



# CASE NO: Z2004091

## Staff and Zoning Commission Recommendation - City Council

Zoning Commission postponement from April 20, 2004.

**Date:** June 24, 2004

**Zoning Commission Meeting Date:** June 01, 2004

**Council District:** 10

**Ferguson Map:** 552 E8

**Appeal:** No

**Applicant:**

**Owner**

City of San Antonio

Multiple Property Owners

**Zoning Request:**

To designate Northeast Gateway Corridor Overlay District 1 (IH-1)

Those properties generally within 1,000 feet of the Interstate 35 North right-of-way between Walzem Road and the northern city limits of San Antonio (City Council Districts 2 and 10)

**Property Location:**

IH-35 from Walzem Road to Toepperwein Road

**Proposal:**

To establish High Priority Corridor District 1 (IH-1)

**Neighborhood**

**Association:**

Citizens on Alert, Valley Forge, Camelot 1 and Royal Ridge Neighborhood Association

**Neighborhood Plan:**

None

**TIA Statement:**

A Traffic Impact Analysis is not required.

### Staff Recommendation:

Approval. The San Antonio Master Plan Policies call for the creation and adoption of urban design guidelines and standards that will enhance the quality of life in San Antonio, and which specifically encourage the creation of City gateways and entry points (page 42). The proposed corridor overlay district addresses development standards for the site layout of new projects, as well as design standards for structures and standards for on and off premises signage. During the public input process, the community expressed a desire to provide a climate in which individual actions complement each other and enhance the character of the area through design review of new projects. Adoption of the Northeast Gateway Corridor District will facilitate this desire. Corridor District designation is not retroactive and does not require a property owner to rehabilitate an existing building or sign to conform to the standards. The City of San Antonio held three public meetings.

### Zoning Commission Recommendation

Approval with an amendment to follow the IH-10 Gateway Corridor Sign Standards

#### VOTE

**FOR** 8

**AGAINST** 0

**ABSTAIN** 1

**RECUSAL** 0

**CASE MANAGER :** Richard Ramirez 207-5018

**A RESOLUTION**  
2003-10-11

**AUTHORIZING THE PLANNING DIRECTOR TO UNDERTAKE LAND USE AND OTHER BACKGROUND STUDIES NECESSARY TO RECOMMEND TO THE CITY COUNCIL A CORRIDOR DISTRICT ALONG INTERSTATE HIGHWAY 35 NORTH IN CITY COUNCIL DISTRICT 2 AND CITY COUNCIL DISTRICT 10 PURSUANT TO SECTION 35-339.01 OF THE UNIFIED DEVELOPMENT CODE.**

\* \* \* \* \*

**WHEREAS**, the IH 35 North Corridor is a major entrance and is significant to the City; and

**WHEREAS**, the IH-35 North Corridor is an amenity and asset of great value to the City, its inhabitants, its visitors and its economy; and

**WHEREAS**, the San Antonio Master Plan Policies adopted May 29, 1997 recommended that the City review and strengthen urban corridor regulations; and

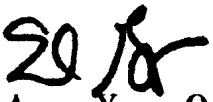
**WHEREAS**, on December 19, 2002 the City Council amended the Unified Development Code by adding a new section 35-339.01, Corridor Districts, which establishes overlay zoning districts for gateway, metropolitan and preservation corridors; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:**

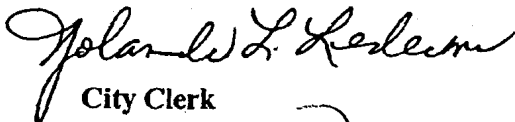
**SECTION 1.** The City Manager or her designee (Planning Director) is hereby directed to undertake land use and other background studies necessary to recommend to the City Council a Corridor District along Interstate Highway 35 North in City Council District 2 and City Council District 10.

**SECTION 2.** This resolution shall take effect on the 23rd day of March 2003.

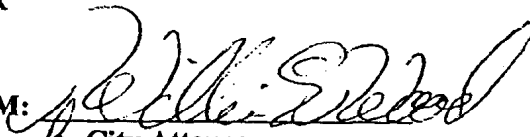
**PASSED AND APPROVED** this 13th day of March 2003.

  
M A Y O R  
EDWARD D. GARZA

**ATTEST:**

  
City Clerk

**APPROVED AS TO FORM:**

  
City Attorney

**CITY OF SAN ANTONIO**  
**OFFICE OF THE CITY COUNCIL**  
**INTERDEPARTMENTAL CORRESPONDENCE SHEET**

**TO:** Mayor and Council

**FROM:** Councilman Chip Haass, District 10

**COPIES TO:** Terry Brechtel, City Manager; Andrew Martin, City Attorney; Florencio Pena, Director Development Services; Emil Moncivais, Director Planning Department; Roderick Sanchez, Assistant Development Services; Yolanda Ledesma, Acting City Clerk; Gayle McDaniel, Assistant to the City Council; Assistants to the Mayor; File

**SUBJECT:** Corridor Enabling Ordinance Amendments

**DATE:** August 26, 2003

I am requesting Council concurrence, to direct staff, to place on the September 16<sup>th</sup> Zoning Commission agenda for their recommendation, and to City Council on September 25<sup>th</sup> for final action on the following amendments to the Corridor Enabling Ordinance:

- Street wall facade
- The reduction of the minimum sign square footage and sign heights. (10 ft height, 100 square foot area single or dual tenant signs; 10 ft height, 130 square foot area multiple tenant signs.)

