

## **Article 7. General Development Standards**

### Section 7.1 General Provisions

## **Article 7. General Development Standards**

The following general development standards shall apply to all zoning districts, except where expressly stated to apply to, or exclude, specific districts.

### **7.1**

### **~~7.1~~ 7.2 General Provisions**

#### **A. Health and Environmental Safeguards**

No machine, process, or procedure shall be employed on any property in the City, in which:

1. Emission of smoke, dust, or noxious, toxic or lethal gases are detectable beyond the perimeter of the property;
2. Materials are stored or accumulated in such a way that they may be carried by rainwater in natural drainage channels beyond the limits of the property, which are noxious, toxic, radioactive, contain oil or grease, wood, cellulose fibers, hair, feathers, or plastic, or have a pH factor greater than ten or less than five;
3. Vibration is discernible beyond the property line; or
4. Noise above the ambient noise level is discernible beyond the property line.

#### **B. Minimum Requirements**

1. No building plot shall have lower or less stringent standards or dimensions than those prescribed for respective zones in this UDO.
2. No building permit or development approval may be issued for a lot that does not meet the minimum lot area requirements of this UDO except as provided for in Article 9, Nonconformities.
3. In the absence of public water or public sewer, no building permit shall be issued until the lot meets all applicable requirements of this UDO and the Texas Department of Health and Environmental Control. A septic system that has been approved by the Brazos County Health Department may be permitted if an exception to sewer service has been granted under Chapter 11, Section 2 of the CITY OF COLLEGE STATION CODE OF ORDINANCES, as amended.
4. Utilities using land or an unoccupied building covering less than 1,000 square feet of site area shall be exempt from minimum lot area standards.

#### **C. Visibility at Intersections in all Districts**

Within a departure sight triangle as defined by the latest edition of the American Association of State Highway & Transportation Officials' (AASHTO) "A Policy on Geometric Design of Highways and Streets", nothing shall be erected, placed, planted, or allowed to grow in such a manner that would obstruct the drivers' view at intersections. Sight triangles shall apply to street intersections, commercial driveways, and multifamily driveways. Obstacles prohibited include but are not limited to: fences, walls, entry signage, structures, buildings, hedges, etc. However, fences, walls, and/or hedges that do not impair vision from three feet to nine feet above the curb may be permitted with the approval of the City Engineer. Required public use facilities such as fire hydrants, traffic signage, utility structures, etc. are exempted.

#### **D. Required Yards (Setbacks)**

##### **1. Purpose and Intent**

- a. Setbacks are measured from the property line;
- b. On lots with approved rear access, the rear setback shall be measured from the nearest boundary of the access easement or alley;

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- c. No structure that is taller than eight feet in height and that has a roof structure that completely or partially blocks the view to the sky shall be located within the required setback area unless specifically allowed herein;
- d. No part of a yard or other open space required in connection with any building, building plot, or use for the purpose of complying with this UDO, shall be included for any other building, building plot, or use as part of a yard or open space; and
- e. Where an existing block was created by an approved plat prior to July 15, 1970, a new (infill) single-family dwelling unit shall use the adjacent lots to determine the appropriate front yard setback. The new dwelling unit shall be set no closer to the street or farther back from the street than the nearest neighboring units. Areas zoned NPO, Neighborhood Prevailing Overlay District are exempt from this requirement. Setbacks for areas zoned NCO, Neighborhood Conservation Overlay are stated in the specific rezoning ordinance for the area.

#### **2. Reduction for Public Purpose**

- a. When an existing setback is reduced because of a recent or pending conveyance to a federal, state, or local government for a public purpose and the remaining setback is at least 50 percent of the required minimum setback for the district in which it is located, then that remaining setback will be deemed to satisfy the minimum setback standards of this UDO.
- b. For the purposes of this subsection, such conveyance shall have occurred within one year immediately proceeding submittal for site plan approval, or be anticipated to occur within one year of site plan approval.

#### **3. Features Allowed Within Required Yards**

The following features may be located within a required yard but may be subject to additional regulations applied herein:

- a. Trees, shrubbery, or other landscape features, excluding gazebos or other similar structures that require a building permit;
- b. Fences and walls;
- c. Driveways;
- d. Sidewalks;
- e. Utility lines, wires, and associated structures, such as power poles;
- f. Mechanical equipment such as air conditioning units, pool pumps, and similar equipment;
- g. Uncovered ~~porch~~Porches, uncovered steps to building entrances, and uncovered patio decks;
- h. Covered ~~porch~~Porches that are open on three sides, may extend up to six feet (6'), including eaves, into any required front or side street setback;
- i. Openwork fire balconies and fire escapes may extend up to six feet into any required rear setback;
- j. Sills, belt courses, cornices, buttresses, chimneys, flues, eaves, and other architectural features may extend up to 18 inches into any required yard;
- k. Balconies or decks located more than eight feet from the ground may project up to six feet into the required front yard;
- l. Accessory structures that do not require building permits;
- m. Bus stops that offer shelter from the elements. Such shelters may be located within a front or side street yard. Shelters may be located within a public right-of-way if a Private Improvement in Public right-of-way permit has been duly issued; and
- n. Swimming pools and hot tubs without shelter.

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#### E. More Than One Principal Structure on a Lot or Parcel

1. In any single-family or duplex residential district, no more than one structure housing a permitted principal use may be erected on a single lot or building plot.
2. In all other districts, more than one structure housing a permitted principal use may be erected on a building plot. Yard and other requirements herein shall apply to the building plot.

#### F. Fences / Walls

Fences of wood, chain-link, or similar material, and less than eight feet in height, and walls of brick, stone, concrete, or similar material, and less than six feet in height, shall not be construed to be structures, nor shall they require a building permit.

#### G. Building Plot

1. Building plot refers to all of the land within an area defined by the Administrator that consists of one or more platted lots for a single development. Such determination shall be made at the platting stage or at the time of site plan.
2. In the event that two or more lots are under single ownership and the existing structure does not meet the required yard setback, both lots shall be construed as the building plot.
3. The Administrator shall determine the building plot using the following criteria:
  - a. Contiguous properties that consist of less than two acres and have one or fewer frontages on a street classified as a collector or higher on the current Thoroughfare Plan will be consolidated and defined as one building plot for the purposes of signage;
  - b. Contiguous properties that develop according to a common plan or design for similar or compatible uses, which singularly or in phases, is treated as such for site plan review purposes including signage; or
  - c. Contiguous properties that as determined by the Administrator need to be consolidated for ease of access, reduction of the proliferation of signage along the public right-of-way, or other public health, safety, or general welfare reasons.

#### H. Height

##### 1. Building Height

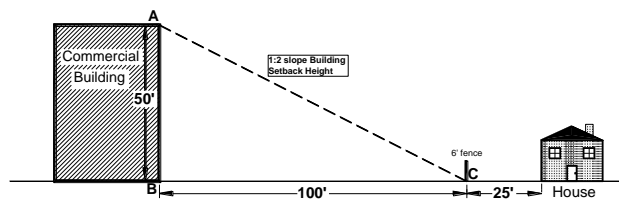
Building height refers to the vertical distance measured from the finished grade, or the base flood elevation where applicable, and the following points:

- a. The average height level between the eaves and ridge line of a gable, hip, or gambrel roof; the highest point of a mansard roof; or the highest point of the coping of a flat roof.
- ~~b. The highest point of a mansard roof; or~~
- ~~c. The highest point of the coping of a flat roof.~~

##### 2. Single Family Protection

- a. With the exception of NG, RDD, and P-MUD districts, no multi-family or non-residential structure shall be located nearer to any property line adjacent to a single-family use or townhouse development than a horizontal distance (B to C) of twice the vertical distance (height, A to B) of the structure as illustrated in the graphic below.

b.



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No additional multi-family or non-residential structures shall penetrate an imaginary line, illustrated by the inclined plane in the graphic above, connecting points A and C.

- c. Calculation of the height limits shall be to the highest point of the structure. Equipment such as satellite dishes and heating and air conditioning units may be installed on top of buildings provided that they are screened from horizontal view and included in the height limitations.
- d. Unless otherwise stated in this UDO, the height limitations herein shall not apply to any of the following:
  - 1) Utility structures such as elevated water storage tanks and electrical transmission lines;
  - 2) Architectural elements such as flagpoles, belfries, cupolas, spires, domes, monuments, chimneys, bulkheads, elevators, or chimney flues; or any other similar structure extending above the roof of any building where such structure does not occupy more than 33 percent of the area of the roof; or
  - 3) Residential radio/television receiving antennas.

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- e. In addition to the height limitations recited in this subsection, the following height limitations apply in SC Suburban Commercial zoning:

- 1) No building may exceed two stories;
- 2) Maximum eve height is 24 feet;
- 3) Maximum overall height to peak of roof is 35 feet;
- 4) Any structure with an eve height over 15 feet will be constructed to resemble a two-story façade;
- 5) Buildings located closest to single-family land use or zoning are limited to one-story in height with an eve maximum of 12 feet;
- 6) An eve maximum of 14 feet in height is permitted when mechanical equipment is housing within a mezzanine; and
- 7) Single-family protection applies to all two-story structures within 50 feet of single-family property line. or n-evemay-be-increased-to mechanical.

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#### I. Public Address Systems

Public Address Systems shall not be audible to an adjacent residential use.

### 7-27.3 Off-Street Parking Standards

#### A. Purpose

The purpose of this Section is to establish the guidelines for off-street parking areas consistent with the proposed land use to:

1. Eliminate the occurrence of non-resident on-street parking in adjoining neighborhoods;
2. Avoid the traffic congestion and public safety hazards caused by a failure to provide such parking areas; and
3. Expedite the movement of traffic on public thoroughfares in a safe manner, thus increasing the carrying capacity of the streets and reducing the amount of land required for streets, thereby lowering the cost to both the property owner and the City.

#### B. Off-Street Parking Spaces Required

1. In all districts, for all uses, at the time any building or structure is erected, enlarged, or increased in capacity, or at any time any other use is established, there shall be off-street parking spaces provided for motor vehicles in accordance with the requirements specified herein.
2. Where off-street parking facilities are provided in excess of the minimum amounts

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specified by this Section, or when off-street parking facilities are provided but not required, said off-street parking facilities shall comply with the minimum requirements for parking and maneuvering space as specified in this Section.

- 3.** It shall be unlawful to discontinue or dispense with, or cause the discontinuance or reduction of, the required parking facilities apart from the discontinuance of the building, use, or structure without establishing alternative off-street parking facilities that meet these requirements.

**3.**

#### **C. Dimensions and Access**

This Section applies to any development or redevelopment of uses other than single-family residential, duplexes, or townhouses unless otherwise noted.

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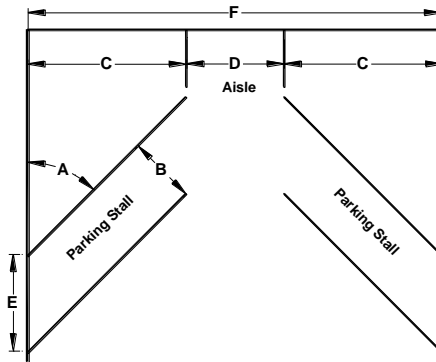
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1. Each off-street parking space for automobiles shall have an area of not less than nine by twenty feet (9' x 20') and each stall shall be striped. This standard shall apply for off-street parking for all uses including single-family residential, duplexes, and townhouses. Single-family residential and townhouses are not required to stripe parking spaces.
2. An 18-foot paved space (90 degree only) may be utilized where the space abuts a landscaped island with a minimum depth of four feet (4'). An 18-foot space may also be used when adjacent to a sidewalk provided that the minimum width of the sidewalk is six feet.
3. Each parking space intended for use by the handicapped shall be designed in accordance with the standards of the Texas Architectural Barriers Act (TABAA) administered by the Texas Department of License and Regulation.
4. Each parking space and the maneuvering area thereto shall be located entirely within the boundaries of the building plot except where shared parking is approved by the City.
5. All parking spaces, aisles, and modules shall meet the minimum requirements, as shown in the following table. All dimensions are measured from wall to wall.

**PARKING SPACE AND AISLE DIMENSIONS**

A Angle (degrees)	B Width of stall	C Depth of stall 90° to aisle	D Width of aisle		E Width of stall parallel to aisle	F Module width	
			One way	Two way		One way	Two way
0	22 feet	10 feet	12.0 feet	20.0 feet	22.0 feet	22.0 feet	40.0 feet
45	9 feet	21.1 feet	12.0 feet	20.0 feet	12.7 feet	54.2 feet	62.2 feet
60	9 feet	22.3 feet	15.0 feet	22.0 feet	10.4 feet	59.6 feet	66.3 feet
90	9 feet	20.0 feet	23.0 feet	23.0 feet	9.0 feet	63.0 feet	63.0 feet



6. The width of an alley may be assumed to be a portion of the maneuvering space requirement for off-street parking facilities located adjacent to a public alley. This standard shall apply for off-street parking for all uses including single-family residential, duplexes, and townhouses.
7. Parking lots located within fifteen feet (15') of a public right-of-way shall have a maximum of seven (7) contiguous spaces separated by an eighteen- by twenty-foot

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(18' x 20') landscaped island.

- 8.** All parking lots and drive aisles shall be setback a minimum of six feet (6') from any public right-of-way.

**a.** In BP Business Park and BPI Business Park Industrial districts all parking located at the periphery of the development shall be setback a minimum of thirty feet (30') from any public right-of-way or public way.

**7.**

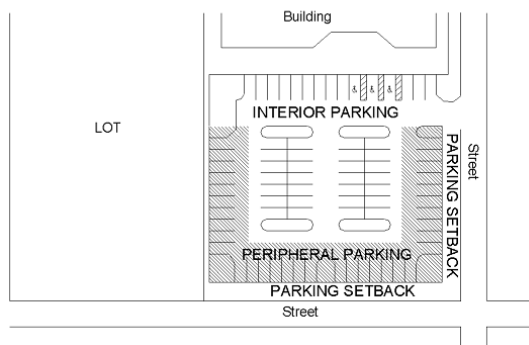
- 8-9.** Parking is discouraged along entrance drives and should be limited on major circulation aisles of large developments and major retail centers.

- 10.** The Design Review Board may waive parking lot dimension requirements in the Northgate and Wolf Pen Creek districts if the development meets the goals of the master plan for the respective district.

**9.**

#### D. End Islands

- 1.** A raised island, encompassing not less than 180 square feet in area, shall be located at both ends of every interior and peripheral parking row, regardless of the length of the row. End islands may have sidewalks through them. Examples of interior and peripheral parking are shown in the figure below.



- 2.** All end islands must be raised at least six inches and curbed, with the majority of the area of each island planted or treated with enhanced paving. The soil within the planted area shall not be compacted or stabilized and shall be contiguous with the soil at the natural grade.

#### E. Interior Islands

- 1.** All interior islands shall be evenly distributed throughout the interior of the parking area.
- 2.** For every fifteen (15) interior parking spaces, 180 square feet of landscaping must be provided somewhere in the interior rows of the parking lot. Interior island areas may be grouped and configured as desired provided that circulation aisles remain clear and the minimum island area is not less than 180 square feet. Interior islands may have sidewalks through them.
- 3.** End island areas that exceed the minimum required may be counted toward the interior parking island requirement.

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4. All interior islands must be raised at least six inches and curbed, with the majority of the area of each island planted or treated with enhanced paving. The soil within the planted area shall not be compacted or stabilized and shall be contiguous with the soil at the natural grade.

#### **F. Requirements Apply to All Parking Areas**

Every parcel of land hereafter used as a public parking area, excluding overflow parking for churches, including commercial parking lots, and parcels used for open-air sales lots shall be developed and maintained in accordance with the requirements in this Section and as described in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS.

#### **G. Surfacing**

##### **1. General**

All surfacing of off-street parking areas shall be constructed of either asphalt or concrete as described in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS. Alternatives to the standards may be approved by the Administrator if it is demonstrated that the materials and design are equal or superior to the requirements in the STANDARDS. All off-street parking areas shall be graded to drain and maintained so as to dispose of surface water accumulated within the area. Parking spaces shall be so arranged and marked so as to provide for orderly and safe parking of vehicles.

##### **2. Non-Public, All-Weather Drive Surfaces**

Temporary or permanent drive surfaces that are required for emergency access or turnaround for emergency vehicles must be constructed to function under all weather conditions. To accommodate a project during construction, phasing, or permanent installation, drive surfaces that do not meet the requirements for permanent pavement surfaces may be allowed at the discretion of the Administrator for the specific conditions stated below:

###### **a. Temporary All-Weather Surface (During Construction)**

A structure under construction must be accessible by an all-weather drive surface as specified in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS. This temporary all-weather surface must be reworked or replaced to meet the permanent pavement standard as described in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS prior to issuance of a Certificate of Occupancy;

###### **b. Semi-Permanent All-Weather Surface (During Phasing)**

In cases during phasing of a large project, emergency access and turnarounds often must be added as a temporary measure until additional phases are constructed. These emergency access areas may consist of permanent pavement surface as specified in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS. When the additional phase is constructed, these areas must be removed or reworked to meet the permanent pavement standards as described in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS;

###### **c. Permanent Surfaces**

###### **1) All-Weather Surface (Permanent)**

In some development scenarios, an emergency access or turnaround must be constructed to meet emergency access purposes and is not required for public traffic, service vehicles or sanitation vehicles. In these cases, the area required for emergency access only may consist of permanent pavement surface as specified in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS.

###### **2) Permeable Surface**

- (a) The use of porous materials (such as permeable concrete and pavers) to mitigate storm water sheeting and pooling of water may be used in off-street parking areas if the material meets vehicular loading standards and is approved by the Administrator.
- (b) Fire lanes may also be constructed of porous materials such as



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permeable concrete and pavers to mitigate storm water sheeting and pooling of water, so long as it is demonstrated that the permeable surface can obtain sufficient land and compaction ratings for its application as approved by the City of College Station Fire and Sanitation Departments.

- (c) Permeable surfaces approved as provided above shall be maintained in accordance with industry standards and to achieve mitigation of storm water sheeting and pooling of water. Failure to maintain permeable surfaces as required herein, shall constitute a violation of the Section of the UDO for which penalty provisions may be involved.

#### **H. Curbing Required**

##### **1. General**

The perimeter of all paved surfaces shall be curbed as described in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS. Alternatives to the standards may be approved by the Administrator if it is demonstrated that the materials and design are equal or superior to the requirements in the STANDARDS.

##### **2. Temporary Curbing**

A temporary curb may be permitted in lieu of the minimum standard stated in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS, at the discretion of the Administrator, when a project is phased in such a way that a permanent, monolithic curb may preclude development of future phases or limit access to a recorded private or public access easement adjoining properties. Wheel stops shall not be permitted as a temporary curbing. Temporary curbing must have the appearance of permanent curbing and shall be temporarily attached to the pavement surfacing below and meet the minimum standards for dowelled-in curbs as described in the CITY OF COLLEGE STATION SITE DESIGN STANDARDS.

#### **I. Number of Off-Street Parking Spaces Required**

In computing the number of parking spaces required, the following rules shall govern:

1. Parking requirements based on square footage shall be based upon the gross floor area, unless otherwise stated. Service areas such as mechanical rooms, restrooms, and closets shall be included in the calculation of "gross floor area" for determining required parking spaces;
2. Where fractional spaces result in computing required parking spaces, the required number of spaces must be increased to the nearest whole number;
3. The parking space requirements for a use not specifically listed shall be the same as those for the most similar to the proposed use, as determined by the Administrator;
4. Whenever a building or use constructed or established after the effective date of this UDO is changed or enlarged in floor area, number of employees, number of dwelling units, seating capacity, or otherwise, parking requirements shall be met on the basis of the enlargement or change. Whenever a building or use existing prior to the effective date of this UDO is enlarged, the enlarged building or increased use shall then and thereafter comply with the parking requirements set forth herein;
5. In the case of mixed uses, the parking spaces required shall equal the sum of the requirements of the various uses computed separately. This includes the parking requirements for uses such as private schools, day care centers, soup kitchens, and computer centers located on property used for religious worship;
6. Where requirements are established on the basis of the number of seats, such requirements shall be based on the seating capacity as determined by the Building Official;
7. Where a manufacturing/industrial use has more than one working shift of employees, parking shall be provided to accommodate overlap requirements during transition periods;

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8. When the developer of a large-scale development can demonstrate that such development will require fewer parking spaces than required by the standards of this Section, the Administrator may permit a reduction in the number of required parking spaces for the development. Such a reduction in parking spaces shall be justified through the development of a parking study prepared by a professional engineer or transportation planner and submitted to the Administrator. The balance of the land necessary to meet these requirements shall be held in reserve as an undeveloped area, to meet any future needs generated by an expansion of the business, a change in land use, or underestimated parking demand;
9. The Design Review Board may waive parking space requirements in the Northgate and Wolf Pen Creek districts if the development meets the goals of the master plan for the respective district.

