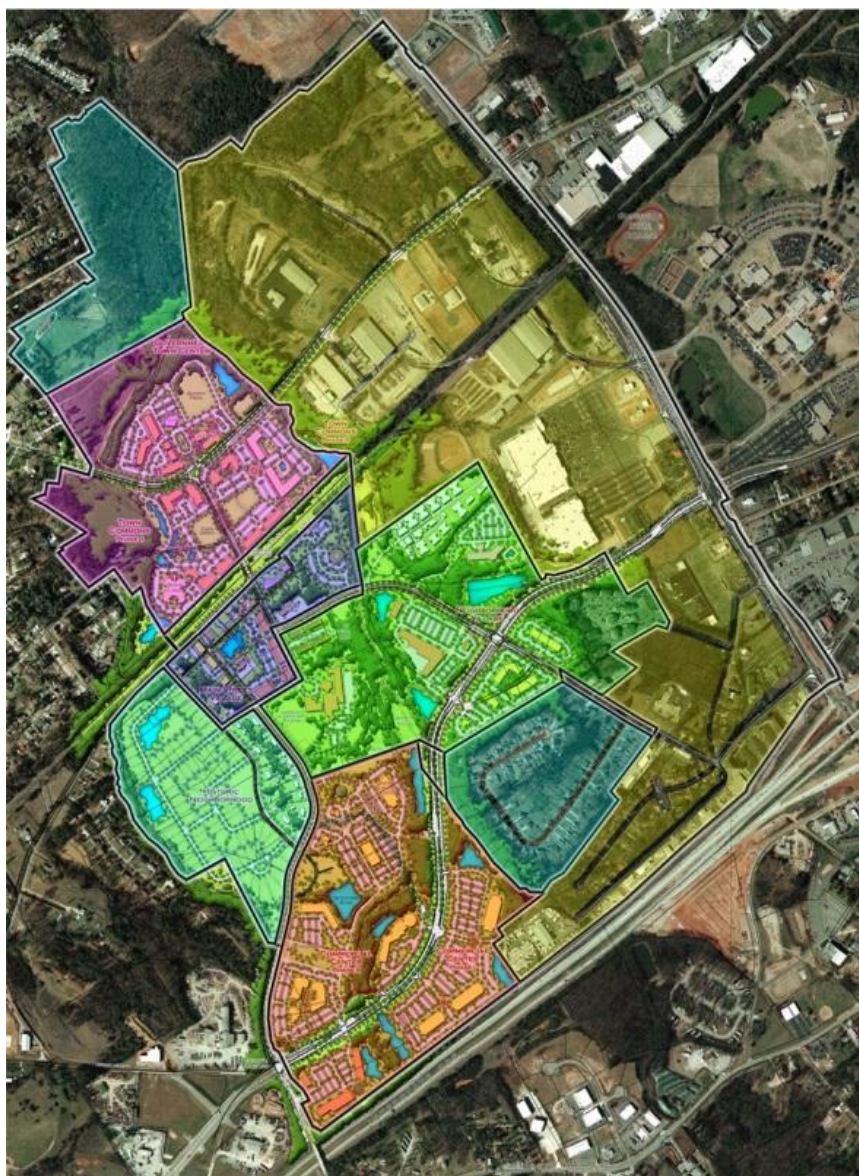


Downtown Overlay District Design Standards



Revised August 10, 2015

The following document was originally drafted in June of 2011 by B+C Studio of Atlanta.

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For more information or to obtain updated versions contact the City of Oakwood, P.O. Box 99, Oakwood, GA 30566, (770) 534-2365, or www.cityof oakwood.net.

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Downtown Overlay District Design Standards – Including All Sub-Districts

The major goal of these design standards is to ensure that the future development of land in the Downtown Overlay District will conform to the design, direction and intent of the Downtown and Commercial Center Master Plan. These standards will help to guarantee that the developments occurring within the district are sited and built to standards that will support this vision and foster smart, pedestrian friendly and sustainable growth. The City's hope is that through these standards, a level of quality and a distinct personality will arise, setting Oakwood out from surrounding areas and ensuring it maintains wide ranging appeal among residents, businesses and visitors alike.