Your favorable consideration is much appreciated.

  
CHIP HAASS, DISTRICT 10

  
EDWARD D. GARZA, MAYOR

  
PATTI RADLE, DISTRICT 5

  
ROGER O. FLORES, DISTRICT 1

ENRIQUE BARRERA, DISTRICT 6

  
JOEL WILLIAMS, DISTRICT 2

JULIAN CASTRO, DISTRICT 7

  
RON H. SEGOVIA, DISTRICT 3

  
ART A. HALL, DISTRICT 8

  
RICHARD PEREZ, DISTRICT 4

CARROLL W. SCHUBERT, DISTRICT 9

2003 AUG 29 AM 8:38  
RECEIVED  
CITY OF SAN ANTONIO  
CITY CLERK

**Z2004091**

**ZONING CASE NO. Z2004091** – June 1, 2004

Applicant: City of San Antonio

Zoning Request: To designate Northeast Gateway Corridor Overlay District 1 (IH-1)

Andrew Spurgin, Senior Planner, stated the Northeast Gateway Corridor is a major public and private investments underway: Wayland Baptist University Master Plan; Windcrest Town Center; Redevelopment of Windsor Park Mall, Kmart, Wal-Mart properties; Methodist Healthcare System \$50 Million Expansion (Live Oak); Trillium Center (Live Oak). These investments could further enhance development opportunities along the Corridor. Other long-term projects planned for the area: Longhorn Quarry Redevelopment; TX DOT, MPO, VIA Northeast Corridor Major Investment Study. To begin designation of the first district, which is along IH-35 from Walzem to Toepperwein, a series of public meetings were held for property owners. In addition a planning team made up of interested property owners and neighborhood representatives met eight times between August 2003 and February 2004 and finalized the recommendation. The ordinance was then presented back to the City Council Urban Affairs Committee in March 2004 and to the Zoning Commission in April 2004. Amendments were made to the standards on building facades, fencing, wall signs and nonconforming rights for sign operators, however no consensus could be reached on the sign standards for on premises signs and the prohibition on off premises signs. Spring 2003: Resolution from City Council directing Planning Dept to begin studies to designate Gateway Corridor District along IH-35 North. Summer 2003: Conduct land use study, form-planning team, establish boundaries; October & November 2003: Public outreach meetings continue meeting with Planning Team; December 2003: Draft Corridor Ordinance; February 2004: Community Open House to review the draft ordinance; March 2004: Urban Affairs Committee presentation; April 2004: Zoning Commission presentation; May 2004: Fourth and Fifth Community Meetings; June 2004: Zoning Commission consideration & City Council Adoption. Participants recommended the following: Preservation of trees; Landscaping; Signs (limit to 15' height); Brick/stone masonry with metal roofs; Buildings with windows and doors to view the business activity; Sidewalks set back from the roadway. In December 2003 and January 2004 the Planning Team finalized the recommended standards based on the input received from the public meeting. The finalized standards were presented at an Open House on February 11, 2004. Throughout the process, the community expressed a desire to provide a climate in which individual actions complemented each other and enhance the character of the area with particular interest on: Design standards for commercial buildings; Updated sign standards. These are elements that cannot be addressed by the present Corridor Overlay Districts enabling ordinance, which was adopted by City

Council in December 2002. Street wall façade: Window and clearly marked public entries that allow for visibility into the commercial building and have accessibility from the street shall be provided along at least 50% (20% for properties zoned L, I-1 or I-2) of the length of the first floor street frontage; Buildings shall be articulated so facades that face public streets and exceed 40 feet in horizontal length shall include design elements such as: texture, canopies, projection or indentations, vertical expression of structural bays, or roof design. Facades that do not face the street are not subject to these design standards. The following should be used on 75% or more of the wall finish visible from public rights of way: Masonry consisting of stone, brick, glass block, or concrete panel; Glass curtain wall; Brick; Stucco or concrete; other materials approved by the Planning Director. Concrete finish must be profiled, sculpted, fluted, or exposed aggregate finish.