**MINIMUM OFF-STREET PARKING REQUIREMENTS**

Use	Unit	Spaces / Unit	Plus Spaces For:
Airport	As determined by the Administrator		
Banks	250 s.f.	1.0	
Bowling Alley	As determined by the Administrator		
Bus Depot	As determined by the Administrator		
Car Wash (Self-Serve)	Wash Bay	1.0	1.0 space per vacuum bay
Church	Seat	0.33*	
Convalescent Home / Hospital	Bed	0.5	
Duplex Dwelling: 1 & 2 Bedroom 3 Bedroom	DU	2.0	
	DU	3.0	
Dormitory	Bed	0.75	
Day Care Center	250 s.f.	1.0	
Fraternal Lodge	75 s.f.	1.0	
Fraternity / Sorority House	Person	1.0	1/30 s.f. meeting room
Freight Station	As determined by the Administrator		
Funeral Parlor	Seat	0.33	
Furniture Sales, Freestanding	350 s.f.	1.0	
Golf Driving Range	Tee Station	1.0	
Health Club / Sports Facility	As determined by the Administrator		
Gasoline and Fuel Service	300 s.f.	1.0	
Group Housing	BR	2.0	As determined by the Administrator
Health Studio	150 s.f.	1.0	
Hospital	As determined by the Administrator		
Hotel/Motel	DU	1.0	1/200 s.f. meeting room
HUD-Code Manu. Home	DU	2.0	
Laundry	150 s.f.	1.0	
Motor Vehicle Sales / Service Office / Sales Area Service Area	250 s.f.	1.0	
	200 s.f.	1.0	
Medical or Dental Clinic < 20,000 s.f.	200 s.f.	1.0	
Multi-family Dwelling: (ea. BR<130 s.f.) 1 Bedroom 2 Bedroom 2 Bedroom 3 Bedroom	BR	1.5	
	BR	1.5	
	BR	1.25	
	BR	1.0	

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Use	Unit	Spaces / Unit	Plus Spaces For:
Night Club	50 s.f.	1.0	
Office Building	250 s.f.	1.0	
Personal Service Shop	250 s.f.	1.0	
Priv. School or Comm. Studio	100 s.f.	1.0	
Retail Sales & Service: <del>C-1GC, SC, C-3</del> <del>C-2CI</del> <del>C-3</del>	250 s.f. 350 s.f. <del>250 s.f.</del>	1.0 1.0 <del>1.0</del>	
Restaurant (w/o drive-through)	65 s.f.	1.0	
(w/drive-through)	100 s.f.	1.0	
Rooming/Boarding House	Person	1.0	
Sales Display	250 s.f.	1.0	
Single-family Dwelling	DU	2.0	
Shopping Center**: <del>C-1GC, SC, C-3</del> <del>C-2CI</del> <del>C-3</del>	250 s.f. 350 s.f. <del>250 s.f.</del>	1.0 1.0 <del>1.0</del>	
Townhouse	DU	2.0	
Theater	Seat	0.25	
Truck Terminal	As determined by the Administrator		
Veterinary Clinic	300 s.f.	1.0	
Warehouse	1000 s.f.	1.0	

"s.f." = square footage.

"DU" = Dwelling Unit.

"BR" = Bedroom.

\* Overflow parking above required parking spaces may be grassed rather than paved. All unpaved spaces shall be shown on site plan and organized for efficient traffic circulation using wheel stops and other appropriate measures as required by the Administrator.

\*\* No more than 25% of any shopping center square footage shall be utilized for intense uses (uses that, individually, have a parking requirement greater than 1:250 in ~~C-1GC, SC,~~ or C-3 and 1:350 in ~~C-2CI~~) unless additional parking is provided in accordance with the above requirements for that square footage of such uses in excess of 25%.

## J. Drive-Through Facility Queuing Requirements

### 1. Minimum Number of Spaces

Drive-through queuing spaces shall be provided as indicated in the following table:

Minimum Off-Street Queuing Requirements		
Activity Type	Minimum Spaces	Measure From
Automated Teller Machine	3	Teller
Bank Teller Lane	4	Teller or Window
Car Wash Stall, Automatic	4	Service Position
Car Wash Stall, Self-Service	3	Service Position
Dry cleaning or Laundry	2	Window
Oil-Change Station	3	Service Position
Photo Lab	4	Pick-Up Window
Restaurant Drive-Through	4	Order Box
Restaurant Drive-Through	3	Order Box to Pick-Up Window
Other	As determined by the Administrator	

### 2. Design and Layout

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Queuing spaces or queuing areas shall be designed in accordance with the following criteria.

- a. Queue spaces or queuing areas may not interfere with parking spaces, parking aisles, loading areas, internal circulation or driveway access.
- b. Each queue space shall consist of a rectangular area not less than ten feet (10') wide and eighteen and one half feet (18.5') long with a vertical clearance as specified in the building code.
- c. Queue spaces are not interchangeable with parking spaces except for the following uses where the space providing services may count toward the parking requirement: bank teller, car wash, and oil-change station.
- d. A twelve foot (12') by-pass lane may be required adjacent to queue lines to allow vehicles an opportunity to circumvent the drive-through activity and exit the site.
- e. Queue areas and drive-through facilities shall be clearly identified with the appropriate signing and marking.
- f. Spaces within a car-wash facility or drive-through oil-change station may be counted toward the queuing requirement.

#### **K. Alternative Parking Plans**

##### **1. Scope**

An Alternative Parking Plan represents a proposal to meet vehicle parking and transportation access needs by means other than providing parking spaces on-site in accordance with the ratios established in Section 7.2.H, Number of Off-Street Parking Spaces Required.

##### **2. Applicability**

Applicants who wish to provide fewer or more off-street parking spaces than allowed above shall be required to secure approval of an Alternative Parking Plan, in accordance with the standards of this Section. The Administrator may require that an Alternative Parking Plan be submitted in cases where the Administrator deems the listed standard to be inappropriate based on the unique nature of the use or in cases where the applicable standard is unclear.

##### **3. Contents**

Alternative Parking Plans shall be submitted in a form established by the Administrator and made available to the public. At a minimum, such plans shall detail the type of alternative proposed and the rationale for such a proposal.

##### **4. Review and Approval Procedure**

The Administrator shall be authorized to approve Alternative Parking Plans. Appeals of the Administrator's decision may be made to the Planning and Zoning Commission.

##### **5. Recording**

An attested copy of an approved Alternative Parking Plan shall be submitted to the County Clerk's office for recordation on forms made available in the Department of Development Services. Proof of recordation of the agreement shall be presented to the Administrator prior to issuance of a Building Permit. An approved Alternative Parking Plan may be amended by the Administrator.

##### **6. Eligible Alternatives**

A number of specific parking and access alternatives are described below. The Administrator shall, however, be authorized to consider and approve any alternative to providing off-street parking spaces on the site of the subject development if the applicant demonstrates that the proposed plan shall result in a better situation with respect to surrounding neighborhoods, city-wide traffic circulation, and urban design than would strict compliance with otherwise applicable off-street parking standards.

##### **a. Shared Parking**

The Administrator may authorize a reduction in the number of required off-street parking spaces for multiple-use developments or for uses that are located near

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## **Article 7. General Development Standards**

### **Section 7.2 Off-Street Parking Standards**

one another and that have different peak parking demands or different operating hours. Shared parking shall be subject to the following standards:

**1) Location**

Shared off-street parking spaces shall be located no farther than 250 feet from the building site. The Administrator may waive this distance limitation, if adequate assurances are offered that van or shuttle service shall be operated between the shared lot and the principal use;

**2) Zoning Classification**

Shared-parking areas shall be considered accessory uses of principal uses that the parking spaces are intended to serve. Shared parking areas shall require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area;

**3) Required Study and Analysis**

The applicant shall submit a shared parking analysis to the Administrator that clearly demonstrates the feasibility of shared parking. The study shall be provided in a form established by the Administrator and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that shall be sharing off-street parking spaces. The Administrator shall have the authority to require a revised study and analysis should conditions change that may result in a change in site parking conditions;

**4) Shared Parking Agreement**

A shared parking plan shall be enforced through written agreement among the owners of record. An attested copy of the agreement shall be submitted to the County Clerk's office for recordation on forms made available in the Department of Development Services. Proof of recordation of the agreement shall be presented to the Administrator prior to issuance of a Building Permit. A shared parking agreement may be revoked by the parties to the agreement only if off-street parking is provided pursuant to this Section, or if an Alternative Parking Plan is approved by the Administrator;

**5) Revocation**

Failure to comply with the shared parking provisions of this Section shall constitute a violation of this UDO and shall specifically be cause for revocation of a Certificate of Occupancy or Building Permit.

**b. Off-Site Parking**

The Administrator may permit all or a portion of the required off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this Section.

**1) Location**

No off-site parking space shall be located more than 250 feet from the building site. The Administrator may waive this distance limitation if adequate assurances are offered that van or shuttle service shall be operated between the shared lot and the principal use;

**2) Zoning Classification**

Off-site parking areas shall be considered accessory uses of principal uses that the parking spaces are intended to serve. Off-site parking areas shall require the same or a more intensive zoning classification than that required for the use served;

**3) Off-Site Parking Agreement**

In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement among the owners of record shall be required. An attested copy of the agreement between the owners of record shall be submitted to the County Clerk's Office for

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## Article 7. General Development Standards

### Section 7.2 Off-Street Parking Standards

recording on forms made available in the office of the Administrator. Proof of recording of the agreement shall be presented to the Administrator prior to issuance of a Building Permit. An off-site parking agreement may be revoked by the parties to the agreement only if off-street parking is provided on-site pursuant to Section 7.2, Off-Street Parking Standards or if an Alternative Access and Parking Plan is approved by the Administrator.

#### c. Bicycle Parking

The Administrator may authorize a reduction in the number of required off-street parking spaces for developments or uses that make special provisions to accommodate bicyclists. Examples of accommodations include bicycle lockers, employee shower facilities, and dressing areas for employees.

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### 7.37.4 Access Management and Circulation

#### A. Location of Existing and Planned Multi-Modal Routes

Any proposed development shall take into account the location of existing and planned multi-modal routes (i.e., bikeways, pedestrian ways, and transit routes) and provide pedestrian and/or vehicular connections to the route(s) within or adjacent to the development.

#### B. Easements

##### 1. Street Access

No use shall be permitted to take direct access to a street except as allowed in this Section.

##### a. Local Streets

All residential uses may take direct access to local streets. Nonresidential uses shall not take direct access to local streets, provided that any lot located within a nonresidential subdivision or any parcel adjacent to a street within a nonresidential subdivision may take direct access to the local street internal to the subdivision, and provided that any corner lot abutting a local street and an arterial or collector street or freeway may take access to the local street if such access is required by the highway governmental authority having jurisdiction.

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##### b. Minor Collector Streets

No single-family dwelling, townhouse, or duplex shall take direct access to minor collector streets except when permitted by the Subdivision Regulations.

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##### c. Major Collector Streets

No single-family dwelling, townhouse, or duplex shall take direct access to major collector streets.

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##### d. Arterial Streets

No single-family dwelling, townhouse, or duplex shall take direct access to arterial streets.

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##### e. Shared Driveways

The Development Engineer may require a shared driveway at the time of platting, development, or redevelopment of the affected lots.

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##### 2. Cross-Access Easements

a. If a parcel is to be developed for any nonresidential land use, a cross-access easement shall be provided by the property owner to adjoining properties that front on the same street and that are, or may be, developed as nonresidential land uses.

b. Cross-access easements shall be situated parallel to the street right-of-way line abutting both parcels. The property owner shall maintain access easements.

## **Article 7. General Development Standards**

### **Section 7.3 Access Management and Circulation**

- c. The property owner shall provide appropriate documentation of a good faith effort to extend the access easement through all immediately abutting properties. If such an effort fails, the portion of the easement on the subject site shall be developed and designed to ensure future connection to the neighboring properties.
- d. Where a cross-access easement is granted, no permanent structures or parking that would interfere with the proposed access shall be permitted in the easement. Some improvements such as medians and parking islands may be constructed within an access easement if it has been demonstrated that adequate circulation and cross access has been accomplished, and that all applicable standards of this UDO have been met.
- e. The Development Engineer may waive the requirement for an easement of access required above in those cases where unusual topography or site conditions would render such an easement of no useable benefit to adjoining properties.
- f. The Development Engineer may approve the vacation of an easement of access in those cases where adjoining parcels are subsequently developed with a residential use.

### **C. Driveway Access Location and Design**

#### **1. General**

- a. It shall be unlawful for any person to cut, break, or remove any curb or install a driveway along a street except as herein authorized. Openings in the curb may be approved by the Development Engineer for the purposes of drainage.
- b. It shall be unlawful for any person to construct, alter, extend, permit, or cause to be constructed, altered, or extended any driveway approach which can be used only as a parking space or area between the curb and private property.
- c. This Section shall be deemed to be supplemental to other Sections regulating the use of public property, and in case of conflict, this Section shall govern.
- d. Adequate sight distance shall be provided for a passenger motor vehicle making a left or right turn exiting from a driveway. This determination shall be made by the Development Engineer.
- e. The specifications and guidelines set forth in this UDO are to be applied to driveways providing access to commercial and multi-family developments. Single-family and duplex residential driveways are excluded from this policy unless otherwise indicated.
- f. As determined by the Development Engineer, engineering judgment shall override the required dimensions set forth in this Section if warranted by specific traffic conditions.

#### **2. Location of Driveway Access**

- a. In making a determination as to the location of driveway access, the Development Engineer shall consider:
  - 1) The characteristics of the proposed use;
  - 2) The existing traffic flow conditions and the future traffic demand anticipated on the development and the adjacent street system;
  - 3) The location of the property;
  - 4) The size of the property;
  - 5) The orientation of structures on the site;
  - 6) The number of driveways needed to accommodate anticipated traffic;
  - 7) The number and location of driveways on existing adjacent and opposite properties;
  - 8) The location and carrying capacity of intersections;
  - 9) The proper geometric design of driveways;

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**Article 7. General Development Standards**  
Section 7.3 Access Management and Circulation

- 10) The spacing between opposite and adjacent driveways;
  - 11) The internal circulation between driveways; and
  - 12) The speed of the adjacent roadway.
- b. Driveway access to arterials shall not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way. Driveway access to collector streets for commercial or multi-family developments shall not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way.
- c. One curb cut shall be allowed for access to single-family and duplex residential tracts. Alternative access configurations, including circle driveways, may be allowed upon approval by the Development Engineer.
- d. For corner residential lots, side access driveways shall be subject to rear building setback requirements.
- e. No cuts through a left-turn reservoir of a median shall be permitted in order to provide for left-turn movements to driveway approaches.
- f. Driveways in right-turn lane transition areas shall not be permitted. The right-turn lane transition area is defined as the taper and deceleration/acceleration length.
- g. When a commercial or multi-family development abuts more than one public street, access to each abutting street may be allowed only if the following criteria are met:
- 1) It is demonstrated that such access is required to adequately serve driveway volumes and will not be detrimental or unsafe to traffic operations on public streets. The Development Engineer may require the submittal of a traffic study that demonstrates that such access is required.
  - 2) The minimum requirements for corner clearance for commercial or multi-family driveways are met.

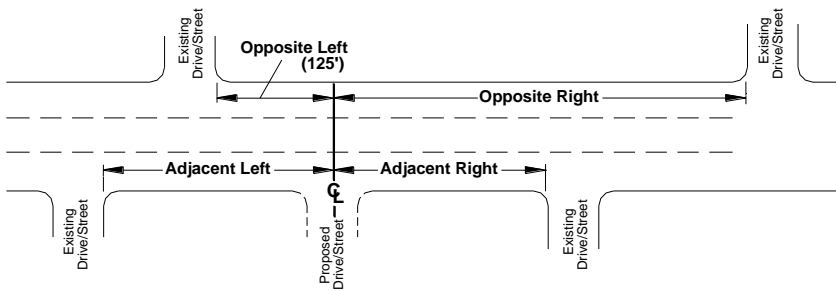
**3. Spacing of Driveway Access**

- a. Application of the driveway access location and design standards requires identification of the functional classification of the street on which access is requested and then applying the appropriate spacing requirements. The City of College Station streets are classified as follows and defined in Article 11, Definitions:
- 1) Major Arterial;
  - 2) Minor Arterial;
  - 3) Collector; and
  - 4) Local Street.
- b. Major arterial, minor arterial, and collector streets in the City of College Station are indicated on the Thoroughfare and Transportation Improvement Plan. The functional classification of any street in the City not indicated as an arterial or collector street on this plan shall be determined using the functional street classification defined by the most recent edition of the AASHTO, *A Policy on Geometric Design of Highways and Streets*.
- c. Driveway access spacing shall be measured from the centerline of the proposed driveway pavement to the nearest edge of the roadway of the adjacent or opposite driveway or street as indicated in the illustration below.

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- d. A minimum of 125 feet shall be required for opposite left driveways for all street classifications.
- e. If the centerline of an opposite drive is less than 15 feet from the centerline of the proposed drive, the drives form an intersection and the minimum spacing requirements shall apply for the closest drive.
- f. **Spacing of Adjacent Driveways**
  - 1) Adjacent drives shall be located no closer than the spacing requirement in the table below. The Development Engineer or his/her designee may allow adjacent driveway spacing less than the spacing requirement below if it is determined that favorable conditions exist under peak traffic conditions.
  - 2) On divided streets with raised or depressed medians, it is the City's policy to align other streets, alleys, private roads, and driveways on either side of the median openings. Therefore, when locating such an intersection, it shall be assumed that this type of intersection will exist at median openings and other intersections between median openings should be spaced accordingly. The Development Engineer may waive this requirement if an existing condition precludes access at a median opening.
  - 3) Residential alleys may be allowed on major collectors, minor collectors, and local streets at spacings less than those shown in the table below with the approval of the Development Engineer.

Adjacent Driveways	
Street Classification	Spacing (feet)
Major Arterial	350
Minor Arterial	300
Major Collector	235
Minor Collector and Local Street*	175

\* This standard does not apply to single-family residential, duplexes, or townhomes.

- g. **Spacing of Opposite Right Driveways**
  - 1) Opposite right driveways shall be located no closer than the standard requirements of the table below. The Development Engineer may allow opposite right spacing below the standard spacing requirement if it is determined that favorable conditions exist under peak traffic conditions.
  - 2) Additional opposite right spacing over and above that set forth in the table below may be required if it is determined by the Development Engineer that there is insufficient left turn queue storage or weave maneuver area between the opposite right and proposed driveway. This determination shall be made under peak traffic conditions.

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## Article 7. General Development Standards

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- 3) On roadways that include raised or depressed medians prohibiting left-turning movements, this standard shall not apply.
- 4) Residential alleys may be allowed on major collectors, minor collectors, and local streets at spacings less than those shown in the table below with the approval of the Development Engineer.

Opposite Right Driveways	
Street Classification	Spacing (feet)
Major Arterial	400
Minor Arterial	350
Major Collector	300
Minor Collector and Local Street*	175

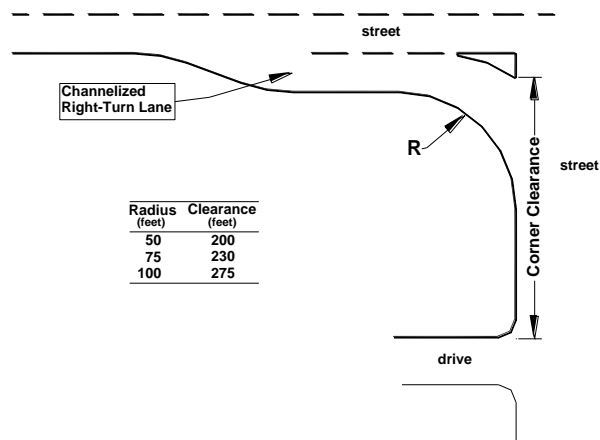
\* This standard does not apply to single-family residential, duplexes, or townhomes.

#### 4. Freeway Frontage Road Access and Location Requirements

- a. Driveways shall be located in accordance with the most recent version of the *Access Management Manual*, as administered by the Texas Department of Transportation (TxDOT).
- b. These guidelines apply to existing and planned interchanges.
- c. In addition to ramp spacing, driveways on frontage roads under the jurisdiction of the Texas Department of Transportation shall also meet the other requirements of this Section as major arterial streets.

#### 5. Corner Clearance

- a. No residential driveway approach shall be constructed within the site distance triangle detailed in Section 7.1.C, Visibility at Intersections in all zoning districts.
- b. At intersections of arterials with channelized right turn lanes with yield control, a corner clearance distance in accordance with those set forth in the illustration below shall be required for the first downstream driveway when adjacent spacing requirements cannot be met due to lack of frontage and all means to acquire shared-access drives or cross-access easements have been exhausted. This distance shall be measured from the channelized median to the nearest edge of the proposed driveway as indicated in the illustration.