Therefore, the purpose and intent of this document is to protect, enhance, preserve or reuse places, sites, buildings, structures, objects, streets, signs, street furniture, sidewalks, neighborhoods, and landscape features; provide for aesthetic, economic, and functional value of properties, neighborhoods and structures; and address issues of traffic, traffic operations and congestion, transit, bicycle and pedestrian access and safety, aesthetics of the built environment, business viability, neighborhood preservation and public safety in the Oakwood Downtown Overlay District (herein referred to as the DOD). The scope of this Article includes standards for sidewalks; pedestrian and site lighting; street trees; site development; design, materials, location, size and orientation of buildings and accessory structures; landscaping; screening and materials; and signs. These standards are necessary to implement the goals contained in the Oakwood 2030 Comprehensive Master Plan and the Oakwood Downtown and Commercial Center Master Plan. Such goals include, but are not limited to, implementing an integrated transportation and land use plan; creating a town center; applying design guidelines; improving traffic and the pedestrian environment, aesthetics of the built environment, and business viability; preserving neighborhoods and promoting public safety. The Oakwood Downtown Overlay District Design Standards apply to all properties in the district. Land and structures shall be used in accordance with standards of the underlying zoning classification.

This document contains design standards that apply to the development of public and private areas and for the creation of systems and amenities that are beneficial to the public, in the Downtown Overlay District and all of its sub-districts. The design standards contained in this article are mandatory. **The instructions for application, enforcement, and interpretation of these standards are further discussed in Article IV. Chapter 54 (Zoning) of the City of Oakwood's Code.** The Code contains detailed definitions of as well as the description of each sub-district and its boundaries. Within each sub-district, the regulations set forth in this section shall be the minimum requirements and shall apply uniformly to each class or kind of building, structure or land.

1 Corridor Standards (Roads and Streets)

Each existing and proposed road in the Downtown Overlay District is designated as one of six (6) corridor types as follows: Avenues, Parkways, Boulevards, Main Streets, Urban or Local Streets. Corridors are designated in Table 1 below.

The design standards related to the corridor designations have been established for each street type, and shall apply to all streets and street-side improvements contained in the Downtown Overlay District.

Streets, sidewalks, parking, bicycle lanes, medians, and planting strips shall be installed consistent with the following standards and in Table 2 below:

Note: Standards for the number of travel lanes, travel lane width, shoulder width, bike lanes, allowance of on street parking, on street parking width, and the allowance of medians and access may be varied as required by the either the Georgia Department of Transportation or the Oakwood City Manager if it is determined that the standards provided here in do not meet future transportation needs and/or inhibit public safety.

A. Corridor Classifications

The following is a list containing the descriptions of the corridor typology to which all new and existing roads must be applied.

- (1) Avenues (Mundy Mill)
An Avenue is the largest and most visible street system in the Downtown Overlay District and is typically bordered by high density retail and commercial uses with many access points. Typically they have three (3) or more travel lanes in each direction. Avenues are the gateway streets of the City making them very important in establishing a sense of place.
- (2) Parkways (Thurmon Tanner)
Parkways are typically considered major thoroughfares for the City but have greater access control than avenues. They typically have two (2) to three (3) lanes in each direction. They typically will have wider medians with few breaks and include street trees and landscaping in the right-of-way and in the medians.
- (3) Boulevards (Flat Creek/Old Oakwood)
Boulevards are the next step down in size and traffic volume but are still considered significant collector roads and will typically have one (1) lane in each direction but still have landscaped medians and right-of-way.
- (4) Main Streets (Main Street)
Main streets are the main urban streets in the core areas of Downtown Oakwood and also the most decorative. They often will allow for and have on-street parking and adjacent sidewalks with street trees in planters and a street furniture zone. They may be one (1) or two (2) lanes in each direction and may or may not have medians.
- (5) Urban Streets
These are smaller urban roads located in the core areas of the Downtown Overlay District. They are typically single lanes in each direction or one (1) to two (2) lanes in one direction only. They typically have sidewalks directly adjacent to the back of curb and little or no planting strips other than street trees. They also feature a street furnishings zone.
- (6) Local Streets (residential)

Local streets are the residential streets of the neighborhood sub-districts. They feature sidewalks and street trees but do not usually have long continuous medians or furniture zones.

