following:

1. Substitutions of building materials if the applicant shows that:
  - the building material is a new or innovative material manufactured that has not been previously available to the market or the material is not listed as an allowed or prohibited material herein; and
  - the material is similar and comparable in quality and appearance to the materials allowed in this Section 7.9; and
  - No variance shall be granted to requirements for brick or stone on buildings 20,000 square feet or greater; and
  - Financial hardship shall not constitute a basis for the variance; and
  - The material is an integral part of a themed building (example 50's diner in chrome).
2. Alternate colors or materials on each façade if the applicant shows that:
  - the applicant is a franchised and/or chain restaurant to be developed as a single detached building (not integrated into a multi-tenant building); and
  - the proposed colors/materials are part of its corporate branding; and
  - the applicant provides all of the alternative color/materials schemes the chain or franchise has used.
3. Alternative materials on façade work that does not involve an expansion of an existing building as defined in Section 9 of the UDO or constitute redevelopment if the applicant shows that:
  - the materials allowed in Section 7.9 cannot be utilized without a structural alteration(s) to the existing building; and

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- a licensed professional engineer or architect verifies in writing that a structural alteration is required to apply the permitted façade materials to the building.
  - The DRB may grant a variance of up to 100% from the façade articulation or roofline standards herein if the applicant shows that it is not financially or structurally feasible.
4. Screening must be provided in accordance with Section 7.9B. Alternatives to the options listed in Section 7.9B may be considered.
  5. Alternatives to the options listed in Section 7.9C may be considered for approval provided that the alternative incorporates a minimum of two (2) architectural relief elements with spacing as required under Section 7.9C.
  6. The DRB may approve the following alternative parking lot concept as follows:
    - a. The area of a landscaped plaza may be credited toward the area(s) required for parking lot landscape concepts in Section 7.9H3b provided that each of the following conditions are met:
      - (1) a minimum of three out-parcel buildings must be clustered around a plaza; and
      - (2) the area of the plaza and associated landscaping/water features/fountains shall be no less than 1800 square feet for every 120 parking spaces; and
      - (3) The clustered buildings may not be physically separated by parking spaces.

The area of the landscaped plaza shall only count toward parking spaces located directly behind the clustered buildings and plaza. The point of orientation for determining what is "behind" the clustered buildings and plaza shall be from the adjacent street with the highest rating on the Thoroughfare Plan. All other parking spaces shall meet requirements established in 7.9H3b for minimizing visual impact of parking spaces.

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