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### Section 7.3 Access Management and Circulation

- c. When the requirements of the previous two tables cannot be met due to lack of frontage and all means to acquire shared-access driveways or cross-access easements have been exhausted, no commercial driveway approach may be located closer to the corner than 75 feet on collector streets, 100 feet on minor arterials, and 120 feet for major arterials. This measurement shall be taken from the intersection of property lines at the corner. When these requirements cannot be met due to lack of frontage, the driveway may be located such that the radius will begin at the farthest property line.

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#### 6. Shared Access

- a. A joint private access easement may be required between adjacent lots fronting on arterial and collector streets in order to minimize the total number of access points along those streets and to facilitate traffic flow between lots. The location and dimensions of said easement shall be determined by the Development Engineer.
- b. A private cross-access easement may be required across any lot fronting on an arterial or collector street in order to minimize the number of access points and facilitate access between and across individual lots. The location and dimension of said easement shall be determined by the Development Engineer.

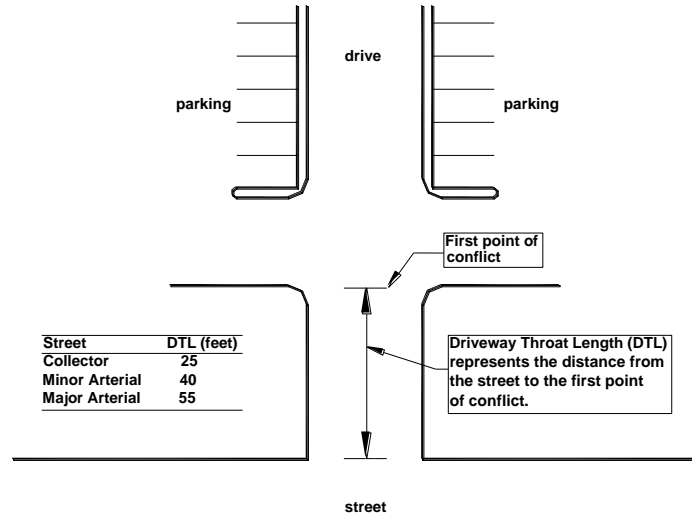
#### 7. Geometric Design of Driveway Access

- a. All driveways shall meet the City of College Station's Standard Specifications for Street Construction.
- b. Curb cuts for driveways shall not be permitted in the curb return of an intersection.
- c. The curb return radii for driveways intersecting at right angles with the roadway and without a deceleration lane shall be as follows:
  - 1) Curb return radii for residential (single-family, townhouse, and duplex) driveways shall be between three feet and ten feet (3'-10'). Flare type residential driveways must also adhere to these dimensional criteria.
  - 2) Curb return radii for commercial and multi-family driveways shall vary between twenty-five feet and thirty feet (25'-30'). When special traffic conditions exist, the Administrator may require larger curb return radii up to 50 feet (50').
  - 3) Curb return radii for driveway types not included in 1) or 2) above shall be determined by the Administrator.
- d. The maximum width of residential driveway approach, measured at the property line, shall not exceed twenty-five feet (25') in width, while the minimum width shall not be less than twelve feet (12').
- e. The maximum width of commercial and multi-family driveway approaches for two-way operation shall not exceed thirty-six feet (36'), except that the Administrator may issue permits for driveway approaches greater than thirty-six feet (36') in width on major streets to handle special traffic conditions. The minimum width of commercial and multi-family driveway approaches for two-way operation shall be not less than twenty-four feet (24').
- f. The combination of two driveways for residential circular drives shall not exceed twenty-five feet (25').
- g. The angle of driveway approach shall be approximately 90 degrees for two-way drives and between 45 degrees and 90 degrees for one-way drives.
- h. A minimum driveway throat length shall be required to allow traffic entering the site to be stored on site, avoiding a queue of traffic onto the adjacent roadway causing delays to the through traffic stream. The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway. Minimum driveway throat depths are provided in the figure below. For more

## Article 7. General Development Standards

### Section 7.3 Access Management and Circulation

intense uses (i.e., retail shopping center) a minimum throat depth of 130 feet will be required.



- i. Gated residential communities shall use the City of College Station Subdivision Regulations Section 8.W.3, Geometric Design Guidelines as a guideline for throat depth and entry designs.
- j. For the benefit of traffic safety and flow on collector and arterial streets, access points may be required to be designed to prohibit certain types of turning movements. Driveways not meeting the standard opposite and adjacent spacing guidelines may be designed for limited access by the addition of a median to the driveway.
- k. For the benefit of traffic safety and flow on collector and arterial streets, auxiliary lanes may be required at driveways where high turning volumes are expected.
- l. A right-turn deceleration lane with storage length plus taper may be required for any access with a projected peak hour right-turn ingress turning volume greater than 50 vehicles per hour (vph). If the posted speed is greater than 40 mph, a right-turn deceleration lane and taper may be required for any access with a projected peak hour ingress turning volume greater than 25 vph.
- m. Driveways shall be constructed as to avoid altering the drainage patterns of the street and adjoining property.
- n. Driveways shall be constructed to provide a crossing path within the right-of-way that meets the minimum Texas Accessibility Standards.
- o. A right-turn acceleration lane with taper may be required for any access with a projected peak hour right-turning volume greater than 50 vph when the posted speed on the roadway is greater than 40 mph. Design of right-turn deceleration lanes shall be in accordance with the AASHTO Green Book on auxiliary lanes.

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### Section 7.3 Access Management and Circulation

- p. The spacing requirements for driveways not meeting the specifications in Section 7.3.C.3, Spacing of Driveways, may be lessened or waived if auxiliary lanes are used.
- q. Access points on arterial and collector streets may be required to be signalized in order to provide safe and efficient traffic flow. A development may be responsible for all or part of any right-of-way dedication, design, hardware, or construction costs of a traffic signal if it is determined that the signal is necessitated by the traffic generated from the development. The procedures for signal installation and the percent of financial participation required of the development in the installation of the signal shall be in accordance with criteria set forth in the City's Traffic Signal Policy.Signs.

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### 7.47.5 Signs

#### A. Purpose

The purpose of this Section is to establish clear and unambiguous regulations pertaining to signs in the City of College Station and to promote an attractive community, foster traffic safety, and enhance the effective communication and exchange of ideas and commercial information.

#### B. Applicability

The City Council recognizes that signs are necessary for visual communication for public convenience, and that businesses and other activities have the right to identify themselves by using signs that are incidental to the use on the premises where the signs are located. The Council herein seeks to provide a reasonable balance between the right of a person to identify his or her business or activity, and the rights of the public to be protected against visual discord and safety hazards that result from the unrestricted proliferation, location, and construction of signs. This Section will insure that signs are compatible with adjacent land uses and with the total visual environment of the community, in accordance with the City's Comprehensive Plan.

1. The City Council finds that the rights of residents of this City to fully exercise their rights of free speech by the use of signs containing non-commercial messages are subject to minimum regulation regarding structural safety and setbacks for purposes of traffic protection. The City Council seeks herein to provide for the reasonably prompt removal and disposal of such signs after they have served their purpose, and yet to avoid any interference with First Amendment freedoms, especially as to persons who are of limited financial means.
2. The City Council finds that instances may occur in the application of this Section where strict enforcement would deprive a person of the reasonable use of a sign, or the reasonable utilization of a sign in connection with other related property rights, and herein provides for such persons to have the right to seek variances from the requirements of this UDO for good cause. The City Council finds that it is imperative that enforcement officials apply this Section as it is written, in the interest of equality and fair and impartial application to all persons, and that the procedures to appeal a denial of a sign permit to the ZBA shall remain the sole administrative means to obtain any exception to the terms hereof.
3. The regulations of this Section shall apply for developments within the zoning districts listed in Section 7.4.C Summary of Permitted Signs. These regulations only apply to special districts within the City of College Station so far as is stated in the following Sections of this UDO:
  - a. Wolf Pen Creek District (WPC), Section 5.6.A;
  - b. Northgate Districts (NG-1, NG-2, NG-3), Section 5.6.B;
  - c. Corridor Overlay District (OV), Section 5.8.A; and
  - d. Krenek Overlay District (KO), Section 5.8.B.

### C. Summary of Permitted Signs

The following signs are permitted in the relevant zoning districts of the City:

	A-O	A-OR	R-1B	R-1	R-2	R-3	R-4	R-6	R-7	A-PO	SC	E-GC±	E-2CI	C-3	BP	BPI	R&D	M-1	M-2
Apartment/Condominium/ Manufactured Home Park Identification Signs							X	X	X										
Area Identification/ Subdivision Signs	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Attached Signs							X	X	X	X	X	X	X	X	X	X	X	X	X
Campus Wayfinding Signs										X	X	X	X	X	X	X	X		
Commercial Banners							X	X		X	X	X	X	X	X	X	X	X	X
Development Signs	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Directional Traffic Control Signs										X	X	X	X	X	X	X	X	X	X
Freestanding Signs										*	**	X	X					X	X
Home Occupation Signs	X	X	X	X	X	X	X	X	X										
Low Profile Signs										X	X	X	X	X	X	X	X	X	X
Non-Commercial Signs	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Real Estate, Finance, and Construction Signs	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Roof Signs												X	X		X	X		X	X

**Per Ordinance No. 2011-3348 (May 26, 2011)**

\* One Freestanding Sign shall be allowed in the O Office zone only when the premise has a minimum of two (2) acres.

\*\* Freestanding Signs are permitted for properties building plots with freeway frontage only. See 7.4.N "Freestanding Commercial Signs" for additional standards.

### D. Prohibited Signs

The following signs shall be prohibited in the City of College Station:

1. Portable and trailer signs, and temporary freestanding signs.
2. Signs painted on rooftops.
3. Inflated signs, pennants, wind driven devices (excluding flags), tethered balloons, and/or any gas filled objects for advertisement, decoration, or otherwise, except as permitted in Section 7.4.P, Grand Opening Signs and Section 7.4.U, Special Event Signs.
4. Vehicle signs except as permitted in Section 7.4.V, Vehicle Signs.
5. Flags containing copy or logo, excluding the flags of any country, state, city, or school, are prohibited in residential zones and on any residentially-developed property (except when flags are used as subdivision signs).
6. Signs and displays with flashing, blinking, or traveling lights, or erratic or other moving parts, including electronic message boards that change more than once per 24-hour period, either internal or external to the premise, and oriented and visible to vehicular traffic, provided that time and temperature signs are permissible if the maximum area and setback requirements of this Section are met and if the commercial information or content of such signs is restricted to no more than eight square feet.
7. Signs containing manual changeable copy or electronic reader boards which are greater than 30 percent of the allowable sign area.
8. Any signs that are intended to or designed to resemble traffic signs or signals and bear

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## **Article 7. General Development Standards**

### **Section 7.4 Signs**

such words as "stop", "slow", "caution", "danger", "warning", or other words, and that are erected for purposes other than actual traffic control or warning to the public.

- 9.** Any sign located within the site triangle in any district as stated in Article 7.1.C, Visibility at Intersections in all Districts. This does not include traffic control or directional signs.
- 10.** Any sign that emits sound, odor, or visible matter.
- 11.** Off-premise signs, including commercial and non-commercial billboards.

#### **E. Exempt Signs**

The following signs are exempt from the requirements of this UDO:

- 1.** Signs that are not easily identified from beyond the boundaries of the lot or parcel on which they are located or from any public thoroughfare or traveled right-of-way, as determined by the Administrator. Such signs are not exempt from the safety regulations contained herein and in City Building and Electrical Codes;
- 2.** Official notices posted by government officials in the performance of their duties: government signs controlling traffic, regulating public conduct, identifying streets, or warning of danger. Bulletin boards or identification signs accessory to government buildings or other buildings are subject to the provisions of this UDO;
- 3.** Signs related to a Primary & Secondary Educational Facility, except that such signs shall adhere to the limitations of Section 7.4.D Prohibited Signs;
- 4.** Temporary signs erected by private property owners for the purpose of warning of a dangerous defect, condition, or other hazard to the public;
- 5.** Non-commercial signs on private property or works of art that in no way identify or advertise a product or business, or by their location and placement impede traffic safety, except as stated in Section 7.4.R, Non-Commercial and Political Signs;
- 6.** Temporary decorations or displays, if they are clearly incidental to and are customarily and commonly associated with any national, local, or religious celebration;
- 7.** Temporary or permanent signs erected by public utilities or construction companies to warn of the location of pipelines, electrical conduits, or other dangers or conditions in public rights-of-way;
- 8.** Non-Commercial Signs carried by a person and not set or affixed to the ground, that in no way identify or advertise a product or business, or by their location and placement impede traffic safety;
- 9.** Commercial Signs carried by a person and not set on or affixed to the ground, provided that the sign is temporary, on-premise, and not used by the person on the premises for more than three (3) consecutive days, more than four (4) times per calendar year;
- 10.** Outdoor advertising display signs for sponsors of charitable events held on public properties. These signs may be displayed for the duration of the event or not more than three days with approval of the City Manager;
- 11.** Flags used as political symbols; and
- 12.** Special District Identification Signs, as defined by Article 11.2 Terms, that in no way advertise a product or a business, or by their location and placement impede traffic safety. Special District Identification Signs must be approved by the appropriate Board or Committee.
- 13.** On-premise and/or off-premise signs where there has been a resolution adopted by the City of College Station or an executed contract with the City of College Station and the display of the signs are for designated locations, a specified time period, and;
  - a.** Promotes a positive image of the City of College Station for the attraction of business or tourism;
  - b.** Depict an accomplishment of an individual or group; or
  - c.** Creates a positive community spirit.

- 14.** Temporary signs erected for a neighborhood event sponsored by a neighborhood group that is registered with the City of College Station, provided that the signage is:
  - a.** Located within the perimeter of the neighborhood;
  - b.** Provides the name of the association sponsoring the event on the sign;
  - c.** In good repair;
  - d.** Allowed up to fourteen (14) days prior to the event; and
  - e.** Removed within twenty-four (24) hours of the event.
- 15.** Home Tour Event signs, as defined by Section 11.2 Defined Terms, with a limit of two (2) events per calendar year. Such signage shall:
  - a.** Be in good repair;
  - b.** Display the name of the group sponsoring the event (if applicable);
  - c.** Be allowed up to ten (10) consecutive days per event;
  - d.** Be removed within twenty-four (24) hours of the end of the event;
  - e.** Comply with the following if located within a right-of-way:
    - 1)** Located outside the visibility triangle of intersections as defined in Section 7.1.C Visibility at Intersections in all Districts.
    - 2)** Permitted by the State Department of Highways and Public Transportation if located on any state highway or roadway.
    - 3)** Be constructed of durable material and no sign shall be greater in size than three feet (3') by three feet (3').

***Per Ordinance No. 3280 (September 9, 2010)***



## Article 7. General Development Standards

### Section 7.4 Signs

#### F. Sign Standards

The following table summarizes the sign standards for the City of College Station:

Sign Type	Maximum Area (s.f.):**	Maximum Height (ft.)	Setback From ROW (ft.)	Number Allowed
Apartment / Condominium / Manufactured Home Park Identification Signs	100	10	10	1/frontage
Area Identification Signs	16	4	10	1/10-50 acre subdivision or phase
Attached Signs	Varies, see 7.4.I below	Not to exceed 1 foot from top of wall, marquee, or parapet to which it is attached	---	Any number allowed if within the total allowed square footage of attached signs
Campus Wayfinding signs	30	6	---	See 7.4 AA-BB below
Commercial Banners	36	No to exceed the top of structure to which it is attached	10	1/premises
Development Signs Residential / Collector Street Arterial Street Freeway (As designated on Thoroughfare Plan)	35 65 200	15	10	1/premises
Directional Traffic Control Signs	3	4	4	1/curb cut
Freestanding Signs	Varies, see 7.4.N "Freestanding Commercial Signs" below			1/building plot where lot exceeds 75 feet of frontage
Home Occupation Signs	2	Not to exceed top of wall to which it is attached	---	1/dwelling unit
<u>Low Profile Signs</u>	<u>60</u>	<u>4</u>	<u>10</u>	<u>See 7.4 R "Low Profile Signs" below / ***</u>
Low Profile Signs (In lieu of permitted Freestanding Sign)	60	4	10	1/150 feet of frontage */***
Real Estate, Finance, and Construction Signs Up to 150-foot frontage Greater than 150-foot frontage	16 32	8 8	10 10	1/frontage (Real Estate) 1/property (Finance) 3/property (Construction)
Roof Signs	Determined by frontage. Same as freestanding Max. 100 s.f.	10 feet above structural roof	---	1/building plot in place of a freestanding sign
Subdivision Signs	150	15	10	1/primary subdivision entrance. Not to exceed 2 signs.

\* Except as provided for in Section 7.4.N.10, Freestanding Commercial Signs.

\*\* The area of a sign is the area enclosed by the minimum imaginary rectangle or vertical and horizontal lines

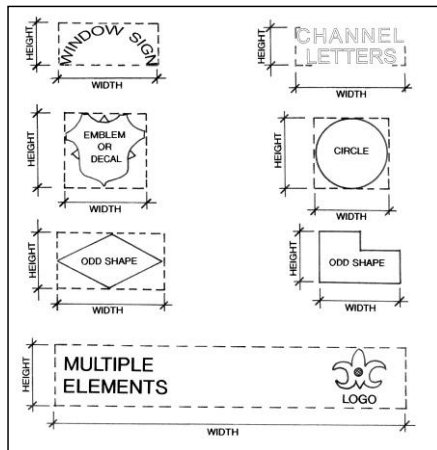
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that fully contains all extremities (as shown in the illustration below), exclusive of supports.

\*\*\* In SC Suburban Commercial, BP Business Park, and BPI Business Park Industrial, one low-profile sign per structure is permitted and shall match materials used on the building.

**Per Ordinance No. 2011-3348 (May 26, 2011)**



#### G. Area Identification and Subdivision Signs

1. Area Identification Signs shall be permitted upon private property in any zone to identify multiple-lot subdivisions of 10 to 50 acres in size and subject to the requirements set forth in Section 7.4.F, Sign Standards above. Area Identification Signs may also be used within a large subdivision to identify distinct areas within that subdivision, subject to the requirements in Section 7.4.F, Sign Standards above.
2. Subdivision Signs shall be permitted upon private property in any zone to identify subdivisions of greater than 50 acres, subject to the requirements set forth in Section 7.4.F, Sign Standards above.
3. Both Area Identification and Subdivision Signs must be located on the premises as identified by a preliminary or master preliminary plat of the subdivision. Subdivision Signs will be permitted only at major intersections on the perimeter of the subdivision (intersection of two collector or larger streets). At each intersection either one or two Subdivision Signs may be permitted so long as the total area of the signs does not exceed 150 square feet. Flags may be utilized in place of a Subdivision Identification Sign, but the overall height shall not exceed 20 feet and 25 square feet in area in a residential zone and 35 feet in height and 100 square feet in area in industrial or commercial districts.
4. Subdivision markers of no more than one square foot in area and used in conjunction with a subdivision or area identification sign are permitted attached to architectural elements within the subdivision.
5. Indirect lighting is permissible but no optical effects, moving parts, or alternating, erratic, or flashing lights shall be permitted. Landscaping valued at 250 points shall be installed around each Subdivision Sign. Adequate arrangements for permanent maintenance of all signs and any landscaping in conjunction with such signs shall be made, which may be through an owners association if one exists or is created for this purpose.

**Article 7. General Development Standards**

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## Section 7.4 Signs

6. All signs shall be setback as shown in Section 7.4.F, Sign Standards above except in areas where a Private Improvement in Public Right-of-way permit has been issued.

#### H. Apartment/Condominium/Manufactured Home Park Identification Signs

1. One Apartment/Condominium/Manufactured Home Park Identification Sign may be located at a primary entrance on each frontage to a public road.
2. The maximum area allowed for each frontage may be divided among two signs if those signs are single sided and mounted at a single entrance.
3. An Apartment/Condominium/Manufactured Home Park Identification Sign may be either an attached sign or a freestanding monument sign. It shall be placed upon the private property of a particular multi-family project in the appropriate zone as established in Section 7.4.C, Summary of Permitted Signs subject to the requirements set forth in Section 7.4.~~E.15.e.3)~~~~E.15.e.3)~~~~E.15.e.3)~~, Sign Standards above.
4. The Apartment/Condominium/Manufactured Home Park Identification Sign shall list the name and may list the facilities available and have leasing or sales information incorporated as a part of the sign.
5. An apartment or condominium project must have a minimum of 24 dwelling units to qualify for an identification sign.
6. Indirect lighting is permissible, but no optical effects, moving parts, or alternating, erratic, or flashing lights or devices shall be permitted.
7. Any manufactured home parks existing at the time of this UDO that are non-conforming may still utilize an identification sign meeting the provisions of this Section and Section 7.4.F, Sign Standards above.