(7) Alleys

These are the smallest of the street classifications and can occur in residential and dense urban areas. They may provide access to a limited number of private homes or parking areas for commercial buildings. They are usually not striped and composed of one large lane.

(8) Street Corridor Designation Key

Downtown Commercial Center Overlay District Street Classifications		
AVENUES		
Street	From	To
Mundy Mill Road	Lanier Parkway	Northern Boundary
Parkways		
Street	From	To
Thurmon Tanner	Plainview Road	Mundy Mill Road
Boulevards		
Street	From	To
Flat Creek Road	Western Boundary	Oakwood Road
Mundy Mill Drive	Entire Length	
Oakwood Road	Mundy Mill Road	Main Street
Oakwood Road	Flat Creek Road	Northern Boundary
Old Mundy Mill Road	Entire Length	
Old Oakwood Road	Oakwood Road	Mundy Mill Road
Plainview Road	Lanier Parkway	Oak Street
Wood Lane Drive	Entire Length	
Main Streets		
Street	From	To
Academy Street	Entire Length	
Allen Street	Oak Street	Railroad Street
Main Street	Old Oakwood Road	Academy Street
Oak Street	Entire Length	
Railroad Street	Western Boundary	Walnut Street
Urban Streets		
Street	From	To
Church Street	Entire Length	
Walnut Street	Entire Length	
Local Streets		
Street	From	To
Briarwood Drive	Entire Length	
Explorer Trail	Entire Length	
Nellie Drive	Entire Length	
Oakwood Hills Drive	Entire Length	
Prestwick Drive	Entire Length	
Smithson Boulevard	Entire Length	
All other roads	NA	NA

Table 1 Street Corridor Designations

B. Corridor Design Requirements

The provisions of the City of Oakwood's Code of Ordinances, Part II, Chapter 44-Subdivisions- Articles III shall apply as minimum standards for all streets in the Downtown Overlay District except as noted in the following sections.

(1) Travel Lane Widths

A travel lane is measured from edge of pavement to center of lane stripe or from center of stripe to center of stripe. Gutter width shall not be included in travel lane widths.

- (a)** For Avenues, Parkways, Boulevards and Main Streets, the standard travel lane shall be 12' wide.
- (b)** For Urban and Local Street Corridors the lane width should not exceed 12' and may be reduced to as little as 10', the preferred width in the overlay district is 11'.
- (c)** For commercial Alley Corridors that may be used bi-directionally, the minimum width is 14' of paved driving surface. For private alleys serving a single residence or small business where the entire length is visible from the entry or start point the minimum width is 10'.
- (d)** In all corridors, traffic calming devices including; "neck-downs", chicanes or other similar designs, may reduce the lane width from standards above in accordance with FHWA and or GDOT standards for these devices.

(2) Right-of-Way Widths

The right-of-way width shall be the distance across a street from property line to property line. (Note: Right-of-way widths may be varied from the following minimums by administrative approval of the City.

- (a)** Avenues-150' minimum or as shown on City or GDOT traffic plan.
- (b)** Parkways-100' minimum or as shown on City or GDOT traffic plan.
- (c)** Boulevards-60' minimum or as shown on City or GDOT traffic plan.
- (d)** Main Street -60' minimum or as shown on City or GDOT traffic plan.
- (e)** Urban Streets – 48' minimum
- (f)** Local Streets – 50' minimum.
- (g)** Alley – 20' minimum.