Prohibited Materials on 25% or more of the wall finish visible from public rights of way: Siding made of vinyl, wood fiber hardboard, oriented strand board, plastic or fiberglass panels; Corrugated, ribbed, galvanized, aluminum coated, zinc-aluminum coated or unpainted exterior metal finishes (*does not prohibit use on roofs, awnings or canopies*); Underfired clay, sand or shale brick; Unfinished concrete masonry units; Smooth or untextured concrete finishes; Mirrored glass with greater than 20% reflectance. Limit the maximum allowable sign area, as a percentage of the area of each building elevation to 15%. Amendment: 20% for channel letters. City Code allows zero front setbacks in commercial zoning districts and thirty-foot front setbacks in industrial zoning districts. A 60-foot minimum front setback is recommended for properties fronting on IH-35. Setbacks other than along IH-35 are recommended to be a minimum of 20 feet. Exterior lighting fixtures for entrances, parking lots or walkways shall not emit a significant amount of the fixture's total output above a vertical cut-off angle 90°. Any structural part of the fixture providing this cut-off angle shall be permanently affixed. Lighting of building exteriors (uplighting or downlighting) that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated, not pointed into the sky. Flood lamps should be shielded so that the light sources are not visible from a public right-of-way. Sidewalk standards are proposed to echo existing TX DOT standards for sidewalks along IH-35. Sidewalks shall be at least 5 feet in width. Along IH-35 a minimum-planting strip of 5 feet shall be maintained. Sidewalks shall be aligned with any adjacent sidewalks. Provide a direct pedestrian route within the parking lot of commercial uses from the building to the edge of the front parking lot. The pedestrian route should be separated from the parking stalls with a combination of landscaping and edging. The minimum width of the pedestrian walkway, including landscaping, should be 10 feet. Elective landscaping to let the property owner choose how best to landscape their property. 85 total points required (70 points required under existing City Code): Tree Preservation = 3 to 40 points; Parking lot screening = 25 points; Parking lot shading = 20 to 35 points; Street trees = 25 points; Preservation of native understory brush = 15 to 30 points. It is recommended that all parking areas visible from the IH-35 right of way be screened to a minimum height of three feet with earthen berms and/or dense landscaping. This screening shall count toward the minimum landscaping requirements with 25 points. Landscape the first 15 feet of property along

IH-35 with native plant material and trees with at least two canopy trees per 100 feet of linear frontage (understory trees if there are overhead power lines). 10% reduction in width if existing trees and/or native understory is preserved. Detention and filtration areas may be located within this area however they must be used as a landscape feature or screened from public view. Tree preservation within the front natural buffer area shall count toward the required minimum landscaping points. It is recommended that rear buffer yards shall be required in accordance with the UDC, but there shall be no less than 10 feet minimum width between differing land uses. Fencing or walls are not recommended within the front yard space. If constructed, the front yard wall or fence shall be located behind the front natural buffer and parallel to the right of way, aligned with any existing adjacent fence. Outside storage, industrial activities, loading areas, refuse areas, HVAC, utility boxes, solar systems, and antennas shall be screened from public view at ground level at a minimum height of six (6) feet. Such activities should be kept to the rear of property where possible. Screening may be achieved by solid screen fence or wall, evergreen plant materials, or landscaped earthen berm. Sign heights and message area recommendations: 15 feet max. height with adjacent grade bonus up to 20 feet; 100 sq. ft. message area; 130 sq. ft. multiple tenant. Fixture type -- poles, monument or hanging are acceptable. Recommendation is to prohibit additional off premise advertising signs and billboards along this section of IH-35. Additional nonconforming rights, greater than permitted by the sign ordinance, will be offered in High Priority Corridor Districts. Repairing and maintenance permitted up to 60% of the replacement cost of the sign. As individual properties develop, the standards are triggered through the building permit process. The ordinance is not retroactive. Existing structures and signs do not need to be removed or rehabilitated to conform to the new ordinance. Existing businesses and sign operators may conduct ordinary repair and maintenance on structures indefinitely without triggering the new ordinance. The ordinance is triggered when replacement or repair costs exceed 50% (60% for signs) of the replacement cost of the structure or when there are planned enlargements or extensions to structures or signs exceeding the standards. The ordinance does not address uses, if an existing use ceases, the same use or a use permitted by the base zoning district can occupy the property without the need to modify existing structures or signs. Since adoption of the Hill Country Gateway Corridor for IH-10 West on May 19, 2003; Planning Department staff has reviewed plans for 5 projects along the 7.2 mile long corridor: 2 met the ordinance as submitted; 3 had vested rights status and did not have to meet certain standards of the ordinance. Projects include the new Gunn Honda dealership, Olive Garden, Red Lobster, the expansion of Oak Hills Church of Christ and the expansion of the Market at Boerne Stage. All were reviewed within the timeframe specified in the ordinance. No plans have been denied. No applicants have needed to go to the Board of Adjustment for a variance. Action is needed on both the enabling ordinance and the rezoning. Staff requests a recommendation by the Zoning Commission to forward the National Highway System High Priority Corridor Districts ordinance to the City Council for consideration. Staff recommends approval of the Northeast Gateway Corridor, which will implement the

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enabling ordinance for the section of IH-35 from Walzem Road to the Northern City Limits.

Chris Brady, Assistant City Manager, representing Councilman Haass, stated the pervious Councilman Carpenter originally initiated the IH 35 Corridor. He further stated Councilman Haass has continued to act on this case. He stated in March 2003 City Council under his direction established a resolution directing the Corridor Overlay District for IH 35 North between Toepperwein Road to Walzem is perused. He stated the Planning Team has been meeting to review this case. He also stated several public meeting have been held. This case was presented to Zoning Commission on April 20<sup>th</sup>, which at that point staff was instruction to meet further with stakeholders groups along the Corridor. He stated Councilman Haass is asking the Commission take action on this item. He further stated Councilman Haass is prepared to take action on this item and is also prepared to take the necessary amendments to the City Council meeting.