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#### I. Attached Signs

1. Attached Signs are commercial signs under this Section.
2. Attached Signs on any commercial building or tenant lease space shall not exceed a total of two and a half (2.5) square feet per linear foot of all public entry façades, with a maximum of 500 square feet of attached signage allowed for any one tenant. Multi-story businesses will be allowed 100 square feet of additional attached signage.
3. The division of allowable building signage amongst building tenants shall be the sole responsibility of the owner or property manager, and not the City of College Station.
4. Signs attached to features such as gasoline pumps, automatic teller machines, mail/package drop boxes, or similar on-site features, if identifiable from the right-of-way, as determined by the Administrator, shall count as part of the allowable sign area of the attached signs for the site. Information contained on such features pertaining to federal and state requirements, and operation/safety instructions are not counted. All other signage on such features shall count towards the allowable attached sign area.
5. Architectural elements, which are not part of the sign or logo and in no way identify the specific business tenant, shall not be considered attached signage.
6. An attached sign:
  - a. Shall advertise only the name of, uses of, or goods or services available within the building or tenant lease space to which the sign is attached;
  - b. Shall be parallel to the face of the building;
  - c. Shall not be cantilevered away from the structure;
  - d. Shall not extend more than one foot from any exterior building face, mansard, awning, or canopy;
  - e. Shall not obstruct any window, door, stairway, or other opening intended for ingress or for needed ventilation or light; and
  - f. Shall not be attached to any tree or public utility pole.

## **Article 7. General Development Standards**

### **Section 7.4 Signs**

- 7.** Attached Signs may be mounted to site lighting poles located on private property and may be constructed of cloth, canvas, or other flexible material provided such signage is maintained in good condition and complies with the following restrictions:
  - a.** No part of any sign attached to a light pole will be allowed to overhang or encroach into any portion of the public right-of-way
  - b.** Light pole signs shall not exceed twelve (12) square feet in area and shall have a minimum of eight (8) feet of clearance from the grade below;
  - c.** Light pole signs shall only be attached to one side of a light pole;
  - d.** Light pole signs shall not project more than three (3) feet from the edge of the light pole; and
  - e.** Light pole signs constructed of cloth, canvas, or other flexible material shall be secured on a minimum of two opposing sides to prevent wind-driven movement.

### **J. Commercial Banners**

#### **1. A Commercial Banner:**

- a.** Shall be in good repair;
  - b.** Shall have the permit number conspicuously posted in the lower right hand corner of the banner;
  - c.** Shall be allowed in addition to the signage provided for in Section 7.5.I, Attached Signage;
  - d.** Shall advertise only the name of, uses of, or goods or services available within the building or tenant lease space to which the sign is attached;
  - e.** Shall be mounted parallel to the face of a building or permanent structure;
  - f.** Shall not be located within public road right-of-way of the State of Texas or the City of College Station;
  - g.** Shall not obstruct any window, door, stairway, or other opening intended for ingress or for needed ventilation or light; and
  - h.** Except for J.2. below, shall be allowed for a maximum 14-day period per permit.
- 2.** An annual banner permit may be allowed for places of worship meeting in public spaces on a temporary basis. Banners allowed by this Section shall only be displayed on the day of the worship service.
  - 3.** The applicant shall pay an application fee of \$200.00 upon submission of a banner permit application to the City. The application fee is waived for a non-profit association or organization. This fee shall not apply to banners associated with special events as provided for in Section 7.4.U, Special Event Signs.

### **K. Development Sign**

- 1.** A Development Sign may be placed only on private property subject to the requirements in Section 7.4.F, Sign Standards above.
- 2.** A Development Sign for a building project shall be removed if the project has not received a Building Permit at the end of twelve months. The Administrator may renew the sign permit for one additional twelve-month period upon request. Once a Building Permit for the project is received, the sign may stay in place until 75 percent of the project is leased or a permanent sign is installed, whichever comes first.
- 3.** A Development Sign for a proposed subdivision shall be removed if a Preliminary or Final Plat has not been approved by the end of twelve months. The Administrator may renew the Sign Permit for one additional twelve-month period upon request. Once a plat has been approved, the Sign Permit is valid as long as a Preliminary Plat is in effect, or in the absence of a valid Preliminary Plat, for 24 months from the date of approval of a Final Plat.

**L. Directional Traffic Control Sign**

1. Directional Traffic Control Signs may be utilized as traffic control devices in off-street parking areas subject to the requirements set forth in Section 7.4.F, Sign Standards above.
2. For multiple lots sharing an access easement to public right-of-way, there shall be only one directional sign located at the curb cut.
3. Logo or copy shall be less than 50% of the sign area.
4. No Directional Traffic Control Sign shall be permitted within or upon the right-of-way of any public street unless its construction, design, and location have been approved by the City Traffic Engineer.

**M. Flags**

1. One freestanding corporate flag per premise, not to exceed 35 feet in height or 100 square feet in area, is allowed in multi-family, commercial, and industrial districts.
2. Flags used solely for decoration and not containing any copy or logo and located only in multi-family, commercial, and industrial districts or developments are allowed without a permit. In multi-family developments, such flags will be restricted to 16 square feet in area. In all permitted zoning districts such flags will be restricted to 30 feet in height, and the number shall be restricted to no more than 6 flags per building plot.
3. Flags containing commercial copy or logo, excluding the flags of any country, state, city, school, or church are prohibited in residential zones and on any residentially developed property (except when flags are used as Subdivision Signs).

**N. Freestanding Commercial Signs**

1. Any development with over 75 linear feet of frontage will be allowed one Freestanding Commercial Sign. All Freestanding Commercial Signs shall meet the following standards:

**a. Allowable Area**

Allowable Area For Freestanding Signs	
Frontage (Feet)	Maximum Area (s.f.)
0-75	Low Profile only
76-100	50
101-150	75
151-200	100
201-250	125
251-300	150
301-350	175
351-400	200
401-450	225
451-500	250
501-550	275
551-600+	300

**b. Area**

For the purposes of this Section, area shall be considered the area in square feet of a single-face sign, or one side of a double-face sign, or half the sides of a multi-face sign.

**c. Frontage**

- 1) For the purposes of this Section, frontage shall be considered the number of feet fronting on a public street to which a sign is oriented; and

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## Article 7. General Development Standards

### Section 7.4 Signs

- 2) On corner lots, the frontage street shall be the greater street as classified on the thoroughfare plan. Where the two streets are classified the same, the applicant may choose the frontage street.

#### d. Allowable Height

- 1) The allowable height of a Freestanding Commercial Sign is determined by measuring the distance from the closest point of the sign to the curb or pavement edge and dividing this distance by two. No Freestanding Commercial Sign shall exceed 35 feet in height.
  - 2) For the purposes of this Section, height of a sign shall be measured from the elevation of the curb or pavement edge.
  - 3) For the purposes of this Section, the distance from curb shall be measured in feet from the back of curb or pavement edge to the nearest part of the sign.
  - 3) For properties with Freeway frontage in SC Suburban Commercial districts, the maximum height of the sign may not exceed the eye height of the structure to which it most closely relates. Sign must be adjacent to and orient to the Freeway.
2. Freestanding Commercial Signs are allowed only on developed commercial property established in the appropriate zones as set forth in Section 7.4.C, Summary of Permitted Signs. One freestanding sign shall be allowed in the A-PO zone only when the premise has a minimum of two acres, subject to the requirements set forth in Section 7.4.F, Sign Standards. One Low Profile Sign shall be allowed in the A-PO zone when the premise has less than two acres subject to the requirements set forth in Section 7.4.F, Sign Standards, above.
- ~~3. A premise with less than 75 feet of frontage shall be allowed to use one Low Profile Sign.~~
- ~~4. A premise with more than 75 feet of frontage shall be allowed to use standards for one Freestanding Commercial Sign located in Section 7.4.F, Sign Standards, rather than one Low Profile Sign.~~
- ~~5.3.~~ A premise with more than 150 feet of frontage shall be allowed to use one Freestanding Commercial Sign or any number of Low Profile Signs as long as there is a minimum separation between signs of 150 feet.
- In lieu of one Low Profile Sign every 150 feet, hospital uses may have one low profile sign located at each driveway.
- ~~6.4.~~ Premises with less than 75 feet of frontage may be combined in order to utilize signage corresponding to the resulting frontage as described in the preceding two paragraphs.
- ~~7.5.~~ No more than one Freestanding Commercial Sign shall be allowed on any premises except when the site meets one of the following sets of criteria:

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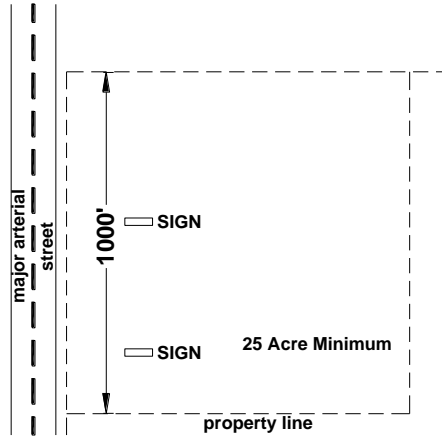
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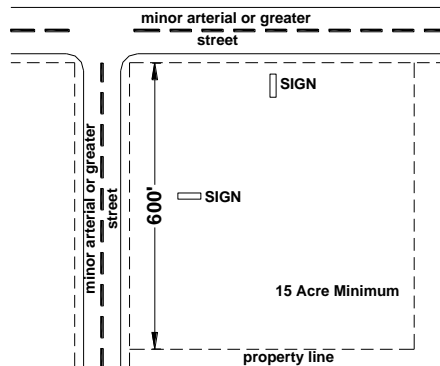
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- a. The building plot, as recognized on an approved Plat or Site Plan, must be 25 acres or more in area with at least 1,000 feet of continuous unsubdivided frontage on any major arterial street or higher (as classified on the Thoroughfare Plan) toward which one additional Freestanding Commercial Sign may be displayed (see diagram below); or



- b. The Building plot, as recognized on an approved Plat or Site Plan, must be 15 acres or more in area with at least 600 feet of continuous unsubdivided frontage on any major arterial street or higher (as classified on the Thoroughfare Plan) and the site must have additional frontage on a street classified as a minor arterial or greater on the Thoroughfare Plan, toward which the additional Freestanding Commercial Sign may be displayed.





## Article 7. General Development Standards

### Section 7.4 Signs

~~8-6.~~ Any sign where two or more panels have separate supports extending to them shall be considered to be more than one Freestanding Commercial Sign, even where only one main support extends to the ground.

~~9-7.~~ Sites with limited or no street frontage, due to a proliferation of pad sites, that are not contained within the building plot, as defined by the Administrator, and are fronting along a street classified as a collector or greater on the Thoroughfare Plan, will be allowed the area of the sign to be less than or equal to the square of one-sixth of the distance from the closest portion of the sign to the curb or pavement edge, with the maximum area not to exceed 200 square feet.

~~10-8.~~ Any site defined as a single building plot, and containing one or more pad sites, shall be permitted to erect a Freestanding Commercial Sign in accordance with Section 7.4.N, Freestanding Commercial Signs, and to the standards of Section 7.4.N.1.a, Allowable Area, with the maximum area not to exceed 200 square feet. In addition, each pad site will be permitted to ~~erect~~ one Low Profile Sign per pad site according to the restrictions of 7.4.F, Sign Standards.

#### O. Fuel Price Signs

Facilities with fuel sales will be allowed one additional sign for the purposes of fuel pricing, either freestanding or attached, per premises.

1. The area of the fuel price sign shall not exceed 16 square feet.
2. Fuel pricing may be incorporated into the allowable square footage of a Freestanding Commercial Sign or Attached Sign.
3. This sign shall follow the setback requirements for a Freestanding Commercial Sign and shall not be located within the right-of-way.

#### P. Grand Opening Signs

1. Flags, commercial banners, and balloons, which advertise a business's grand opening, may be displayed for one consecutive 14-day period, selected by the business owner, within 60 days of the granting of the initial Certificate of Occupancy, a change in the use, or of a change in the name of the business. A permit is required.
2. **A Commercial Banner:**
  - a. Shall advertise only the name of, uses of, or goods or services available within the building, or tenant lease space, to which the sign is attached;
  - b. Shall be parallel to the face of the building;
  - c. Shall not be cantilevered away from the structure;
  - d. Shall not extend more than one foot from any exterior building face, mansard, awning, or canopy;
  - e. Shall not obstruct any window, door, stairway, or other opening intended for ingress or for needed ventilation or light; and
  - f. Shall not be attached to any tree, fence, or public utility pole.

#### Q. Home Occupation Signs

1. A person having a legal home occupation may have one sign on the building or ~~porch~~Porch of a residence.
2. The sign may contain only the name and occupation of the resident.
3. It shall be attached directly to the face of the building or ~~porch~~Porch.
4. It shall not exceed two square feet in area, shall not be illuminated in any way, and shall not project more than 12 inches beyond the building.
5. No display of merchandise or other forms of commercial communication shall be allowed within a residential area, unless same are in existence prior to the adoption of

In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.4 Signs

this UDO in connection with a use that is presently a lawful non-conforming use within the district.

6. Such a non-conforming sign may be maintained until the non-conforming use of the building ceases, subject to the requirements for maintenance herein. Discontinuance of the use of such a sign for more than three months shall prevent future use, even if the non-conforming use of the premises is continuous.

#### **R. Low Profile Signs**

In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:

1. A premise with less than 75 feet of street frontage shall be allowed to use one Low Profile Sign, in lieu of a Freestanding Commercial Sign;
2. Any site defined as a Each single building plot, and containing one or more pad sites, shall be permitted to erect one Low Profile Sign per pad site according to the restrictions of 7.4.F, Sign Standards; and;
3. In SC Suburban Commercial, BP Business Park, and BPI Business Park Industrial, one Low Pprofile Sign per structure is permitted and shall meet the criteria established in Section 7.4.F Sign Standards..

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#### **R.S. Non-Commercial and Political Signs**

This Section does not regulate the size, content, or location of non-commercial signs except as follows:

1. No commercial message shall be shown on any non-commercial sign.
2. No non-commercial sign:
  - a. May be greater than fifty square feet (50 sq. ft.) in size;
  - b. May be located within public road right-of-way of the State of Texas or the City of College Station;
  - c. May be located off the premises of the property owner who is displaying the sign; and
  - d. May be located within any sight distance triangle as defined in Section 7.1.C, Visibility at Intersections in All Districts, or where determined by the Administrator as a location that would hinder intersection visibility. This provision is necessary to avoid clutter, proliferation, and dangerous distraction to drivers caused by close proximity of such signs to automobile traffic, to avoid damage to automobiles which may leave the paved surface intentionally or by accident, and to avoid the necessity for pedestrians to step into the roadway to bypass such signs. No regulatory alternative exists to accomplish this police power obligation.
3. In the event that any non-commercial sign is located in a public right-of-way of the State or City, the City shall remove it.
4. All non-commercial signs addressing a particular event are allowed up to ninety (90) days prior to the event and shall be removed within ten (10) days after.

#### **S.T. Real Estate/Finance/Construction Signs**

1. One Real Estate Sign not exceeding 16 square feet in total area (exclusive of stakes and posts) may be erected at any time while a property is offered for sale or lease to the public. Properties with a minimum of 150 feet of frontage shall be allowed one Real Estate Sign not exceeding 32 square feet in total area. Properties with a minimum of two acres and frontage on two streets shall be allowed one real estate sign on each frontage street with the area of the sign to be determined by the amount of frontage as stated above.
2. One Finance Sign and three Construction Signs (for a total of four signs), not exceeding 16 square feet in total area each (exclusive of stakes and posts) may be erected once a

## **Article 7. General Development Standards**

### **Section 7.4 Signs**

building permit has been issued on a property. Properties with a minimum of ten acres and 1,000 feet of frontage shall be allowed one Finance Sign and three Construction Signs not exceeding 32 square feet in total area each.

3. Real Estate, Finance, and Construction Signs may be either attached or freestanding and only those visible from the street are limited in number.
4. All such signs shall be maintained by the persons in control of the premises so as to remain erect and in good repair. Such signs shall be removed by the property owner or other person in control of the premises if they are damaged, broken, or incapable of remaining erect.
5. Such signs must be removed by the owner or person in control of the premises when either the property has sold or been leased and/or when performance under the construction contract or subcontract (in the case of Construction Signs) has been completed. In all cases, Financing and Construction Signs shall be removed prior to issuance of a Certificate of Occupancy.

#### **7.4.U. Roof Signs**

1. Signs mounted to the structural roof shall be regulated as Freestanding Commercial Signs.
2. Painted or applied roof signs are prohibited.

#### **7.4.V. Special Event Signs**

1. Signs, including commercial banners and balloons, advertising or announcing a Special Event, as defined in Chapter 4, Section 4.B of the Code of Ordinances, are permitted as a part of the Special Event License and shall be limited to the property holding the event.
2. The Special Event Signage is allowed up to 14 days prior to the event and must be removed within 24 hours of the end of the event.

#### **7.4.W. Vehicle Signs**

1. Signs that are displayed on motor vehicles that are being operated or stored in the normal course of a business, such as signs indicating the name or the type of business, excluding all banners, that are located on moving vans, delivery trucks, trailers or other commercial vehicles are permitted; but only if the primary purpose of such vehicles is not for the display of the signs thereon, and only if such vehicles are parked or stored in areas appropriate to their use as commercial or delivery vehicles, such as service areas or locations close to the business building away from public traffic areas.
2. Signs or advertisements permanently attached to non-commercial vehicles, excluding all banners, are permitted.

#### **7.4.X. Signs for Conditional Uses**

1. Signs for Conditional Uses shall comply with the regulations for the zoning district in which the Conditional Use is permitted.
2. Signs for Conditional Uses in residential or agricultural zoning districts shall comply with Section 7.4.F, Sign Standards, "Low Profile Signs."

#### **7.4.Y. Signs for Permitted Non-residential Uses in Residential or Agricultural Districts**

Signs for non-residential permitted uses in residential or agricultural zoning districts shall comply with Section 7.4.F, Sign Standards, "Low Profile Signs." Signs for government facilities in residential or agricultural zoning districts shall comply with Section 7.4.I, Sign Standards, "Attached Signs."

#### **7.4.Z. Abandoned, Damaged, or Unsafe Signs**

1. The provisions of this Section shall apply when in conflict with the provisions of the Building Code; but where the provisions of both ordinances are consistent, the

In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.4 Signs

enforcement of either shall be permissible and remedies or penalties cumulative.

2. Non-conforming signs that have become deteriorated or damaged to an extent that the cost of the reconstruction or restoration of such signs is in excess of 50 percent of its replacement value exclusive of foundations, will be required to be removed or brought into full compliance with the current sign regulations.
3. All abandoned signs and their supports shall be removed within 60 days from the date of abandonment. All damaged signs shall be repaired or removed within 60 days. The Administrator shall have authority to grant a 30-day time extension where he determines there is a reasonable necessity for same.
4. Discontinuance of use or removal of any non-conforming sign or any sign in connection with a non-conforming use shall create a presumption of intent to abandon said sign. A non-conforming sign that is damaged and not repaired within 60 days shall be presumed to be abandoned.
5. When a building is demolished, the associated signs and sign structures shall also be removed.

#### **Z-AA. Signs in the Extraterritorial Jurisdiction**

All off-premise and portable signs shall be prohibited within the Extraterritorial Jurisdiction of the City of College Station.

#### **AA-BB. Campus Wayfinding Signs**

1. A campus wayfinding sign:
  - a. May be utilized as part of a Planned Development District (PDD) or unified development that is at least 20 acres in size, contains multiple buildings and that may include multiple building plots;
  - b. A maximum of one campus wayfinding sign shall be allowed per intersection of two (2) primary circulation drive aisles, when parking is not provided along the drive aisle; or intersection of a primary circulation drive aisle and public way, when parking is not provided along the drive aisle and public way;
  - c. All signs shall be internal to the development and shall not be located along a public right-of-way or at the intersection of a primary circulation aisle or public way and right-of-way.
  - d. Shall be limited in height to no greater than six (6) feet, measured from the elevation of the curb or pavement edge, with a maximum total sign area of 30 square feet;
  - e. Shall not be located within a site visibility triangles;
  - f. All campus wayfinding signs shall be submitted as part of a sign package for the development; and,
  - g. Shall utilize a common design or theme throughout the development and contain no commercial logo or graphics.

***Per Ordinance No. 2011-3348 (May 26, 2011)***

#### **7-57.6 Landscaping and Tree Protection**

##### **A. Purpose and Intent**

The purpose and intent of this Section is to regulate the manner in which land in the City is used and developed, to minimize adverse effects on surrounding property owners or the general public, and ensure that high quality development is maintained throughout the community.

For the purpose of landscaping, College Station, Texas falls within Zone 8 of the United States Department of Agriculture (USDA) Hardiness Zone Map. Also, dwarf plants will not be allowed in required screening or buffer areas.