(3) Blocks and Street Layout Requirements

For all corridors, site plans requiring new streets shall space intersections at 550' to 650' on center to create blocks of approximately 600'. The City Manager may authorize a reduction or increase in this spacing in special circumstances.

(4) Bike Lanes

- (a)** Bike lanes are required for Avenue, Parkway and Boulevard Corridors.
 - (i)** All required bike lanes shall have a minimum width of 4' in areas with no curb and gutter and 5' width along corridors with curb and gutter. Note that the 5' width is taken from the lane stripe to the face of curb and may include the gutter width.
 - (ii)** All bike lanes shall comply with the latest published standards in the AASHTO Guide for the Development of Bicycle Facilities and any updated releases shall supersede bicycle specific regulations below when and where applicable.
- (b)** Bicycles may "share the road" on Main Street, Urban and Local Street Corridors to reduce the scale of the paving required.

- (i) In all corridors where bicycles will “share the road” appropriate “share the road” signage shall be provided in accordance with the AASHTO Guide.

(5) Street Standards Chart

Street and Sidewalk System Standards										
DESIGN ELEMENT	Number of Travel Lanes	Travel Lane Width	Bicycle Lane Required	On-Street Parking Allowed	Curb and Gutter Width	Landscape/Street Furnishings Zone	Minimum Sidewalk Width	Additional Zone Trees, Lights, Utilities	Median	Furniture Zone with Decorative Pavers
AVENUES	3 or more per direction	Twelve (12) Feet	Yes	No	Thirty (30) inches	2'	Five (6) Feet	3'	Required	Optional
PARKWAYS	2-3 per direction	Twelve (12) Feet	Yes	No	Thirty (30) inches	2'	Five (5) Feet	8'	Required	Optional
BOULEVARDS	1-2 per direction	Twelve (12) Feet	Yes	No	Twenty Four (24) Inches	4'-6"	Five (5) Feet	NA	Optional	Optional
MAIN STREETS	1-2 per direction	Twelve (12) Feet	No	Yes	Twenty Four (24) Inches	4'	Eight (8) Feet	NA	Optional	Yes
URBAN STREETS	1 per direction	Twelve (12) Feet	No	Yes	Twenty Four (24) Inches	4'	Six (6) Feet	NA	Optional	Yes
LOCAL STREETS	1 per direction	Ten (10) to Twelve(12) Feet	No	Yes	Twenty Four (24) Inches	3'	Five (5) Feet	3'-4.5'	No	No
ALLEY	1 per direction	Ten (10) to Fourteen(14) Feet	No	No	Eighteen (18) Inches (not reqd)	NA	N/A	NA	No	No

Table 2 Street and Sidewalk System Standards

(6) Standard Street Details

- (a) Curb Cuts - Curb cuts for driveways shall follow all applicable ADA standards and where possible, any intersecting sidewalk shall flow continuously across the curb-cut at the prevailing adjacent grade (see Option A). For locations where there is not sufficient setback of the sidewalk for the curb-cut ramp to achieve the prevailing grade (at an acceptable slope), the sidewalk may ramp down on either side (see Option B). In urban locations where the sidewalk is against the back of the curb a minimum 3 foot wide section of sidewalk shall jog around the curb-cut (see Option C). However, in cases where there is insufficient room to accommodate a jog, the sidewalk shall transition to meet the curb-cut and at the point where the curb-cut crosses the sidewalk the grade shall not exceed 2%. (See Option D below)