#### **FAVOR**

Kathleen Trenchard, President of Scenic San Antonio, stated they support the efforts of the IH 35 Gateway Committee and the City Staff. She stated they thank Councilman Haass for his leadership on this item. She stated as a captive audience they are force to bare the assault from screaming oversized signage. She feels this request will control the visual pollution. She stated this would improve the value of the property by making it more attractive.

Barbara Johnson, 107 King William, representing the San Antonio Conservation Society, stated they strongly support the designation of the North East Gateway Corridor Overlay District. The urban design guidelines and standards proposed will enhance this very important Gateway Corridor. The proposal is consistent with San Antonio's Master Plan and it provides for an opportunity to coordinate individual action related to new development in the corridor in order to enhance the character of the area. The Conservation Society has consistently supported signage controls, which will help improve the visual attractiveness of San Antonio's commercial corridors. Once again San Antonians have the opportunity to decrease visual clutter and the chaos which results from an over abundance of signage. She stated they support staff's comments and the recommendation to move forward with designation of the Northeast Gateway Corridor Overlay District.

Shirley Escobedo, 543 Blaze, representing the Northeast Coalition, stated they have had approximately 12 planning sessions and three public hearing to further discuss this item. They feel this would protect, upgrade and improve property values. This would also eliminate the billboard pollution. Therefore they are in support of this request.

## OPPOSE

Bill Kaufman, 100 W. Houston, stated they have been working on this issues for a number of years now since Mr. Thorton was Councilman for District 8. He stated when this was adopted by City Council there was no opposition. He feels the process now is slightly flawed. He stated with the adoption of the new Unified Development Code (UDC) they have created a menu type of list to indicate the perimeters that would show where it would be appropriate for these types of overlays. He further this would also allow each council district to customize it within those perimeters. He stated this ordinance is too restrictive and does not fall within the perimeters. He feels this is an antistatic ordinance. He stated the biggest criticism of IH 10 Corridor was the glass windows issue. He stated office building would comply however he feels in industrial or retail it is difficult to comply. Another issues is the signage, he stated the good signs would comply with the IH 10 Corridor ordinance but with this ordinance. The criteria is much more restrictive. He feels there is no room for compromise.

**Patrick Richardson waived 3 minutes of his time to Mr. B. Kaufman.**

Patrick Richardson, 8520 Crownhill Blvd., Chief Operating Officer for Frontier Enterprises, stated staff provided him with the Corridors that were utilized as a comparison. He stated he conducted a study of his own that shows how Austin's Corridor is more like a scenic corridor that is limited development, more greenscape. In Dallas, the corridor is thoroughfare type similar to San Pedro Avenue inside Loop 410. He further stated in Austin the delineation on the scenic Corridor is 12 feet however the 35 foot signage requirements along the highways. He stated he feels this sign portion of this ordinance is too restrictive.

Larry Margozewitz, 3714 N. Pan Am, representing Clear Channel, stated he would like to express the same concerns regarding the sign portion of the ordinance being too restrictive. He stated in 1986 the industry and the City reached a compromise on the sign ordinance. At the time they designated the Loop 1604 and Highway 151 Corridors. Signs were removed along these corridors as part of the agreement. He feels this ordinance would have a negative impact on the sign industry in limiting their advertisements.

Phil Crane, 100 N. E. Loop 410, representing the Real Estate Council, stated their primary focus is the commercial real estate industry. They currently have 240 member/firms participating as members. The Real Estate Council has been supportive of the concept of the Urban Corridor District since the first Urban Corridor ordinance was past in the early 1990's. A number of their members participated along with City staff and leaders in developing a workable policy for all members of the community. In 2003, the City adopted the Hill Country Gateway Corridor along IH 10 under the Corridor Overlay Enabling Ordinance Standards. The final ordinance was a result of a great deal

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of stakeholders input. He stated the proposed ordinance requires windows and public entries along at least 50% of the first floor elevation facing the street for most uses and at least 20% for property in an industrial zoning district. This requirement will discourage businesses from locating along IH 35 Corridor due to the extreme difficulty of comply with this requirement. He feels this ordinance is too restrictive and have a negative impact in the sign industry.

Peter Sittele, 8211 US 281 N., representing the Electrical Sign Association, stated they support the stated intent of the ordinance to improve the aesthetic quality of an important gateway into our city, but our clients are very concerned with the impact that the proposed maximum sign heights and sign messages area provisions of the ordinance will have on their businesses. He stated the proposed ordinance would discourage new business from locating along IH 35 due to the restrictions. He further sated they recommend the City adopt the sign standards included in the Hill Country Gateway Corridor.