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## Article 7. General Development Standards

### Section 7.5 Landscaping and Tree Protection

#### B. Application of Section

The landscaping requirements of this Section apply to all land located in the City of College Station proposed for site development with the exception of those zoned NG-1, NG-2, and NG-3. The requirements also do not apply to single-family, duplex, or townhouse uses, except as follows:

1. The requirements of this Section have limited application to properties developed for duplexes, as follows:
  - a. A minimum of 200 points of landscaping as calculated in this Section shall be provided for each new duplex unit;
  - b. Where parking is provided in the front yard, an eight-foot landscaped setback shall be required between the property line and the nearest side of the parking pad. This eight-foot setback area must be landscaped and contain a three-foot high screen consisting of a continuous berm, hedge, or wall. In addition, an eight-foot landscaped setback shall be required between the dwelling unit and the nearest side of the parking pad; and
  - c. The maintenance and completion requirements of this Section also apply to duplex uses. Every development must employ an irrigation system. All new plantings must be irrigated. An irrigation system shall be designed so that it does not negatively impact existing trees and natural areas. Soaker hose and drip irrigation system designs may be permitted as the Administrator deems appropriate.
2. The requirements of this Section have limited application to properties developed for single-family and townhouse uses, as follows:
  - a. A minimum of two (2) trees of at least two inches (2") in caliper or one (1) tree of four inch (4") caliper shall be planted on each new single-family and townhouse lot.
  - b. The landscaping requirements of this Section shall apply to manufactured home parks, but not to individual manufactured homes on separate lots.
3. All landscaping/streetscaping requirements under this Section shall run with the land once the development has begun and shall apply against any owner or subsequent owner.
4. The landscaping requirements of this Section apply to all unsubdivided property, improved subdivided lots and to other improved lands where buildings or structures are being added or replaced within the City.
5. Each phase of a multi-phase project shall comply with this Section.
6. All plantings must be in accordance with the College Station Plant List, or as deemed appropriate by the USDA for Zone 8 in their Hardiness Zone Map. The plant list is approved and amended as needed by the Administrator.

#### C. Landscaping Requirements

1. The landscaping requirements shall be determined on a point basis as follows:
  - a. Minimum Landscape Points required: 30 points per 1,000 square feet of site area;
  - b. The minimum total number of points for any development is 800 points;
  - c. Undeveloped floodplains may be removed from site size calculations; in such case, existing trees within that floodplain shall not be claimed for points; and
  - d. Projects may be phased with the phase lines being drawn 20 feet beyond any new site amenity. The portion left for subsequent phases shall be of developable size and quality.
2. Point values will be awarded for any type of canopy tree, non-canopy tree, or shrub, except for those listed on the Non-Point Tree List as prepared by the Administrator. All caliper measurements shall be twelve inches (12") above grade.
  - a. Landscaping points are accrued as follows:

##### Plant Material Point Values

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**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.5 Landscaping and Tree Protection

Plant Material	Points Accrued (per Plant)	Installed Size Caliper (Inches)
<b>New Plantings</b>		
Canopy Tree	75	1.5 to 2
	150	2.1 to 3.4
	300	3.5 and larger
Non-canopy Tree	40	1.25 and larger
Shrubs	10	Min. 5 gallon
Shrubs, not for screening	1	Min. 1 gallon
<b>Existing Trees with no Barricade Protection Area</b>		
Canopy Tree	40	4 to 14.5
Non-canopy Tree	35	2 and larger
<b>Existing Trees Within Barricade Protection Area</b>		
Canopy Tree	400	Between 4 and 8
	500	8 and larger
Non-canopy Tree	150	Between 2 and 4
	200	4 and larger

- b. To receive landscape points for existing trees, all existing trees must be in good form and condition and reasonably free of damage by insects and/or disease.
  - c. To receive additional points for barricaded trees, such trees must be barricaded to the dripline of the tree. A barricade detail must be provided on the landscape plan. Barricades must be in place prior to any activity on the property including, but not limited to, grading. If the required barricades are not in place prior to any activity and maintained during construction, barricaded points will be forfeited.
- 3. One hundred percent coverage of groundcover, decorative paving, decorative rock, or a perennial grass is required in parking lot islands, swales and drainage areas, and the parking lot setback unless otherwise landscaped or existing plants are preserved. One hundred percent coverage of groundcover or perennial grass is also required in all unpaved portions of street or highway right-of-way or on adjacent property that has been disturbed during construction. If grass is to be used for groundcover, 100% live grass groundcover is required whether by solid sod overlay or pre-planting and successful takeover of grasses. No point value shall be awarded for ground cover.
- 4. Every project must expend a minimum of 50% of its point total on canopy trees.
- 5. For existing plantings, the Administrator may require a health appraisal.
- 6. All new plantings must be irrigated. An irrigation system shall be designed so that it does not negatively impact existing trees and natural areas. Soaker hose and drip irrigation system designs may be permitted as the Administrator deems appropriate.
- 7. **Additional Point Credits**  
The following additional point credits will apply to the total landscaping point requirement:
  - a. A 10 percent point credit will be awarded where the irrigation system employed is a recognized water-conserving system.
  - b. A 10 percent point credit will be awarded if 25 percent or more of parking area consists of enhanced paving.
  - c. A 10 percent point credit will be awarded for every one percent of site area devoted to special facilities including water features, public art, or other public features determined by the Administrator.
  - d. A 10 percent point credit will be awarded for landscape plans that are prepared by a landscape architect registered in Texas, an International Society of Arboriculture

## **Article 7. General Development Standards**

### **Section 7.5 Landscaping and Tree Protection**

(ISA) certified arborist or other professional as deemed appropriate by the Administrator.

8. All landscape materials shall be installed in accordance with the current planting procedures established by the most recent addition of *The American Standard for Nursery Stock*, as published by the American Association of Nurserymen.

~~9.~~ Landscaping must be reasonably dispersed throughout all visible areas of the site.

#### **D. Streetscape Requirements**

1. The streetscaping requirements shall be determined along all major arterials, freeways, and expressways as follows:
  - a. Within 50 feet of the property line along the street, one canopy tree for every 25 linear feet of frontage shall be installed. Two non-canopy trees may be substituted for each one canopy tree;
  - b. Canopy and non-canopy trees must be selected from the College Station Streetscape Plant List and may be grouped as desired; and
  - c. One existing tree (minimum four-inch caliper) may be substituted for a new tree. Existing trees must be of acceptable health, as determined by the Administrator.
2. The streetscaping requirements shall be determined along all other roadways by the following:
  - a. Within 50 feet of the property line along the street, one canopy tree for every 32 feet of frontage shall be installed. Two non-canopy trees may be substituted for one canopy tree;
  - b. Canopy and non-canopy trees must be selected from the Administrator's Streetscape Plant List and may be grouped as desired; and
  - c. One existing tree (minimum four-inch caliper) may be substituted for a new tree. Existing trees must be of acceptable health, as determined by the Administrator.
3. Three hundred additional landscape points shall be required for every 50 linear feet of frontage on a right-of-way. Driveway openings, visibility triangles, and other traffic control areas may be subtracted from total frontage. The additional landscape points can be dispersed throughout the site.
4. Driveways and areas located within a required visibility triangle shall be excluded from the streetscape requirements in paragraphs 1, 2, and 3 above.
5. Parking areas adjacent to a right-of-way shall be screened from the right-of-way. Screening is required along 100 percent of the street frontage (such as 10 shrubs for every 30 linear feet of frontage), with the exception of areas within the visibility triangle. Screening may be accomplished using plantings, berms, structural elements, or combinations thereof, and must be a minimum of three feet above the parking lot pavement elevation. Walls and planting strips shall be located at least two feet from any parking area. Where the street and the adjacent site are at different elevations, the Administrator may alter the height of the screening to ensure adequate screening. Fifty percent of all shrubs used for screening shall be evergreen.
6. Dumpsters, concrete retaining walls where more than six vertical inches of untreated concrete are visible, off-street loading areas, utility connections, and any other site characteristics that could be considered visually offensive must be adequately screened.

#### **E. Landscape/Streetscape Plan Requirements**

When a Landscape/Streetscape Plan is required, the landscape/streetscape plan shall contain the following:

1. The location of existing property lines and dimensions of the tract;
2. A north arrow and scale;
3. Topographic information and final grading adequate to identify and properly specify






**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.5 Landscaping and Tree Protection

planting for areas needing slope protection;

4. Location and dimensions of existing and proposed structures, parking lots and drives, sidewalks, refuse disposal areas, fences, and other features as determined necessary by the Administrator;
5. Location, size, spread, type, and quantity of all proposed landscaping and screening materials, along with common and botanical names;
6. The location of existing and proposed utilities and all easements on or adjacent to the lot;
7. An indication of adjacent land uses, existing development and roadways;
8. An irrigation system plan or a general note indicating that an irrigation system to service all new plantings will be installed by a certified installer before a certificate of occupancy will be issued; and
9. **Landscape Information**
  - a. Landscape points required for site and calculations shown in the landscape legend.
  - b. A legend showing the size, type (canopy, non-canopy, shrub) and points claimed for proposed landscaping.
  - c. Location of landscape plants on plan identified by a symbol defined in a landscape legend (see sample legend below).



**Article 7. General Development Standards**  
Section 7.5 Landscaping and Tree Protection

City of College Station SAMPLE LEGEND LANDSCAPING POINT CALCULATIONS					
SYMBOL	SIZE	NAME & TYPE	QUANTITY	POINT VALUE	POINT
	8" AND LARGER EXISTING W/BARRICADE	LIVE OAK TREE (Quercus Virginiana) Canopy tree	2	300	600
	4" TO 8" EXISTING W/BARRICADE	LIVE OAK TREE (Quercus Virginiana) Canopy tree	13	200	2600
	2" TO 14.5" CALIPER EXISTING W/O BARRICADE	LIVE OAK TREE (Quercus Virginiana) Canopy tree	8	35	280
	1.25" CALIPER AND LARGER	TREE GREPE MYRTLE (Lagerstroemia indica) Non-canopy tree	6 (NEW)	40	240
	5 GAL	WAX LEAF LIGUSTRUM (Ligustrum texanum) Shrub	46 (NEW)	10	460
NOTE: Symbols are for reference. Any symbols used must be distinguishable at any scale.					
BARRICADE FOR INDICATED TREES TO BE CONSTRUCTED WITH 48" HIGH ORANGE PLASTIC CONSTRUCTION NETTING AND SECURED TO STEEL T-POSTS. BARRICADE TO BE PLACED IN A CIRCLE AROUND INDICATED TREES A RADIAL DISTANCE OF 1' FOR EVERY 1" CALIPER OF TREE. BARRICADE MUST BE IN PLACE PRIOR TO ANY DEVELOPMENT ACTIVITY AS WELL AS THROUGHOUT THE CONSTRUCTION PROCESS.					
STREETSCAPE: (136.57' / 50) x 300 PTS = 820 PTS (136.57' / 25) = 6 CANOPY TREES POINTS PER PROJECT AREA: 26,416.3 SQUARE FEET OF SITE AREA 26,416.3 / 1,000 = 26.42 26.42 x 30 = 792.6 = 793 POINTS <b>TOTAL POINTS REQUIRED: 1,613</b>					
<b>TOTAL POINTS PROPOSED: 4,180</b>					

**10. Streetscape Information**

- Streetscape points required for site and calculations shown.
- A table showing the scientific and common plant names, size, type (canopy, non-canopy, and shrub), and points claimed for proposed streetscaping.
- Location of streetscape plants on plan identified by a symbol defined in a landscape legend (see sample legend above).

**11.** The location and diameter of protected existing trees claimed for either landscape or streetscape requirements, and an indication of how the applicant plans to barricade the existing trees from damage during construction. Barricading shall be subject to the following requirements:

- Prior to land development or redevelopment, or any construction thereof, the developer shall clearly mark all qualifying and significant trees to be preserved;

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.5 Landscaping and Tree Protection

- b. The developer shall erect a fence around each tree or group of trees to prohibit the placement of debris or fill, or the parking of vehicles within the drip line of any qualifying or significant tree;
- c. During construction, the developer shall prohibit the cleaning of equipment or materials within the drip line of any tree or group of trees that are protected and required to remain. The developer shall not allow to dispose of any waste material such as, but not limited to, paint, oil, solvents, asphalt, concrete, mortar, or other harmful liquids or materials within the drip line of any tree or groups of trees that are required to remain;
- d. No attachments or wires of any kind shall be attached to any tree, except those used to stabilize or protect such tree;
- e. With grade changes in excess of six inches, a retaining wall or tree well of rock or brick shall be constructed around the tree not closer than one-half the distance between the trunk and the drip line. The mid-point of the retaining wall shall be constructed at the new grade. Grade changes greater than one inch may not be made without the prior approval of the Administrator; and,
- f. All vegetation must be planted in accordance with the visibility triangle referenced in Section 7.1.C, Visibility at Intersections in all Districts.

**F. Maintenance and Changes**

- 1. Landscaping/Streetscaping shall be maintained and preserved in accordance with the approved Landscape/Streetscape Plan. Replacement of landscaping/streetscaping must occur within 45 days of notification by the Administrator. Replacement material must be of similar character and the same or higher point total as the dead or removed landscaping. Failure to replace dead or removed landscaping, as required by the Administrator, shall constitute a violation of this Section of the UDO for which the penalty provision may be invoked.
- 2. **Landscaping/Streetscaping Changes to Existing Sites**
  - a. If changes constituting 25 percent or more of the number of canopy and non-canopy trees are proposed, a revised Landscape/Streetscape Plan must be submitted for approval and is required to comply with this Section. Planting must occur pursuant to this approved landscape/streetscape plan within 45 days.
  - b. Revised Landscape/Streetscape Plans shall meet the requirements of the ordinance in effect at the time of the revised Landscape/ Streetscape Plan submittal.
  - c. The replacement of existing canopy and non-canopy trees must be replaced caliper for caliper, or as determined by the Administrator.

**G. Completion and Extension**

The Administrator shall review all landscaping for completion in compliance with this Section and the approved Landscape/Streetscape Plan. Landscaping/ streetscaping shall be completed in compliance with the approved plan before a Certificate of Occupancy will be issued. However, the applicant may receive an extension of four months from the date of the Certificate of Occupancy upon the approval of an application for extension with a bond or letter of credit in the amount of 150 percent of the landscape/streetscape bid, as well as the irrigation required for the project. Failure to complete the landscaping/ streetscaping according to the approved Landscape/Streetscape Plan at the expiration of the bond or letter of credit shall constitute forfeiting the bond or cashing of the letter of credit. Also, failure to complete the approved landscaping/streetscaping shall constitute a violation of this UDO.

**H. Review and Approval**

Landscape/Streetscape Plans shall be reviewed and approved by the Administrator.

## **Article 7. General Development Standards**

### **Section 7.5 Landscaping and Tree Protection**

#### **I. Parking, Storage, or Display**

No parking, storage, or display of vehicles or merchandise shall be allowed in the required landscape/streetscape areas or on required parking islands.

#### **J. Alternative Compliance Permitted**

Variations to the requirements of this Section may be approved if the landscape/streetscape plan is sealed by a registered landscape architect and approved by the Administrator. Such plans must show reasonable evidence that the requirements as set forth in this Section were used as a guide.

### **7-67.7 Buffer Requirements**

#### **A. Purpose**

The purpose of buffer requirements, which generally include a buffer yard, plantings, and a fence or wall, is to provide a visual barrier between different zoning districts and to help mitigate any negative impacts of adjacent land uses on developed or developing properties. A buffer should visibly separate one use from another and shield or block noise, glares, or other nuisances.

#### **B. Applicability**

1. Perimeter buffers shall be provided on building plots abutting developed (platted) or developing (in the process of platting) sites in accordance with the standards of this Section, as outlined in Section 7.6.F, Minimum Buffer Standards. The following shall provide buffers:

- a. Vacant sites that develop;
- b. Existing sites when additions, expansions, and/or redevelopments equal or are greater than 25% of the existing improvements;
- c. Existing sites when cumulative additions, expansions, and/or redevelopments total 25% or more of the existing improvements;
- d. Existing sites when a change of use intensifies the development in terms of elements such as traffic, processes, noise, water or air pollution, etc.;
- e. Existing sites with lawfully established non-conforming uses when the use is expanded; and
- f. Sexually-oriented businesses.

2. Exceptions to the terms of this Section will be made when:

- a. The adjacent developed use is non-conforming;
- b. The adjacent developed use is agricultural;
- c. The Land Use Plan designates the area as Redevelopment;
- d. The property is zoned P-MUD and the buffer requirement was determined through the rezoning process;
- e. The developing use is a Primary or Secondary Educational Facility containing a building with a Group "E" occupancy as defined in the International Building Code; or
- f. Properties in NG and RDD districts.

#### **Per Ordinance No. 3280 (September 9, 2010)**

#### **C. Relationship To Other Landscaping Standards**

All buffer requirements shall be included on a development's Landscaping Plan. Landscaping provided to meet the buffer landscaping standards of this Section may not be counted towards meeting a project's landscape point requirements. The area of a site dedicated to a perimeter buffer shall not be included in calculating a site's minimum landscaping point requirements.

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**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.6 Buffer Requirements

#### D. Location

The buffer shall abut property boundaries shared with less intense uses or zoning districts as shown in Section 7.6.F, Minimum Buffer Standards. In the event that a property abuts a less intense use and a less intense zoning district, the more stringent buffer shall be required along the shared boundary.

#### E. Permitted Uses

1. A buffer yard may be used for passive recreation or stormwater management. It may contain pedestrian, bike, or equestrian trails provided that:
  - a. No plant material is eliminated;
  - b. The total width of the buffer yard is maintained; and
  - c. All other regulations of this Section are met.
2. No active recreation area, storage of materials, parking, driveways, or structures, except for approved pedestrian, bike or equestrian trails and necessary utility boxes and equipment, shall be located within the buffer yard.
3. Pedestrian access through a perimeter fence or wall and buffer yard may be provided at the abutting resident's, homeowners association's, or the Administrator's option to provide convenient pedestrian access to nonresidential uses such as commercial areas or schools.

#### F. Minimum Buffer Standards

The buffer requirements are designed to permit and encourage flexibility in the widths of buffer yards, the number of plants required in the buffer yard, and opaque screens. Standard buffer requirements are depicted in the table below. The numbers shown are the required buffer widths.

DEVELOPING USE (Classification)	ABUTTING PARCEL* (Use more restrictive of the zoning or the developed use.)		
	Single-family Residential <sup>[a]</sup>	Multi-Family Residential <sup>[b]</sup>	Non- Residential
Single-family <sup>[a]</sup>	N/A	N/A	N/A
Multi-Family <sup>[b]</sup>	10' (1)	N/A	N/A
Office	10' (1)	N/A	N/A
Commercial	15' (2)	10' (1)	N/A
Industrial	25' (2)	15' (2)	5'
Suburban Commercial	20' (1)	N/A	N/A
Business Park	50' (2)	15' (2)	5'
Business Park Industrial	50' (2)	30' (2)	10' **
SOB	50' (2)	50' (2)	50' (2)

<sup>[a]</sup> Includes duplexes.

<sup>[b]</sup> Includes manufactured homes, mobile homes, manufactured home parks, and townhouses.

\* When an abutting parcel is vacant and zoned A-O, Agricultural Open, the Administrator shall use the future land use of the property as designated on the Comprehensive Land Use Plan in lieu of the zoning category in determining the buffer requirement.

\*\*When an abutting parcel is zoned BP Business Park or BPI Business Park Industrial, the buffer width shall be reduced to five feet (5').

~~{number}~~—Depth of buffer yard

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## Article 7. General Development Standards

### Section 7.6 Buffer Requirements

- (1) Fence
- (2) Wall

#### 1. Buffer Yards

a. Buffer yards shall be measured from the common property line and may be located within established building setbacks.

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b. Where utility or drainage easements or other similar situations exists in the required buffer yard, the buffer yard may be reduced by the width of the easement; however, an additional 5 feet may be required beyond the width of the easement in these situations to allow for the required plantings and fence or wall. All new plantings and irrigation shall be located outside of the easement. The Administrator has the discretion to allow a required fence or wall within the easement.

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c. In SC Suburban Commercial:

1) ~~Buffer width and required plantings shall be doubled along property lines adjacent to single-family residential zoning or land use. In lieu of a fence, plantings may be tripled.~~

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2) ~~When adjacent to single-family use, zoning, or future Land Use and Character designation, a buffer wall is required for the length of any adjacent parking, loading areas, or dumpster uses (including required maneuvering space).~~

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d. In BP Business Park, required buffer plantings shall be doubled along property lines adjacent to single-family residential zoning or development.

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e. In BPI Business Park Industrial, required buffer plantings shall be doubled along property lines adjacent to any zoning district or use other than BP Business Park or BPI Business Park Industrial.