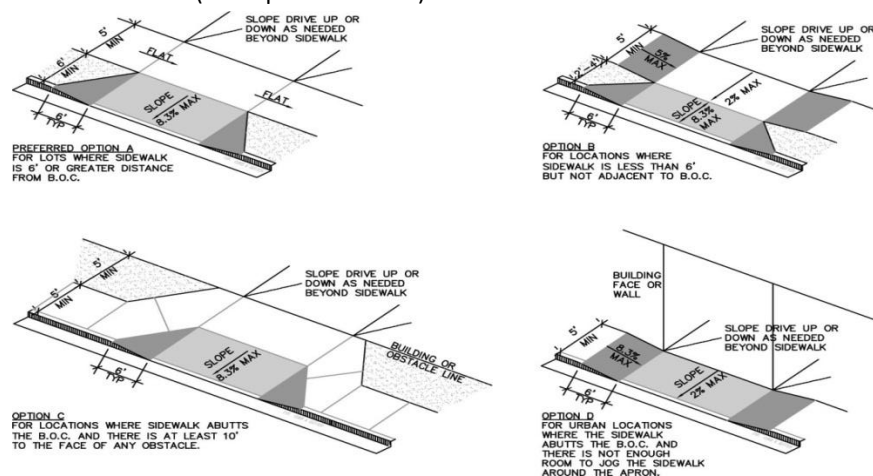


Figure 1 Typical Curb Cuts A - D

(b) Curb and Gutter Types- Except for loading zones, curb-cuts, and transitional curbs at ADA ramps, all curb shall be GDOT concrete curb & gutter type 2 (see GDOT Detail 9032B) and all applicable GDOT details shall apply for construction. Alternative curb & gutter designs may be allowed by the director of the Planning and Development department.

(i) Avenues and Boulevards shall have a 24" gutter

(ii) Parkways, Main Streets, Urban Streets, Local Streets shall have an 18" gutter

(iii) Alleys may have a 12" gutter or no curb and gutter

(7) Alleys

Alleys are encouraged and may serve both residential and commercial access and often are used for utilities corridors. They may not be designed to carrying two-way traffic at the same time. It is anticipated that not more than one vehicle would use the same alley at the same time.

(a) Commercial alleys are restricted to one way traffic or to service and deliveries only.

(b) An alley may not serve a parking lot unless it is one directional.

(c) The entire alley should be visible from the entrance point. In situations where visibility cannot be provided, a section of the alley should be provided where passing of two vehicles would be possible.

(d) All curves, turnouts, and radii for any edge of an alley shall conform to the minimum turning radii for a commercial garbage truck or a 36 foot triple axle vehicle. The minimum outside turning radii is 46.5 feet.

(e) Garages, carports, loading docks, waste containment areas facing the alley must be spaced sufficiently far enough from the alley to provide access and parking. No structures face which has doors or openings requiring vehicular access shall be placed closer than 26' from any alley's edge of pavement.

(8) Street Trees

Street Trees are required along all roads in the Downtown Overlay District and shall be appropriately selected for urban locations and proximity to vehicular traffic. Care must be taken to select healthy, long lived and low maintenance species that are not known to be readily affected by ice and wind. Also trees that generally drop heavy crops of seeds, nuts or fruit are not suitable urban trees. See the landscape section of this document for additional requirements for street trees. The following are the approved species of trees for the major roads of the Downtown Overlay District:

Landscape and Street Tree Standards						
DESIGN ELEMENT	Species	Min Height	Min Caliper	Spacing	Planting Location of Street Trees	Min Planting Area
AVENUES	Urbanite Ash	Fourteen (14) feet	Four (4) inches	50' max	Planting Strip	200 sf
PARKWAYS	Willow Oak	Fourteen (14) feet	Four (4) inches	50' max	Planting Strip	200 sf
BOULEVARDS	Shumard Oak	Fourteen (14) feet	Four (4) inches	50' max	Planting Strip	200 sf
MAIN STREETS	Allee Elm	Fourteen (14) feet	Three (3) inches	40' max	Furniture Zone	Four (4) by eight (8) feet (thirty two (32) square feet)
URBAN STREETS	See approved street trees list	Fourteen (14) feet	Two and one half (2.5) inches	40' max	Furniture Zone	Four (4) by eight (8) feet (thirty two (32) square feet)
LOCAL STREETS	See approved street trees list	Fourteen (14) feet	Two and one half (2.5) inches	50' max	Planting Strip	Five (5) by eight (8) feet (forty (40) square feet)