Dale Wood, President of San Antonio Restaurant Association, stated he feels the proposed sign standards would have a negative impact on property along the IH 35 Corridor. They would like to request that the sign standards be as IH-10 Corridor's standards. He further stated they are in support of the intent to improve the aesthetic quality of the IH 35 corridor. However, their concerned with the effect the proposed maximum sign height and message are provision of the ordinance will have on businesses in this area. He further stated the Hill Country Gateway Corridor sign standards provide a better balance of aesthetic considerations and sign visibility. He feels these restrictions will discourage new businesses from locating along IH 35. To provide a better balance between the needs of property owners and the aesthetic improvement of the Northeast Gateway Corridor, they ask that Zoning Commission recommend the sign standards of the proposed ordinance be revised.

Nicholas Wingerter, 9540 Ball Street, representing San Antonio Merchant Shippers, stated they are property owner located within this overlay. He further stated they have not been given an opportunity to participate in this process. They just received notification of this proposal last week. He then contacted City staff for clarification. He stated this area consist of industrial and warehouse use. He also expressed concerns on the negative impact the sign standards may have on the businesses within this area.

Larry Gottsman, stated he participated in the development process of the sign ordinance that was originally drafted in 1995 which was forward by Mr. Howard Peak. He further stated he is concerned with the sign standards of the proposed ordinance. He is for improvements however he feels these sign standards are too restricted. He stated this would discourage new development with this area.

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Veronica Kruest, stated she also is opposition of the sign standards and would like to express the same concerns as the previous speakers.

## **REBUTTAL**

Andrew Spurgin, Senior Planner, stated one of the items that the citizens expressed concerns with was whether or not the uses would be visible from the exterior to the interior. He stated that particular element was removed from the draft ordinance, which now lays a conflict between whether or not the uses are visible or have mirrored glass. In response to the sign standards, the Interstate 10 is different from Interstate 35 therefore the sign standards a more restrictive.

Staff stated there were 673 notices mailed out to the surrounding property owners, 20 returned in opposition and 15 returned in favor and Northeast Coalition is in favor. There was no response from Citizens on Alert, Valley Forge, Camelot 1 and Royal Ridge Neighborhood Association.

Everyone present, for and against having been heard and the results of the written notices having been received, the Chairman declared the public hearing closed.

## **COMMISSION ACTION**

The motion was made by Commissioner Grau and seconded by Commissioner McAden to recommend approval of the adoption of the amendment to the Unified Development Code by adding National Highway System High Priority Corridor Districts as amended.

Commissioner Peel added an amendment to the motion, seconded by Commissioner Avila, to eliminate Item f-15, which is the street wall façade permanent structure requirements.

### **First vote for the amendment:**

**AYES:** Martinez, Grau, Kissling, Dutmer, Dixon, McAden, Avila, Stribling, Peel

**NAYS:** None

## **THE MOTION CARRIED**

### **Second vote for the enabling ordinance as amended:**

**AYES:** Martinez, Grau, Kissling, Dutmer, Dixon, McAden, Avila, Stribling, Peel

**NAYS:** None

## **THE MOTION CARRIED**

**Z2004091**

**COMMISSION ACTION ON ZONING CASE Z2004091**

The motion was made by Commissioner Grau and seconded by Commissioner McAden to recommend approval of the adoption of the amendment to the Unified Development Code by adding National Highway System High Priority Corridor Districts as amended.

Commissioner Peel stated he would like to make an amendment to the motion which is the elimination of the on premise sign standards as presented and replaced with the on premise sign standards from the IH 10 West Hill Country Gateway Corridor Overlay District. Commissioner Avila seconded the motion.

**First vote for the amendment:**

**AYES: Martinez, Grau, Dutmer, Dixon, McAden, Avila, Stribling, Peel**

**NAYS: None**

**ABSTAIN: Kissling**

**THE MOTION CARRIED**

1. Those properties generally within 1,000 feet of the Interstate 35 North right-of-way between Walzem Road and the northern city limits of San Antonio (City Council District 2 and 10).
2. There were 8 notices mailed, 0 returned in opposition and 3 in favor.
3. Staff recommends approval.

**Second vote for the zoning case as amended:**

**AYES: Martinez, Grau, Dutmer, Dixon, McAden, Avila, Stribling, Peel**

**NAYS: None**

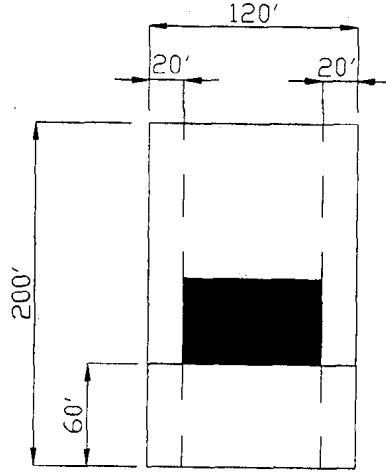
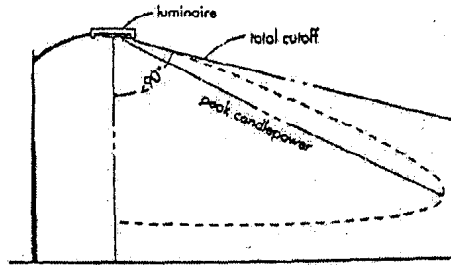
**ABSTAIN: Kissling**