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#### 2. Plantings

a. If a fence or wall is not required per the table above, the following plantings shall be installed in the buffer yard:

- 1) A minimum of one 5-gallon shrub at a minimum of three feet in height per three linear feet of landscaping buffer; and
- 2) A minimum of one 2-inch caliper canopy tree per 25 linear feet of landscape buffer.

b. If a fence or wall is required per the table above, the following plantings shall be installed in the buffer yard:

- 1) A minimum of one 1.25-inch caliper non-canopy tree per 15 linear feet of landscaping buffer. The Administrator may allow the substitution of a minimum of one 5-gallon shrub at a minimum of three feet in height per three linear feet of landscaping buffer for the non-canopy tree requirement, or may require the substitution to mitigate potential negative impacts of a development; and
- 2) A minimum of one 2-inch caliper canopy tree per 25 linear feet of landscape buffer.

c. All buffer yard landscaping areas not dedicated to trees or shrubs shall be landscaped with grass, ground cover, or other appropriate landscape treatment in accordance with Section 7.5.C.3, Landscaping and Tree Protection.

d. Fifty percent of all required shrubs within the buffer yard shall be evergreen.

e. Plant materials shall show a variety of texture, color, shape, and other characteristics. Recommended buffer materials can be found in the College Station Plant List or in those listed as appropriate for Zone 8 on the USDA Hardiness Zone Map.

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.6 Buffer Requirements

- f. The arrangement of trees and shrubs in the buffer area shall be done in a manner that provides a visual separation between abutting land uses. Shrubs shall be massed in rows or groups to achieve the maximum screening effect.
- g. Irrigation is required for all new plantings.
- h. Existing vegetation may count toward the planting requirement if:
  - 1) The vegetation is in good health and the landscaping plan verifies that it will meet the plantings criteria listed above (non-point trees may count towards a natural buffer); and
  - 2) The vegetation is protected in accordance with Section 7.5.C.2.c, Landscaping and Tree Protection, of this UDO.
- i. Plantings will not be allowed to encroach into a required visibility triangle for a public or private right-of-way except as provided for in Section 7.1.C, Visibility at all Intersections in All Districts.

### 3. Fences and Walls

- a. Fences may be solid wood or solid wood accented by masonry, stone, EFIS (Exterior Finish Insulation System), or concrete columns. Walls may be masonry, stone, EFIS, concrete, or a combination of these materials, and shall be finished on both sides (framing not visible). Walls and masonry columns for fences must meet the footing standards prescribed by the Building Code for such structures.
- b. Fences and walls shall be a minimum of six feet in height and a maximum of eight feet. Walls over six feet must obtain a building permit. When the adjacent property and the buffer yard are at different elevations, the Administrator may require a greater fence or wall height to ensure adequate buffering.
- c. Fences and walls shall be placed within one foot of the common boundary line when physically possible. In the event that there is a physical constraint that will not allow the construction of a fence on the common boundary line (including, but not limited to, the existence of a creek, access easement, or existing vegetation), the Administrator may authorize an alternative fence location.
- d. Fences or walls will not be allowed to encroach into a required visibility triangle for a public or private right-of-way.

### 4. Substitutions

- a. Existing natural vegetation may be used in lieu of plantings and a fence or wall under the following circumstances:
  - 1) The existing vegetation consists of canopy and non-canopy trees which are shown through a tree survey to meet the minimum buffer planting requirements (non-point trees may be considered) and is of sufficient density to provide 100 percent opacity to a height of six feet; and
  - 2) The vegetation is protected in accordance with Section 7.5.C.2.c, Landscaping and Tree Protection, of this UDO.
- b. Fences and walls may be substituted with a solid plant or hedge wall that is greater than six feet in height with approximately 100 percent opacity. All shrubs planted for a hedge wall must be a minimum of 15 gallons each. The solid plant or hedge wall must be evergreen and may not be counted towards meeting the buffer planting requirement.
- c. Fences and walls may be substituted with a landscaped earthen berm if the combination of berm and landscaping is not less than six feet in height from the elevation at the property line with approximately 100% opacity. The berm plantings must be evergreen and may not be counted towards meeting the buffer planting requirement. Berms must be a minimum of four feet in height with a maximum slope of 3:1. Berms in excess of six feet in height shall have a maximum slope of 4:1 as measured from the exterior property line.

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## **Article 7. General Development Standards**

### **Section 7.6 Buffer Requirements**

- d. The required height of fences or walls may be reduced if used in combination with an earthen berm or a landscaped earthen berm if the height of the screening is six feet from the elevation at the property line with approximately 100 percent opacity. The berm plantings must be evergreen and may not be counted towards meeting the buffer planting requirement.
- e. Walls may be substituted with fences if the required buffer yard area and plantings are doubled.
- f. Walls and fences may be omitted if the required buffer yard area and plantings are tripled.

#### **G. Maintenance and Replacement**

- 1. Upon installation or protection of required landscape materials, appropriate measures shall be taken to ensure their continued health and maintenance. Required landscape areas and buffers shall be free of garbage and trash, weeds, pests, and disease. Required plant materials that do not remain healthy shall be replaced consistently with these provisions.
- 2. All landscaping materials and/or fences, walls, or berms shall be maintained by the owner(s) of the property that was required to install such landscaping materials and/or fences, walls, or berms under this Section.
- 3. Any canopy tree removed or otherwise destroyed by the willful act or negligence of the property owner, tenant, or contractor shall be replaced by a tree of the same or larger caliper.

#### **H. Appeals**

- 1. Appeals of the terms of this Section, with the exception of Section G, Maintenance and Replacement, shall be to the Design Review Board (DRB).
- 2. An appeal shall be made within 30 days of the date of the notification of the decision by filing with the Administrator a notice of appeal specifying the grounds thereof.
- 3. The DRB may authorize on appeal alternative buffer standards for a specific property or a waiver to the Buffer Requirements of this Section when such standards or variance will not be contrary to the public interest where, owing to unique and special conditions not normally found in like areas, a strict enforcement of the provisions of the ordinance by the Administrator would result in unnecessary hardship, and so that the spirit of this Section shall be observed and substantial justice done

### **7-7.7.8 Solid Waste**

#### **A. Purpose**

It is the purpose of this Section to establish the guidelines for the provision of solid waste collection in all developments within the City of College Station where curb service will not take place, in order to:

- 1. Provide for the safe and efficient collection and removal of waste from commercial and residential developments; and
- 2. Reduce nuisances associated with waste collection containers.

#### **B. Responsibility**

The City shall make the final determination as to the appropriate collection system; however, it is the responsibility of the developer to ascertain the appropriateness of the proposed collection system. Staff will endeavor to accommodate applicants to the extent equipment, efficiency, and policy allow.

#### **C. Guidelines**

The following ~~shall be considered~~ minimum standards shall be met:

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.7 Solid Waste

1. All dumpsters shall be screened. Screening shall be at least as tall as the dumpster(s) and may be achieved through the use of buildings, fences, or walls. Plant materials may be used to supplement required screening.  
  
Dumpster screens should be located outside of utility easements. Property owners with dumpster screens located within utility easements are hereby warned that they will be responsible for the replacement of the screens if it becomes necessary to remove them for utility construction and/or maintenance.
2. Multi-family developments shall provide the required pad and screening for one eight-yard dumpster per sixteen dwelling units;
3. Townhomes not served by approved, accessible alleys, shall provide the required pad and screening for one eight-yard dumpster per sixteen (16) dwelling units;
4. The interior clearance (inside the screen) dimensions for a single 300-gallon container enclosure shall be ten feet deep by ten feet wide (10' x 10');
5. The interior clearance (inside the screen) dimensions for a single (one eight-yard) dumpster enclosure shall be twelve feet deep by twelve feet wide (12' x 12');
6. The interior clearance (inside the screen) dimensions for a double (two eight-yard) dumpster enclosure shall be twelve feet deep by twenty-four feet (12' x 24') wide;
7. Bollards and other such devices shall not be set within the minimum width dimensions noted above;
8. All required containers and dumpsters pads shall be constructed of six inches (6") of steel-reinforced concrete;
9. All required containers and dumpsters shall be screened by means of an approved six-foot (6') high opaque device on a minimum of three sides. Depending on visibility to pedestrian and vehicular traffic, a gate may be required for all enclosures except 300-gallon side-loading automated containers. Gates shall have a minimum width of twelve feet (12') when open, shall swing 180 degrees from the closed position, and shall utilize a positive-locking mechanism while in the open position. Three hundred-gallon side-loading automated container enclosures shall be open on the side, facing the collection point. The open side cannot be facing the public right-of-way. Materials may be dictated by the terms of a Conditional Use Permit (CUP) or the Design Review Board (DRB); and
10. The ingress, egress, and approach to all dumpster pads shall conform to the fire lane requirements.
11. In SC Suburban Commercial, consolidated sanitation service is required and shall be located furthest from single-family use or zoning designation. It may be located adjacent to single-family if a buffer wall is used.
12. In BP Business Park, consolidated sanitation service is required and shall be located furthest from single-family use or zoning, or future Land Use and Character designation.

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## **Article 7. General Development Standards**

### **Section 7.7 Solid Waste**

#### **7-87.9 Drainage and Stormwater Management**

- A.** Any reference to this Section shall also apply to Chapter 13 of the CODE OF ORDINANCES, FLOOD HAZARD PROTECTION.

**B. Detention Pond Aesthetic Design**

Detention ponds should be treated as aesthetic site amenities, adding quality and depth to the visual environment of the site. Therefore, the detention pond area shall be integrated into the overall landscaping design of the site by reasonably dispersing the required landscaping points.

- 1.** Unless the landscape plan is sealed by a landscape architect and approved by the Administrator, only plantings found in the College Station Plant List for Detention Pond Areas may be used in a detention area.
  - 2.** If visible from any right-of-way or abutting property, concrete structures (such as weirs, outlets, and spillways) and retaining walls over six inches (6") in height shall be treated so as to replicate stone, wood, or other alternatives approved by the Administrator. The treatment shall be complementary to the structures on the site.
- 3.** Variations to the requirements of this Section may be approved if the development project is employing Leadership in Energy and Environment Design (LEED) development standards, using stormwater management to acquire LEED points. The project must be LEED certifiable (it does not have to be registered as a LEED project but must be eligible for certification), be sealed by a Landscape Architect, and show reasonable evidence that the requirements as set forth in this Section were used as a guide

In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards

#### 7-97.10 Non-Residential Architectural Standards

##### A. Applicability

Except as expressly set forth otherwise herein, the design standards of this Section shall apply to development, redevelopment, and façade changes to all non-residential buildings including single tenant buildings, multiple tenant buildings, and any grouping of attached or stand alone buildings and associated pad sites.

1. Any building located within BP Business Park districts is required to comply with this Section if it is along the periphery of the zoning district. All other interior buildings located within BP Business Park districts are exempt from this Section.
2. Uses located within the following districts are exempt from this Section: BPI Business Park Industrial, M-1 Light Industrial, M-2 Heavy Industrial, R&D Research & Development, NG-1 Core Northgate, NG-2 Transitional Northgate, and NG-3 Residential Northgate.
3. The following uses are exempt from this Section these Non-Residential Architectural Standards: Churches; Primary & Secondary Educational Facilities; Municipal Industrial facilities; and private utility buildings that are screened from public or private rights-of-way and adjacent properties.

Per Ordinance No. 3236 (February 25, 2010)

Per Ordinance No. 3280 (September 9, 2010)

##### B. Standards for All Non-Residential Structures

The following table summarizes the Non-Residential Architectural Standards for the City of College Station:

NRA SUMMARY TABLE								
Gross Square Feet in Area of Building/Combination of Buildings								
Façade Standards	Under 20,000		20,000 to 49,000		50,000 to 149,999		150,000 +	
	Facing ROW	Other	Facing ROW	Other	Facing ROW	Other	Facing ROW	Other
BUILDING MASS & DESIGN								
2 elements of architectural relief every 45 feet	R*	****	R		R, no more than 33% on same plane		R, no more than 33% on same plane	
2 elements of architectural relief every 60 feet		R		R		R		R
No more than 66% of roofline at same elevation	R		R		R		R	
BUILDING MATERIALS								
Brick, stone, marble, granite, tile or specified concrete product	10% R	10% R if visible from ROW	25% R	10% R if visible from ROW	25% R	10% required if visible from ROW	50% R	10% R if visible from ROW
Stucco, EIFS, specified concrete product	75% max; 100% allowed w/ 2 colors, if under 5, 000 s.f.		75% max					
Wood or cedar siding	30% max							
Smooth face, tinted concrete blocks	10% max							

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# Article 7. General Development Standards

## Section 7.9 Non-Residential Architectural Standards

Reflective glass	80% max	100%	80% max	100%	80% max	100%	80% max	100%
Stainless steel, chrome, standing seam metal, premium grade architectural metal	20% max							
Painted steel panel siding and galvanized steel	Rear of building only if not visible from ROW, parkland, greenway, or residences							
NRA SUMMARY TABLE (cont.)								
Gross Square Feet in Area of Building/Combination of Buildings								
Façade Standards	Under 20,000		20,000 to 49,000		50,000 to 149,999		150,000 +	
	Facing ROW	Other	Facing ROW	Other	Facing ROW	Other	Facing ROW	Other
BUILDING COLORS								
Accent Colors per façade	15%		15%		10%		5%	
PEDESTRIAN / BIKE FACILITIES								
10' sidewalk along facade					R		R	
Pedestrian walkways					R		R	
Bicycle parking spaces	4 R		4 R		8 R		8 R	
PARKING LOTS								
Parking Concept for more than 120 spaces	R						R, Additional Standards Apply	
OTHER REQUIREMENTS								
Public space or plaza							R, 500 S.F. min.	
Landscape			Double pts ***		Double pts		Double pts	
Tree wells					R		R	
Minimum tree size					2" caliper		2" caliper	

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards

R = Required

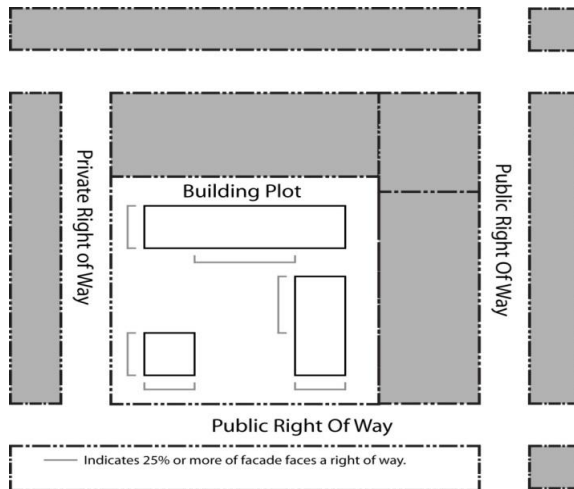
\* — A façade is considered to be “facing public right-of-way” when an imaginary plane could be extended unobstructed by a wall or structure from at least 25% of the façade into the public right-of-way adjacent to the building plot. For the purposes of this section, public rights-of-way shall include all forms of passageways (such as streets, sidewalks, and bike paths) dedicated or deeded to the public for public use.

\*\* — When a property does not have frontage on a public right-of-way, the primary entrance façade of the building(s) will meet the standards of a “façade facing a public right-of-way.”

\* For properties zoned SC Suburban Commercial, 2 architectural relief elements are required within each forty-five foot (45') section of all façades.

\*\*\* — Required when berms are not used for parking lot screening.

architectural relief forty-five foot (-)



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## 1. Required Screening

All mechanical equipment shall be screened from view or ~~isolated-located~~ so as not to be visible from any public right-of-way or residential district ~~when viewed~~ within 150 feet of the perimeter boundary of the subject lot or tract, measured from a ~~point-height~~ 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.

~~In SC Suburban Commercial, roof-mounted mechanical equipment shall be screened from rights-of-ways and adjacent properties by either the roof itself (including within a cut-out) or by a false roof element (ie – chimney, cupola). In SC Suburban Commercial districts, components of a mechanical equipment system, such as vents or exhaust pipes, protruding from the roof that are no larger than 12 inches in diameter nor exceeding the height of the roof line are not required to be screened, but must be painted to match the roof color.~~

Detention ponds shall be integrated into the overall landscaping theme and design of the site as described in Section 7.8.A. Detention Pond Aesthetic Design.

## 2. Building Mass and Design

~~a. For all applicable properties other than those located in SC Suburban Commercial districts.~~ In order to provide visual interest, the first two (2) stories of any façade facing a public right-of-way shall use architectural relief every forty-five horizontal feet (45') by incorporating a minimum of two (2) different design elements within each forty-five foot (45') section from the options below. All other façades shall incorporate a minimum of two (2) different design elements within each sixty-foot (60') section as described above. Wall sections less than forty-five feet (45') or sixty feet (60') respectively, shall also be required to provide the two (2) different design elements, except that freestanding structures that are accessory to a primary use, where each façade is equal to or less than twenty-five horizontal feet (25') in width, and where each facade incorporates the same building materials and colors as the primary structure, are not required to provide architectural relief elements. ~~Only the following types of architectural relief may be used:~~

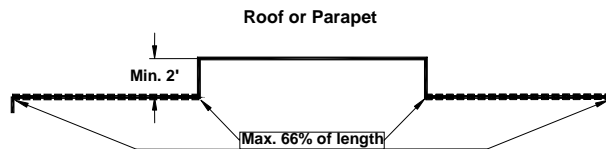
- ~~a. Canopies, permanent decorative awnings, or windows accompanied by overhangs;~~
- ~~b. Wall plane projections or recessions with a minimum of four foot (4') depth;~~
- ~~c. Pilasters or columns;~~
- ~~d. Recessed entries, stoops, ~~poreh~~Porches, or arcades;~~
- ~~e. Balconies that extend from the building; or~~
- ~~f. Boxed or bay windows;~~
- ~~g. Decorative stormwater management initiatives physically integrated with the building, as approved by the Administrator.~~

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In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards



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

Per Ordinance No. 2011-3341 (April 28, 2011)

### 1. Architectural Relief,

For all properties zoned SC Suburban Commercial: In order to provide visual interest, the first two (2) stories of any façade facing a public right-of-way shall use architectural relief every forty-five horizontal feet (45') by incorporating a minimum of two (2) different design elements within each forty-five foot (45') section. Wall sections less than forty-five feet (45') shall also be required to provide the two (2) design elements. For buildings over 8,000 square feet, articulation (minimum 4-foot depth) is required within each forty-five foot (45') section. Two of the following design elements shall be required within each forty-five foot (45') section of all façades for architectural relief:

- a. Decorative or functional window shutters;
- b. Covered front Porch extending along at least 50% of building façade and projecting a minimum of 4 feet from the face of the building;
- c. Eaves in excess of 18 inches;
- d. Window planter boxes;
- e. Window canopy;
- f. Dormers;
- g. Transom windows;
- h. Decorative façade lighting;
- i. Chimneys or cupolas;
- j. Cross gables; or
- k. Entry Portico.

### 2. Roof

Roofs shall be similar to residential roof types. Flat roofs are not permitted and shed roofs are only not permitted as part of a peaked unless part of a combined roof network. A peaked parapet is permitted if it gives the appearance of a pitched roof from all sides. Roof slope must be a maximum of 8:12 and a minimum of 4:12.

### 3. Floor Area

Gross Floor Area of a single structure shall not exceed 15,000 square feet in area.

### 3.4. Building Materials

All buildings determined to be a single building plot by the Administrator shall have materials and colors that are similar and complement each other architecturally. This applies to all stand alone and pad site buildings, regardless of their use. All exterior façades of a pad site building must meet the requirements for a façade facing a public right-of-way. All buildings shall employ architectural, site, and landscaping design

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## **Article 7. General Development Standards**

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

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 a pad site or non-primary building(s) is developed before the primary/main 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.

Existing buildings may continue to utilize materials other than those listed below provided that any material replacement is for maintenance purposes only and the existing material is continued. Any material change or replacement of more than ten percent (10%) of the total area of all facades shall require that all building materials and color be brought into compliance. All other materials are prohibited unless authorized herein or by the Design Review Board (DRB). When determining area herein, windows and doors are included.

- a. The following applies only to the first two (2) stories of all buildings. All building façades that are visible from a public right-of-way shall have at least ten percent (10%) of the surface area of the façade consist of one or more of the following building materials:
- 1) Fired brick;
  - 2) Natural stone;
  - 3) Marble;
  - 4) Granite;
  - 5) Tile;
  - 6) Any concrete product so long as it has an integrated color and is textured or patterned (not aggregate material) to simulate brick, stone, marble, or granite, or is covered with brick, stone, marble granite or tile.
- b. Stucco, EIFS (Exterior Insulation and Finish Systems), hardboard, concrete products as described in Section 7.9.B.3.a.6 above, reflective glass, certain metal products described in this section below, and cedar siding are allowed on all facades subject to the following limitations: Stucco, EIFS, high build textured paint on concrete to simulate the appearance of EIFS, 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 any façade.
- 1) Wood or cedar siding shall not cover more than thirty percent (30%) of any façade.
  - 2) Smooth face, tinted concrete blocks shall only be used as an accent and shall not cover more than ten percent (10%) of any façade.
  - 3) Reflective glass shall not cover greater than eighty percent (80%) of any façade facing a public right-of-way and may cover one hundred percent (100%) of any other façade. Exemption: when calculations are provided by a licensed professional engineer or architect verifying that energy code compliance cannot be achieved without the use of reflective glass, there shall not be a limit on the use of such material. The calculations shall be approved by the Building Official and comply with the INTERNATIONAL ENERGY CODE, as adopted and amended by the City of College Station.
  - 4) 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.
  - 5) 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, or any residential area; provided however, that these materials may be used if the façade is 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 7.6.F.2 or 7.6.F.3 with substitutions allowed

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards

as provided for in Section 7.6.F.4 are permitted screening materials and methods. Use of these alternative building materials shall count toward the required percentages of materials as described herein.