**THE MOTION CARRIED**


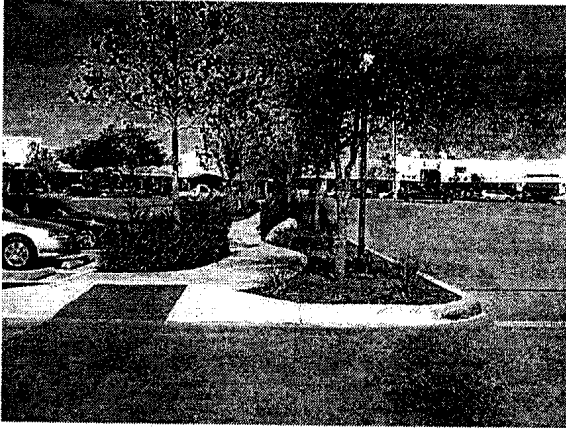
**RESULTS OF NOTICE FOR COUNCIL HEARING**

To be provided at Council hearing.

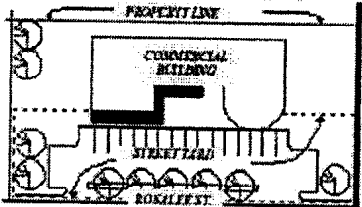

## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p><b>Setbacks</b></p>	<p>Front building setbacks along IH-35 shall be a minimum of 60 feet. For lots fronting another street but with a side yard along IH-35, the side building setback along IH-35 shall be a minimum of 60 feet. All other front, side and rear building setbacks within the Corridor District shall be a minimum of 20 feet.</p>	
<p><b>Lighting</b></p>	<p>Exterior lighting fixtures for entrances, parking lots or walkways shall not emit a significant amount of the fixture's total output above a vertical cut-off angle of 90 degrees. Any structural part of the fixture providing this cut-off angle shall be permanently affixed.</p> <p>Lighting of building exteriors (uplighting or downlighting) that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated, not pointed into the sky. Flood lamps should be shielded so that the light sources are not visible from a public right-of-way.</p>	 <p style="text-align: center;">LUMINAIRE WITH LESS THAN 90° CUTOFF</p>



## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p>Sidewalks – along property frontage</p>	<p>Sidewalks along IH-35 shall be at least 5 feet in width. Along IH-35 a minimum planting strip of 5 feet shall be maintained between the curb and sidewalk. Sidewalks shall be aligned with any existing adjacent sidewalks.</p>	
<p>Pedestrian circulation – internal to property</p>	<p>At least one direct pedestrian route shall be provided within the parking lot of commercial uses shall be provided from the building to the edge of the front parking lot to provide linkage with the public sidewalk along the property frontage. The pedestrian route should be separated from the parking stalls with a combination of landscaping and edging. Where the pedestrian route crosses drive lanes, the pedestrian route shall be clearly striped to warn vehicle drivers of the pedestrian crossing. The minimum width of the pedestrian walkway, including landscaping, should be 10 feet.</p>	

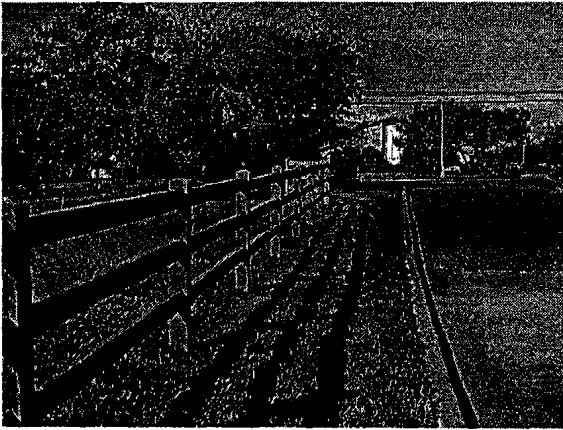
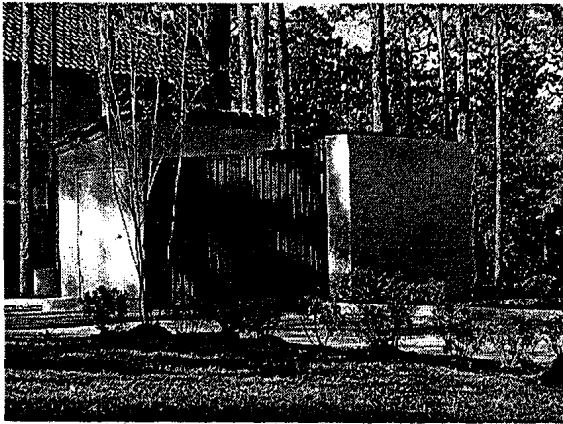
## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