- 6) Galvanized steel and painted steel are allowed on doors, including roll-up doors.
  - 7) Metal, standing seam metal, architectural metal or steel may be used as a roof and or canopy/awnings with no limitation on percentage.
- c. All architectural submittals shall provide elevation drawings for each façade and a material legend (see sample below) for each façade.

City of College Station SAMPLE LEGEND USE OF MATERIALS ON FAÇADE 'A'		
Total Square Footage of Façade 'A': 10,000 s.f.		
Material	Area in Square Feet	Percent of Overall Façade
Stucco	2,000 s.f.	20%
Brick	5,000 s.f.	50%
Doors and Windows	3,000 s.f.	30%

#### 4-5. Building Colors

- a. All building façades and roofs shall consist of only colors from the color palette approved by the City Council as amended 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.
- b. Neon, metallic (except copper and silver metallic colored roofs) and fluorescent colors are prohibited on any façade or roof.
- c. When applying brick, colors normally found in manufactured fired brick are permitted. All colors of natural stone are permitted.
- d. 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.
- e. 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 continued. Any color change on existing buildings shall be brought into compliance with this ordinance and color samples shall be submitted as provided herein.

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#### 5-6. 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 square feet (55 sq. ft.) in area, approximately nine feet by six feet (9'x6') 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 feet (3'). 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 wheel of each bicycle parked therein. Facilities must



## Article 7. General Development Standards

### Section 7.9 Non-Residential Architectural Standards

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.

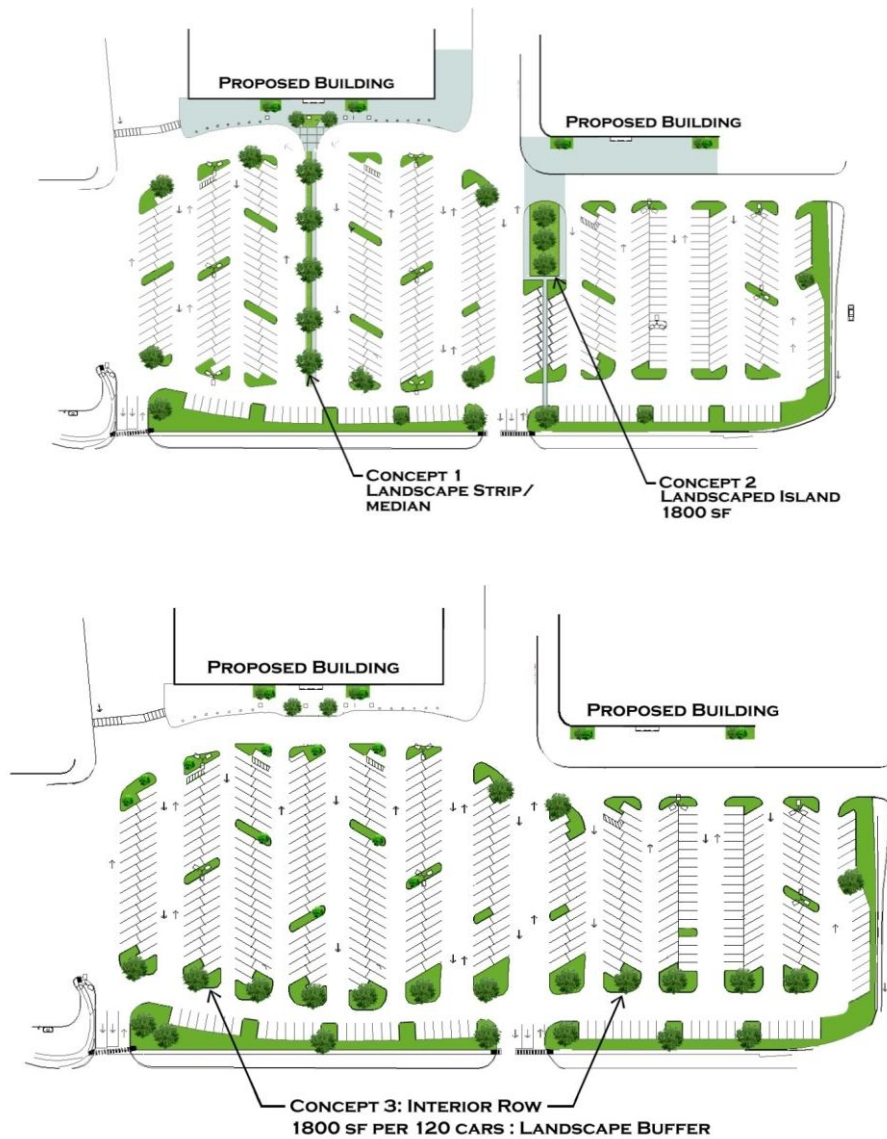
~~e.d.~~ In SC Suburban Commercial districts, pedestrian connections to adjacent residential areas shall be provided as determined by the Administrator so as to enhance pedestrian, bicycle mobility, and connectivity.

#### ~~6-7.~~ **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 or drive aisles are located between the building and the public right-of-way, there shall be a minimum ten foot (10') setback from the public right-of-way line to the parking area or drive aisle.
- 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 one hundred twenty (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.
  - 1) **Concept 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 feet (10') wide; or,
  - 2) **Concept 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 one hundred twenty (120) parking spaces. The landscaping square footage calculation for parking lots greater than one hundred twenty (120) parking spaces shall be pro-rated at fifteen square feet (15 sq.ft.) of landscaping per parking space; or,
  - 3) **Concept 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 one hundred feet (100') from the right-of-way frontage. The landscaping square footage calculation for parking lots greater than one hundred twenty (120) parking spaces shall be pro-rated at fifteen square feet (15 sq.ft.) of landscaping per parking space.

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards



## Article 7. General Development Standards

### Section 7.9 Non-Residential Architectural Standards

- c. Interior island area requirements, as required in Section 7.2 "~~Off-Street Parking Standards~~", 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.
- ~~d-e.~~ In SC Suburban Commercial districts, parking shall not be located between the structure and an adjacent single-family use or zoning district designation. Drive aisles and service aisles shall be permitted between the structures and an adjacent single-family use or zoning district.

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#### C. Standards for Less Than 5,000 S.F.

A single building or combination of buildings less than 5,000 gross square feet in area, whether connected or not, but determined to be a single building plot, may use on hundred percent (100%) EIFS, Stucco, high build textured paint on concrete to simulate the appearance of EIFS, or hardboard, but only if it is painted or tinted with a minimum of two (2) colors to avoid monotony.

#### D. Additional Standards for 20,000 S.F. or Greater

In addition to the standards set out in Section 7.9.B, the following shall apply to any single building or combinations of buildings of 20,000 gross square feet in area, whether connected or not, but determined to be a single building plot.

##### 1. Building Material

Any façade facing a public right-of-way shall have a minimum of twenty-five percent (25%) (calculation shall be based on the area of the first two (2) stories of any single building(s) façade) brick, stone, marble, granite or a material fabricated to simulate brick or stone (not split-face concrete masonry).

##### 2. Parking Screening

The following options are allowed as parking lot screening methods:

- a. Screening methods allowed in 7.5, Landscaping, except berms, provided that
  - 1) The minimum landscape points for a site shall be double (2 x minimum landscape points), and
  - 2) The screening method utilized will create a solid hedgerow or completely screen the parking to a height of 3-feet. If vegetated, the screening must be a minimum of 24-inches at planting and reach 36-inches within one (1) calendar year of planting, and such method is certified to meet these requirements by a registered Landscape Architect, landscape designer, or landscape contractor.
- b. Berms with a minimum height of 3-feet as measured from the parking lot pavement, and a maximum slope of 1:3. Berms may be designed around trees that are barricaded for tree preservation in accordance with 7.5, Landscaping. Where there will be gaps in berm screening for the preservation of existing trees, alternative screening methods shall be used in accordance with Section 7.5, Landscaping to meet the minimum 3-foot screening requirement.
- c. Half-berms with a minimum height of 3-feet as measured from the parking lot pavement, and a maximum allowable slope of 1:3. Retaining walls shall be designed to face the parking lot and sidewalks located between the retaining wall and right-of-way may not be closer than 3-feet to the top of a retaining wall.
- d. For redeveloping sites maintaining existing parking lot perimeters, the Administrator may authorize the use of masonry walls, or lower the minimum berm height to a height that may be safely maintained in the existing parking setback when additional parking lot screening is provided in accordance with Section 7.5, Landscaping. The cumulative height of plant material and berm shall be a minimum of 3-feet.

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards

- e. Variations to the requirements of this Section may be approved if the landscape/streetscape plan is sealed by a registered Landscape Architect and approved by the Administrator. Such plans must show reasonable evidence that the requirements, as set forth in this Section and Section 7.5, Landscaping, were used as a guide.

**E. Additional Standards for 50,000 S.F. or Greater**

In addition to the standards set out in this Section 7.9.B and 7.9.D, the following shall apply to any single building or combinations of buildings of 50,000 gross square feet in area or greater, whether connected or not, but determined to be a single building plot.

**1. Building Mass and Design**

Façade articulation (wall plane projections or recessions) is required on the first two (2) stories of any façade facing a public right-of-way. No more than thirty-three percent (33%) of any façade facing a public right-of-way shall be on the same continuous geometric plane. Restaurant pad sites are excluded from this articulation requirement but are required to provide architectural relief as provided in the previous section 7.9.B. Wall plane projections or recessions shall have a minimum depth of four feet (4').

**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. Landscaping**

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

- a. The minimum required landscape points for a site shall be double (2 x minimum landscape points) of that required for developments of less than 50,000 gross square feet in area. The minimum allowable tree size is two inch (2") caliper. Streetscape point requirements remain the same and shall count toward the landscape point requirement.

- b. Tree wells are required along fifteen percent (15%) of the linear front of any façade facing a public right-of-way and shall include a minimum of one (1) canopy tree for every required six feet (6') in length. Non-canopy trees may be substituted in the tree wells provided that the number required shall be doubled. This landscaping shall count toward the overall landscape requirement.

Each tree well shall be a minimum of six feet (6') square. Tree wells may be at grade or may be raised a maximum of thirty inches (30") in height, so long as the soil is continuous with the soil at grade. If the tree wells are located within interior parking islands, then the islands shall not count toward the required interior parking islands as described in Section 7.2.E Interior Islands.

- c. 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 or structural shading. This requirement shall not apply to auto sales lots.

**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 feet (10') in width.
- b. 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.

## **Article 7. General Development Standards**

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

- c. Pedestrian walkways shall be a minimum of five feet (5') 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 (10') 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 percent (30%) of this area and meets the requirements of Section 7.11.B Outside Storage and Display. This requirement does not apply to development meeting the definition of a pad site.

#### **5. Parking Screening**

The following options are allowed as parking lot screening methods:

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- a. Screening methods allowed in 7.5, Landscaping, except berms, provided that the screening method utilized will create a solid hedgerow or completely screen the parking to a height of 3-feet. If vegetated, the screening must be a minimum of 24-inches at planting and reach 36-inches within one (1) calendar year of planting, and such method is certified to meet these requirements by a registered Landscape Architect, landscape designer, or landscape contractor.
- b. Berms with a minimum height of 3-feet as measured from the parking lot pavement, and a maximum slope of 1:3. Berms may be designed around trees that are barricaded for tree preservation in accordance with 7.5, Landscaping. Where there will be gaps in berm screening for the preservation of existing trees, alternative screening methods shall be used in accordance with Section 7.5, Landscaping to meet the minimum 3-foot screening requirement.
- c. Half-berms with a minimum height of 3-feet as measured from the parking lot pavement, and a maximum allowable slope of 1:3. Retaining walls shall be designed to face the parking lot and sidewalks located between the retaining wall and right-of-way may not be closer than 3-feet to the top of a retaining wall.
- d. For redeveloping sites maintaining existing parking lot perimeters, the Administrator may authorize the use of masonry walls, or lower the minimum berm height to a height that may be safely maintained in the existing parking setback when additional parking lot screening is provided in accordance with Section 7.5, Landscaping. The cumulative height of plant material and berm shall be a minimum of 3-feet.
- e. Variations to the requirements of this Section may be approved if the landscape/streetscape plan is sealed by a registered Landscape Architect and approved by the Administrator. Such plans must show reasonable evidence that the requirements, as set forth in this Section and Section 7.5, Landscaping, were used as a guide.

#### **F. Additional Standards for 150,000 S.F. or Greater**

In addition to the standards set out in Sections 7.9.B, 7.9.D, and 7.9.E, the following shall apply to any single building or combinations of buildings of 150,000 gross square feet in area or greater, whether connected or not but determined to be a single building plot.

- 1. Each development shall contain a plaza developed as an integral part of the development and not less than five hundred square feet (500 sq.ft.) in area. This area shall not count toward required parking islands or area requirements of a parking concept as described in 7.9.B.6.b Parking Lots. This area shall incorporate a minimum of three (3) of the following:
  - a. Seating components\*
  - b. Structural or vegetative shading\*

**In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:**  
Section 7.9 Non-Residential Architectural Standards

- 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.

- 2. All facades facing a public right-of-way shall have a minimum of fifty percent (50%) brick, stone, marble, granite, or a material fabricated to simulate brick, or stone (not split-face concrete masonry).
- 3. The minimum allowable tree size is two and one half inches (2.5") caliper.
- 4. All parking areas must be screened from the public right-of-way using berms without exception.
- 5. Accent colors may be used on no more than five percent (5%) of the façade on which the accent color is applied.

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

The DRB may grant a variance from the standards contained in Section 7.9 of up to one hundred percent (100%) of the total percentage permitted for the following:

- 1. Substitutions of building materials if the applicant shows that:

- a. 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; or
- b. The material is similar and comparable in quality and appearance to the materials allowed in this Section 7.9; or
- c. The material is an integral part of a themed building (example 50's diner in chrome).

No variance shall be granted to requirements for brick or stone on buildings twenty thousand (20,000) gross square feet in area or greater. Financial hardship shall not constitute a basis for the variance.

- 2. Alternate colors or materials on each façade if the applicant shows that:

- a. 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
- b. The proposed colors/materials are part of its corporate branding; and
- c. The applicant provides all of the alternative color/materials schemes the chain or franchise has used.

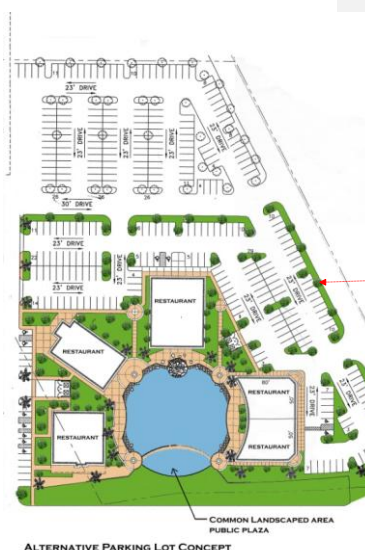
- 3. Alternative materials on façade work that does not involve an expansion of an existing building as defined in Section 9 of the UDO or constitute redevelopment if the applicant shows that:

- a. The materials allowed in Section 7.9 cannot be utilized without a structural alteration(s) to the existing building; and
- b. A licensed professional engineer or architect verifies in writing that a structural alteration is required to apply the permitted façade materials to the building.

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## Article 7. General Development Standards

### Section 7.9 Non-Residential Architectural Standards

- c. 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. Alternatives to the options for screening listed in Section 7.9.B may be considered.
- 5. Alternatives to the options listed in Section 7.9.B.2 may be considered for approval provided that the alternative incorporates a minimum of two (2) architectural relief elements with spacing as required under Section 7.9.B.2.
- 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 7.9.B.6 Parking Lots, provided that each of the following conditions are met:
    - 1) A minimum of three (3) 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 one hundred twenty (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 7.9.B.6 Parking Lots, for minimizing visual impact of parking spaces.

The landscaping square footage calculation for parking lots greater than one hundred twenty (120) parking spaces shall be pro-rated at fifteen (15) square feet of landscaping per parking space.

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#### H. Submittal Requirements

- 1. When non-residential architectural standards are applicable, submitted site plans shall include the following, in addition to other site plan application requirements:
  - a. Accurate building footprint(s);
  - b. Mechanical screening details;
  - c. Detention pond screening details
  - d. Location and number of bicycle parking facilities;
  - e. Parking lot configuration in compliance with 7.9.B.6 Parking Lots, if applicable (120 parking spaces or more);
  - f. Additional landscaping requirements, if applicable (50,000 square feet and greater);
  - g. Location of pedestrian walkways, if applicable (50,000 square feet and greater);
  - h. Location and details of public plaza and amenities, if applicable (150,000 square feet and greater).
- 2. When non-residential architectural standards are applicable, submitted building plans shall include the following, in addition to other building permit application requirements:
  - a. Scaled building elevations for each façade, depicting the following:
    - 1) Required architectural relief; and
    - 2) Location of building materials.
  - b. Accurate building footprint(s);
  - c. Sample building materials and color details; and

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In addition to meeting the other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.9 Non-Residential Architectural Standards

- d. Table of vertical square footage and percentage of building materials for each façade.

#### 7.107.11 Outdoor Lighting Standards

It is recognized that no design can eliminate all ambient light from being reflected or otherwise being visible from any given development; however, the following requirements shall be followed to the fullest extent possible in order to limit nuisances associated with lighting and resulting glare.

##### A. Applicability

All lighting within developments shall meet the requirements of this Section, except that single-family residential, duplexes, Primary & Secondary Educational Facilities containing a building with a Group "E" occupancy as defined in the International Building Code, athletic fields, and lighting not visible from the perimeter of a development are exempted.

##### B. Site Lighting Design Requirements

###### 1. Fixture (luminaire)

The light source shall not project below an opaque housing. No fixture shall directly project light horizontally.

###### 2. Light Source (lamp)

Only incandescent, florescent, metal halide, mercury vapor, or color corrected high-pressure sodium may be used. The same type must be used for the same or similar types of lighting on any one site throughout any master-planned development.

###### 3. Mounting

Fixtures shall be mounted in such a manner that the projected cone of light does not cross any property line.

##### C. Specific Lighting Requirements

###### ~~C.~~ The following specific lighting requirements apply:

1. Façade and flagpole lighting must be directed only toward the façade or flag and shall not interfere with the night-visibility on nearby thoroughfares or shine directly at any adjacent residential use.

—All lighting fixtures incorporated into non-enclosed structures (i.e., gas pump canopies, car washes, etc.) shall be fully recessed into the underside of such structures.

2. For properties zoned SC Suburban Commercial, site and parking lot lighting fixtures may not exceed the eve height of the building to which they principally relate, with a maximum height limit of 20 feet; and:

3. For properties zoned BP Business Park, site and parking lot lighting fixtures may not exceed the height of the building to which they principally relates, with a maximum height limit of 20 feet.

Per Ordinance No. 3280 (September 9, 2010)

#### 7.117.12 Outdoor Storage and Display

##### A. General

Outdoor storage and display is allowed in nonresidential districts in accordance with this Section. Any merchandise, material, or equipment situated outdoors and visible from the public right-of-way or adjacent properties shall be subject to the requirements of this Section. No outdoor storage or display shall be allowed to occur in required parking areas. For the purpose of this Section, outdoor storage, display, and sales shall be broken down into four types, as follows.

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**B. Categories of Outdoor Storage and Display**

**1. Outdoor Display**

Outdoor display is display of items actively for sale or rent. Outdoor display shall be allowed adjacent to a principle building wall and extending to a distance no greater than five feet from the wall. In lieu of this requirement, a business may obtain site plan approval for outdoor display areas adjacent to the principal building's public entry façade. Such areas shall not exceed ten percent (10%) of the total gross floor area of the principal structure or 2,500 square feet, whichever is less. Such storage shall not be permitted to block windows, entrances, or exits, and shall not restrict pedestrian or vehicular circulation, access, or parking.

**2. Permanent Outdoor Sales Areas**

Merchandise may be stored or displayed on site for sale to customers. Permanent outdoor sales areas shall be enclosed by a minimum six-foot screen or wall. Such areas shall not exceed 2,500 square feet or ten percent (10%) of the total site area, whichever is less. Permanent outdoor sales areas must comply with district setback requirements. Such areas may not interfere with parking or parking lot requirements. Permanent areas open to the public for the display and/or sale of merchandise shall be shown on a site plan and will be included in parking requirement calculations.