Landscaping	<p>In addition to the mandatory landscaping requirements established by §35-511, landscape plans shall be required to earn a minimum of 85 points as awards for elective requirements. Existing trees and understory plants may be preserved to meet this requirement. The awarding of points is specified in §35-511, which at the effective date of this ordinance provides for the following:</p> <p>Tree preservation = 2 to 40 points Parking lot screening = 25 points Parking lot shading = 20 to 35 points Street trees = 25 points Understory preservation &amp; installation = 15 to 30 points</p>	<p>Example:</p>  <p>Example: Tabulation of Points</p> <table><tr><th>Electives</th><th>Points</th></tr><tr><td>Street trees</td><td>25 pts.</td></tr><tr><td>Screening of surface parking</td><td>25 pts.</td></tr><tr><td>Parking lot shading</td><td>20 pts.</td></tr></table>	Electives	Points	Street trees	25 pts.	Screening of surface parking	25 pts.	Parking lot shading	20 pts.
Electives	Points									
Street trees	25 pts.									
Screening of surface parking	25 pts.									
Parking lot shading	20 pts.									
Parking Lot Screening	<p>All parking areas visible from the IH-35 right of way shall be screened to a minimum height of 3 feet with earthen berms and/or dense landscaping. If plants are used, they must achieve the minimum height and form an opaque visual barrier at maturity. If berms are used to satisfy this requirement, plants must be provided along a minimum of 25% of the screen's frontage. This screening shall count toward the minimum landscaping requirements.</p>									

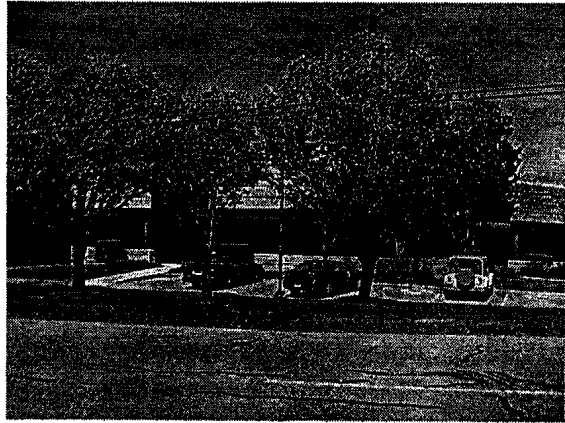
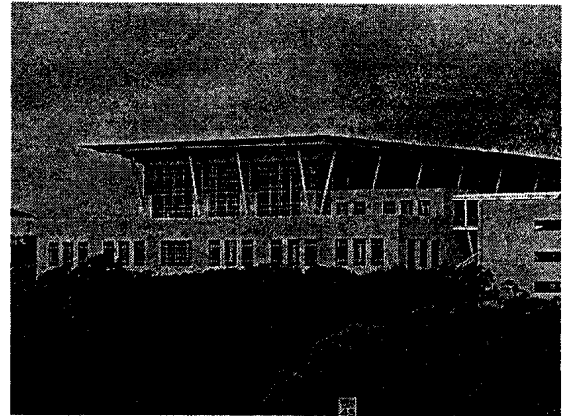
## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p>Natural Areas – property frontage</p>	<p>A type B buffer shall be provided along IH-35. This shall include landscaping of the first 15 feet of property outside of the right way with native plant material and trees with at least two canopy trees per 100 feet of linear frontage (coordination with Texas Department of Transportation required for tree plantings). Understory trees may be used if there are overhead power lines. A ten percent (20%) reduction in width may be provided if existing trees and/or native understory is preserved. Detention and filtration areas may be located within this area however they must be used as a landscape feature or shall be fully screened from public view with dense landscaping. Tree preservation and understory preservation within the front natural area shall count toward the required minimum landscaping points.</p>	
<p>Rear Buffer Yards</p>	<p>Rear buffer yards shall be required in accordance with §35-510, however, a minimum ten (10) foot buffer yard shall be provided at the rear property line of adjoining uses for which a Type A, B or C Buffer is required. The rear buffer yard requirement is in addition with any other requirement to fence the property.</p>	

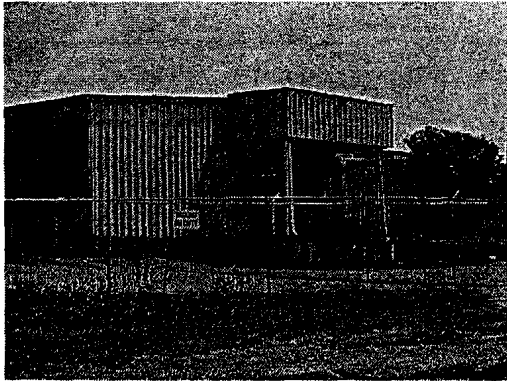
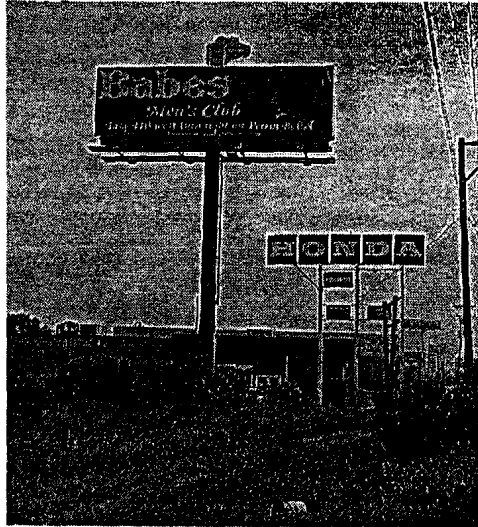
## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p>Front Street Yard Fencing</p>	<p>Except where required to screen outside activities (see below), fencing or walls are not recommended within the front street yard. If constructed, the front yard wall or fence shall be aligned with any existing adjacent fence. For properties that require the front natural buffer, fences and walls shall be located behind the front natural buffer.</p>	
<p>Outside Activities</p>	<p>Outside storage, industrial activities, loading areas, refuse areas, HVAC, utility boxes, solar systems, and antennas shall be kept to the rear of the property where possible and shall be screened from public view at ground level at a minimum height of six (6) feet. Screening may be achieved by solid screen fence or wall, evergreen plant materials or landscaped earthen berm.</p>	


## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p><b>Elevation Features</b> – windows and openings</p>	<p>Window and clearly marked public entries that allow for visibility into the commercial building and have accessibility from the street shall be provided along at least 50% (20% for properties zoned L, I-1 or I-2) of the length of the first floor street frontage as calculated as the area between the first floor and ceiling. Buildings shall be articulated so facades that face public streets and exceed 40 feet in horizontal length shall include design elements such as: texture, canopies, projection or indentations, vertical expression of structural bays, or roof design.</p>	
<p><b>Building Materials</b> – Permitted</p>	<p>The following material lists may be chosen to apply to at least 75% or more of the exterior surfaces of primary buildings and accessory buildings located within the corridor district that are visible from public rights-of-way.</p> <ul style="list-style-type: none"> <li>a. Masonry consisting of stone, brick, glass block, or decorative concrete panel (e.g. concrete tilt wall).</li> <li>b. Glass curtain wall consisting of seventy-five percent (75%) or less greater or combination of glass, metal, or other material in a metal framework.</li> <li>c. Brick or brick veneer.</li> <li>d. Stucco or concrete masonry unit.</li> <li>e. Hardiplank or cement fiberboard siding</li> <li>f. Other similar materials approved by the Planning Director as part of Certificate of Compliance review.</li> </ul> <p>Concrete finish must be profiled, sculptured, fluted, exposed aggregate or other architectural concrete finish.</p>	

## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p><b>Building Materials</b> - prohibited</p>	<p>The following material lists are prohibited for use on 25% or more of the exterior surfaces of primary buildings and accessory buildings located within the corridor district that are visible from public rights-of-way.</p> <ol style="list-style-type: none"> <li>Siding made of vinyl, wood fiber hardboard, oriented strand board, plastic or fiberglass panels.</li> <li>Corrugated, ribbed, galvanized, aluminum coated, zinc-aluminum coated or unpainted exterior metal finished. This prohibition does not include metals used on roofs, awnings or canopies.</li> <li>Unfired or underfired clay, sand, or shale brick.</li> <li>Unfinished concrete masonry units (i.e. cinderblock).</li> <li>Smooth or untextured concrete finishes.</li> <li>Mirrored glass with a reflectance of greater than twenty percent (20%).</li> </ol>	
<p><b>Off-premises signage</b></p>	<p>Off premises advertising signs and billboards are prohibited. No provision in this section may be construed to prohibit a Sign Master Plan Development Agreement as defined by Chapter 28, §244 of the Municipal Code.</p> <p>The right to maintain any nonconforming sign shall terminate and shall cease to exist whenever the device is damaged or destroyed from any cause whatsoever and the cost of repairing such damage or destruction exceeds sixty percent (60%) of the replacement cost of the sign on the date of such damage or destruction.</p>	

## Exhibit B: Northeast Gateway Corridor District Plan Site Development Standards

<p>On-premises signage</p>	<p>Free-standing signs shall be no more than 15 feet in height and 100 square feet in message area for single tenant signs and 15 feet in height and 130 square feet in message area for dual or multiple tenant signs. Up to an additional five feet of overall sign height may be added if the adjacent street grade is elevated; the difference in elevation between the property and the street grade shall be the determining factor in the height allowed. No provision in this section may be construed to prohibit a Sign Master Plan Development Agreement as defined by Chapter 28, §244 of the Municipal Code. Signs prohibited by Chapter 28, §220 of the Municipal Code shall be prohibited within this Corridor.</p> <p>The right to maintain any nonconforming sign shall terminate and shall cease to exist whenever the device is damaged or destroyed from any cause whatsoever and the cost of repairing such damage or destruction exceeds sixty percent (60%) of the replacement cost of the sign on the date of such damage or destruction.</p>	
<p>Wall Signs</p>	<p>The maximum allowable sign area, as a percentage of the area of each building elevation shall be fifteen percent (15%) for a cabinet sign; painted or flat sign or twenty percent (20%) for channel letters raised or incised.</p>	