**3. Temporary Outdoor Sales and Storage**

Temporary Outdoor Sales Areas, including sales tents, may be displayed for a two-week period in a calendar year. Such areas shall be clearly defined and shall not interfere with parking lot requirements. Christmas trees may be displayed for sale from November 15 to December 31.

**4. General Outdoor Storage**

Outdoor storage consists of all remaining forms of outdoor storage not classified above. Outdoor storage visible to the public right-of-way or adjacent properties is allowed so long as it is completely screened from view outside the site by a solid wall or fence at least six feet in height. Except for developments in the M-2 district, outdoor storage shall not exceed the height of required screening. Outdoor storage shall not be allowed within a required front setback.

**C. Exceptions**

- 1.** Vehicles for sale as part of a properly permitted vehicle sales use (including boats and manufactured housing) shall not be considered merchandise, material, or equipment subject to the restrictions of this Section. Such vehicles shall be located and displayed on a paved area that meets parking lot pavement standards and shall be screened under the same requirements for a parking lot.
- 2.** Waste generated on-site and deposited in ordinary refuse containers shall not be considered outdoor display or storage.

**D. Location of Outdoor Storage and Display**

Unless specifically authorized elsewhere in the City's Code of Ordinances, all outdoor storage, display, and sales shall be located outside the public right-of-way and must adhere to the required district setbacks.

**~~7.127.13~~ Traffic Impact Analyses**

This section establishes requirements and procedures pertaining to traffic impact analyses ("TIAs"). This Article is intended to inform the applicant of the City's expectations to ensure safe and adequate access to development properties; adequate traffic flow on existing and proposed/planned roadways; and sufficient connectivity of the existing and proposed/planned roadway system attributable to their proposal. In addition this Article is intended to expedite the City's review of TIA reports, provide standard criteria for evaluating proposals, and identify some potential mitigation measures.

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.12 Traffic Impact Analyses

The TIA is intended to form the basis for design of any proposed access/roadway system to ensure coordination of the proposed land use with the transportation needs resulting there from. The City of College Station and the developer share responsibility to identify and solve transportation issues arising from land development.

College Station requires that TIAs accompany certain zoning applications and certain site plan applications. It is intended that any TIA required for any type of land development proposal will complement the overall goal of ensuring that adequate transportation facilities are in place to serve land uses by the time those uses are occupied and generating traffic. These purposes are further amplified below.

#### **A. Purpose**

##### **1. Zoning TIA**

The goal of a TIA submitted in conjunction with a zoning request is to determine the effect that uses allowed within various proposed zones will have on existing and/or any proposed/planned roadway systems, and to ensure there is a balance between future land uses and future transportation systems. Zoning applications that are required to have a TIA are evaluated using both current and long-term traffic and roadway scenarios.

The TIA will determine whether acceptable levels of service will be maintained for traffic flow within the proposed project and in its study area. Where service levels fall below acceptable standards, mitigation solutions will be analyzed for their effectiveness. A TIA for a zoning request should not recommend mitigation measures that are inconsistent with any traffic or roadway provisions of the Unified Development Ordinance or the City's Comprehensive Plan, including the Thoroughfare Plan. The Planning and Zoning Commission and the City Council shall consider the findings of the TIA in approving or disapproving zoning changes to the extent allowed by law.

##### **2. Site Plan TIA**

The goal of a TIA submitted in conjunction with a site plan is twofold: to assess the adequacy and safety of proposed access to adjacent existing or planned roadways (or designs proposed for such access or roadways); and to determine effects the site project may have on current and future land development and roadway systems in its study area. Generally, the TIA uses current and anticipated near-term traffic volumes and roadway configurations for the analysis. The process should ensure that the roadway system is, or will be, adequate to accommodate the proposed use and that safe and adequate access will be provided for travel between the site and the public roadway system.

Where the TIA shows levels of service falling below acceptable minimums on roadway systems in its study area the TIA will recommend appropriate mitigation measures and demonstrate their effectiveness. Example mitigation techniques may include adding/lengthening deceleration/turn lanes, improving driveway access, providing connectivity, and modifying traffic control devices.. Combinations of these techniques and other techniques can be considered. A TIA for a site plan should not recommend mitigation measures that are inconsistent with any traffic or roadway provisions of the Unified Development Ordinance or the City's Comprehensive Plan, including the Thoroughfare Plan. The Planning and Zoning Commission shall consider the findings of the TIA in approving or disapproving site plans to the extent allowed by law.

#### **B. Definitions**

##### **1. Trip Generation Rates**

Trip Generation Rates are used to estimate the amount of vehicular traffic generated by proposed rezoning or a proposed site plan. For Zoning TIAs, these rates are shown by zoning district in the table below. Site plan TIAs shall use rates set forth in the latest edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE), unless said Report does not adequately address the type or intensity of the proposed land use. In this event the applicant or his agent shall submit projected vehicle trips to the Administrator. For land uses adequately represented in said Report,

**Article 7. General Development Standards**

## Section 7.12 Traffic Impact Analyses

alternate trip generation rates shall not be accepted.

<b>Table 1</b> <b>Trip Generation: Residential Land Uses</b>				
Zoning Classification	Maximum Units / Acre	ITE Land Use Code	Trip Rate / Unit	Trip Rate / Acre
R-4	20.0	220	0.62	12.4
R-6	30.0	220	0.62	18.6
R-7	Determined by Administrator			
P-MUD	Determined by Administrator			

<b>Table 2</b> <b>Trip Generation: Non-Residential Land Uses</b>				
Zoning Classification	Maximum Units/Acre*	ITE Land Use Code	Trip Rate / KSF	Trip Rate / Acre
<u>A-PQ</u>	16,000 sf	710	1.55	25
<u>SC</u>	<u>11,000 sf</u>	<u>820</u>	<u>3.75</u>	<u>40</u>
<u>C-1GC</u>	13,500 sf	820	3.75	50
<u>C-2CI</u>	16,000 sf	710	1.55	25
<u>BP</u>	<u>N/A</u>	<u>130</u>	<u>0.85</u>	<u>8.85</u>
<u>BPI</u>	<u>N/A</u>	<u>770</u>	<u>1.43</u>	<u>19</u>
<u>C-3</u>	<u>11,000 sf</u>	<u>820</u>	<u>3.75</u>	<u>40</u>
<u>M-1</u>	<u>N/A</u>	<u>110</u>	<u>N/A</u>	<u>7.5</u>
<u>M-2</u>	<u>N/A</u>	<u>120</u>	<u>N/A</u>	<u>2.2</u>
C-U	Determined by Administrator			
<u>R&amp;D</u>	<u>N/A</u>	<u>760</u>	<u>N/A</u>	<u>16.8</u>
PDD	Determined by Administrator			

\* Density maximum calculated based on existing (2007) developments in the City of College Station.

<b>Table 3</b> <b>Trip Generation: Retired Land Uses</b>				
Zoning Classification	Maximum Units/Acre*	ITE Land Use Code	Trip Rate / KSF	Trip Rate / Acre
<u>C-3</u>	<u>11,000 sf</u>	<u>820</u>	<u>3.75</u>	<u>40</u>
<u>R&amp;D</u>	<u>N/A</u>	<u>760</u>	<u>N/A</u>	<u>16.8</u>
<u>M-1</u>	<u>N/A</u>	<u>110</u>	<u>N/A</u>	<u>7.5</u>
<u>M-2</u>	<u>N/A</u>	<u>120</u>	<u>N/A</u>	<u>2.2</u>

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**2. 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, and shall include consideration of nearby development that has been approved and will contribute traffic volume to the proposed project's study area.

**3. Peak Periods**

Peak periods relate to times of day experiencing the greatest hourly traffic flow rates. Two "peaks" are to be addressed by a TIA: The morning and afternoon peak hours (or projected peak hours) of existing (or planned) roadways serving the proposed land development. Typically roadway peak periods are between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m.

**4. Base Volumes**

Base volumes shall be based on current traffic counts adjusted to the expected date of project occupancy plus volumes generated by nearby future development (all phases) that has been approved by the City. When available, base data will be supplied by the City Traffic Engineer. In all cases where traffic counts are needed and are not available,

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
Section 7.12 Traffic Impact Analyses

the developer or his agent shall be required to collect such data according to guidelines approved by the Administrator.

**5. Level of Service (LOS)**

Level of Service is a measure of the extent of congestion experienced on roadways. It is measured through analysis of traffic operating conditions on roadway links and at intersections, using techniques presented in the latest edition of the Transportation Research Board's Highway Capacity Manual.

**C. Applicability**

**1. Zoning TIA**

Any zoning request, except for certain "redevelopment" areas, requests for A-O, A-OR, R-1, R-1B, R-2, or R-3 zoning classifications which is expected to generate at least 150 vehicle trips during any peak hour period requires a TIA. Where the Comprehensive Plan designates a property as "Redevelopment" a TIA is required if the zoning request is expected to generate at least 150 vehicle trips during any peak hour period more than those generated by the currently approved use(s) on the property. A zoning request involving multiple zoning districts is required to have a TIA based on the total traffic generated for all the proposed districts. A TIA may be required for a zoning request that generates less than 150 trips in the peak hour, where the peaking characteristics could have a detrimental impact on the transportation system as determined by the Administrator.

A TIA shall be required unless the applicant demonstrates to the satisfaction of the Administrator that a TIA is not necessary for the proposed rezoning request. In cases where a TIA is required, the rezoning application will be considered incomplete until the TIA is submitted.

**2. Site Plan TIA**

Any proposed development requiring site plan approval, excluding developments located in the zoning classifications of NG-1, NG-2, or NG-3, which is expected to generate at least 150 trips in any peak hour period requires a TIA. A TIA may be required for site plans that generate less than 150 trips in any peak hour period where the peaking characteristics could have a detrimental impact on the area's vehicular transportation system as determined by the Administrator.

A TIA shall be required unless the applicant demonstrates to the satisfaction of the Administrator that a TIA is not necessary for the proposed site project. In cases where a TIA is required, the site plan application must be accompanied by the TIA.

**D. Methodology**

**1. Professional Engineer to perform TIA**

All required TIAs shall be performed by a professional engineer licensed in the State of Texas qualified to perform such analyses. Qualifications may include, but are not limited to, certification as a Professional Traffic Operations Engineer or Professional Transportation Planner by the Institute of Transportation Engineers or certification by the Texas Department of Transportation to conduct traffic engineering studies.

**2. Pre-submittal Meeting**

A pre-submission consultation with the Administrator is required at the time of the Pre-Application Conference to discuss whether a TIA is required and, if so, the relevant aspects thereof. The study area will be defined to include nearby land developments (existing or approved), the street network to be examined (the "study network"), and the minimum extent of analysis. In addition, details of the procedures, assumptions, data collection, and analysis methodology(ies) will be determined at this meeting. Traffic from other nearby developments that have been approved but not yet constructed will be accounted for in the TIA as determined by the Administrator. The Administrator may require other specific assumptions such as the percent of trucks to match local conditions. The City may require analyses of peak 15 minute intervals for

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**Article 7. General Development Standards****Section 7.12 Traffic Impact Analyses**

certain types of land uses that generate major traffic surges such as, but not limited to, stadiums, movie theaters, arenas, and schools.

**3. Zoning TIA Content****a. Study Area**

A map(s) will delineate the TIA study area, including land areas to be considered and all existing/planned streets therein, and the "study network" (those streets and intersections requiring specific analyses). The study area shall be determined based on the geographical area most affected by the proposed zoning request as determined by the Administrator after conferring with the applicant's traffic engineer

**b. Existing Zoning**

A description by zoning classification of the existing zoning in the area proposed for rezoning.

**c. Proposed Zoning**

A description of the proposed zoning including land area by zoning classification.

**d. Roadway Network**

A description of the existing and proposed/planned roadways of all classifications and traffic volumes on the study network within the study area.

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
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**e. Impact Determination**

An assessment of projected traffic volumes is to be made for all study network roadways, comparing those with allowable volume limits on roadways classed as collector and local, and providing a description of the volume/capacity (V/C) ratio for all roadways in the study network. In addition delay projections for signalized and unsignalized intersections in the study network will be determined. Where V/C ratios and intersection delay are the measures of effectiveness Level of Service D or better must be maintained. The analysis shall contain the following minimum information:

**1) Proposed Trip Generation**

Show in tabular form trip generation rates (see Table 1, ~~2, or 2.3~~ as applicable) and the total trips generated based on proposed zoning.

**2) Existing Trip Generation**

Show in tabular form trip generation rates (see Table 1, ~~2, or 3~~ as applicable) and the total trips generated based on existing zoning.

**3) Net Increased Trip Distribution and Assignment**

Show proposed trip generation minus existing trips and the calculation of new trips generated. The net increase in trips generated by the zoning request is to be added to the base volumes projected by design year. Twenty-four hour and peak hour volumes must be calculated. Distribution and assignment calculations must be provided.

**4) Level of Service Analysis**

Show in tabular form peak hour Level of Service for existing and proposed zoning. Calculations shall include all thoroughfare links and intersections. Calculate level of service and percentage change (when compared to base volumes) for each link and intersection.

**5) Neighborhood Traffic Analysis**

If a proposed rezoning is projected to increase the traffic on an existing or proposed/planned minor collector or local residential roadway (street) at least ten percent (10%), a neighborhood traffic analysis shall be performed. This analysis will include an evaluation of existing and projected traffic on the affected roadways. Where the projected traffic exceeds the limits indicated in the BCS Design Guidelines, street network layout must be adjusted to lower this traffic volume.

**6) Conclusions**

Summarize points of conflict and congestion, identify all thoroughfare links and intersections not achieving Level of Service D or better, and the percentage change resulting from the proposed zoning change. The results of examining collector and local residential roadways, including the findings of any neighborhood traffic analysis must also be summarized.

**f. Mitigation**

A description of the mitigation measures proposed for achieving acceptable service thresholds shall be shown. Analysis of the study network as adjusted by the proposed measures must be documented. Traffic produced by the proposed zoning request plus traffic levels projected by the time of project occupancy should result in Level of Service D or better. Locations not meeting Level of Service D where the proposed zoning contributes five percent (5%) or more of the peak hour traffic must be mitigated by the applicant. Acceptable methods of mitigating negative traffic impacts include any one, or a combination of, the measures listed below but is not limited to those listed.

**1)** Modifying the zoning request so that resulting traffic volumes yield Level of Service D or better throughout the study network.

**2)** Modify any street network proposed as part of the development project in terms of size, layout, connectivity, intersection layouts, or location of termini with thoroughfares, or any combination of such changes.

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- 3) Limit development densities/intensities within one or more zoning classifications or land parcels to result in acceptable traffic volumes.
- 4) Making minor thoroughfare or intersection improvements, such as adding/extending or relocating turn lanes, adding/extending acceleration and/or deceleration lanes, adding non-traversable medians, relocating median openings, using special directional median openings, or using special features to facilitate safe U-turn maneuvers.

Amendments to the City's Thoroughfare Plan shall not be accepted as a means of mitigating negative impacts, unless the proposed amendment(s) can be shown to enhance capacity and safety and will be constructed as part of the proposed land development project.

#### **g. Planning and Zoning Commission Report**

The Planning and Zoning Commission shall make a report to the City Council on all TIAs it considers in conjunction with requests for rezoning. The Planning and Zoning Commission may make a recommendation for approval, modification, or denial of the zoning case based on other planning factors in addition to its review of the TIA.

Where the identified impacts of the proposed zoning cannot be adequately mitigated, the Planning and Zoning Commission may recommend to the City Council one or more of the following actions:

- 1) Denial of the zoning case in total or in part.
- 2) Other action(s) deemed appropriate by a study made, or endorsed by, a qualified traffic engineer to mitigate negative traffic impacts.

#### **4. Site Plan TIA Content**

Submittals of TIAs for site plan projects shall include the following:

##### **a. Study Area**

A map(s) delineating the TIA study area, including land areas to be considered and all existing/planned roadways therein, and the "study network" (those roadways and intersections requiring specific analyses). The study area will be determined by identifying the geographical area most affected by the proposed development as determined by the Administrator after conferring with the applicant. In general the study area will cover all intersections through which at least ten percent (10%) of the proposed development's site traffic passes, and shall extend to and include at least the first traffic signal in all directions if within one mile of any portion of the site. Existing roadway and intersection capacities shall be shown.

##### **b. Existing Zoning and Development**

A description of existing zoning including land area (gross and net) by zoning classification, square footage, density of hotel rooms, dwelling units, etc. Also, a description of development currently within the proposed site plan, including showing how it will be affected by the new development proposal;

##### **c. Thoroughfare Network**

A description of existing thoroughfares, signals, signal phasing and traffic volumes within the study area;

##### **d. Proposed Development**

A description of the proposed development including land area (gross and net), square footage, density of hotel rooms, dwelling units, etc. Also a description of anticipated roadway conditions expected by the date of occupancy of the proposed development shall be included.

**In addition to meeting the** other requirements of this Section, Low Profile Signs are subject to meet the following:  
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**e. Proposed Access**

Identification of the proposed access driveways for the site. This shall include the location and number of lanes, proposed traffic controls, and relationship to on-site circulation features for each proposed point of access. It must also include any proposed modifications to adjacent roadways. Once the TIA and an access plan has been approved, the final location and design of all access points shall meet or exceed the current access management and roadway design policies of the entity responsible for the condition of that portion of adjacent roadway.

**f. Impact Determination**

A determination of the Level of Service for all roadways and intersections in the study area shall be included, as shall an evaluation of pedestrian, bicycle, and motor vehicle safety conditions along all the roadway frontage of the site. The analysis shall contain the following minimum information:

**1) Proposed Trip Generation**

A calculation of the total trip generation by use within the study area assuming full development and occupancy, including both peak hour and 24-hour information. Show any reductions attributed to passers-by, mixed use, etc. Show trip generation by use in tabular form with land use trip generation rates and trips generated.

**2) Trip Distribution and Assignment**

A calculation of trips generated by the proposed development as added to the base volumes projected for the design year. Peak hour volumes must be calculated. Distribution assumptions (and the bases therefore) and assignment calculations must be provided.

**3) Level of Service Analysis**

A depiction shown in tabular form, twenty-four hour and peak hour volume/capacity ratios for links and intersections within the study area. This analysis should be done for the following traffic conditions: existing traffic, existing traffic plus projected traffic. Capacity analyses must be shown for all points of ingress and egress, median breaks, and turn lanes associated with the proposed site.

**4) Neighborhood Traffic Analysis**

If the TIA calculations show that a proposed site project increases traffic on a minor collector or local residential roadway (street) by at least ten percent (10%), a neighborhood traffic analysis shall be performed. This analysis will include an evaluation of existing and projected traffic on the affected roadways. Where the projected traffic exceeds the limits indicated in the BCS Design Guidelines mitigation to lower this traffic may be required.

**5) Conclusions**

A summary of findings must be reported. It must show all adjacent roadways and intersections noting those that fail to provide Level of Service D or better, and the percent increase in total traffic produced by the proposed site project. In addition the report must demonstrate that the proposed access design will provide safe and adequate access to the project site. It also must identify any safety and operational problems (e.g., driveways, sight distances, median openings, and signalization) within the study.

**g. Mitigation**

A description of the mitigation measures proposed for meeting acceptable traffic service thresholds shall be shown. Where the development is contributing five percent (5%) or more of the traffic at locations failing to meet Level of Service D or better the total trips should be mitigated by the applicant to low enough levels to achieve the required standard (or to pre-development levels, whichever is greater). Acceptable measures for mitigating negative traffic impacts include any one, or a combination of, those listed below.

- 1)** Modifying the density or intensity of land use, such as a reduction in square footage or the percentage of commercial use to result in traffic levels meeting Level of Service D or better;



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- 2) Phasing approval and construction of a project until additional roadway capacity becomes available;
- 3) Improving the access plan by dealing with features such as overall site arrangement, the placement and design features of access points, provision of additional access points to roadways not immediately adjacent to the property, provision of alternate controls, or adjustments in the site circulation system;
- 4) Making off-site improvements including the construction of additional lanes, increases in storage lane capacities, or modification of signalization, to list some examples.

#### **h. 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.

### **E. Criteria for Approval**

The City shall consider the following standards in determining whether a proposed rezoning or submitted site plan project meets an acceptable Level of Service:

#### **1. Design Requirement**

The proposed rezoning or site plan project is consistent with the City's adopted access management and design requirements and is consistent with the design requirements of the Texas Department of Transportation on roadways maintained by such agency.

#### **2. Level of Service D**

The desirable minimum Level of Service for the City of College Station is a Level of Service D as that term is described in the Transportation Research Board's Highway Capacity Manual.

#### **3. Determination of Adequate Mitigation**

Notwithstanding anything to the contrary herein, the appropriate Administrator and the appropriate reviewing body, where required, shall, based on recommendations by a qualified traffic engineer, determine whether adequate mitigation has occurred to meet an acceptable level of service utilizing the requirements set forth herein.