Table 3 Street Tree Requirements by Corridor Type

C. Typical Corridor Sections

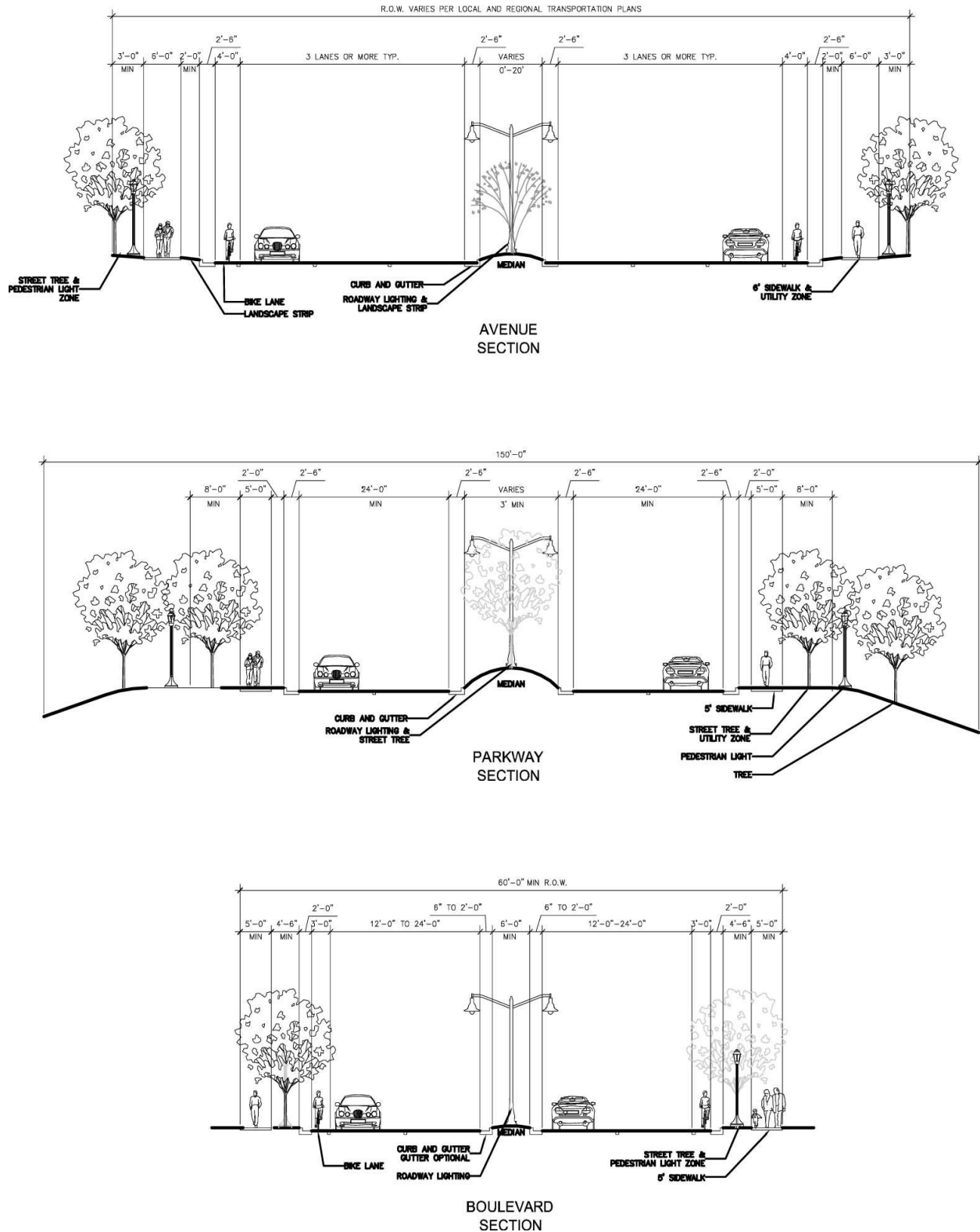


Figure 2 Typical Corridor Sections

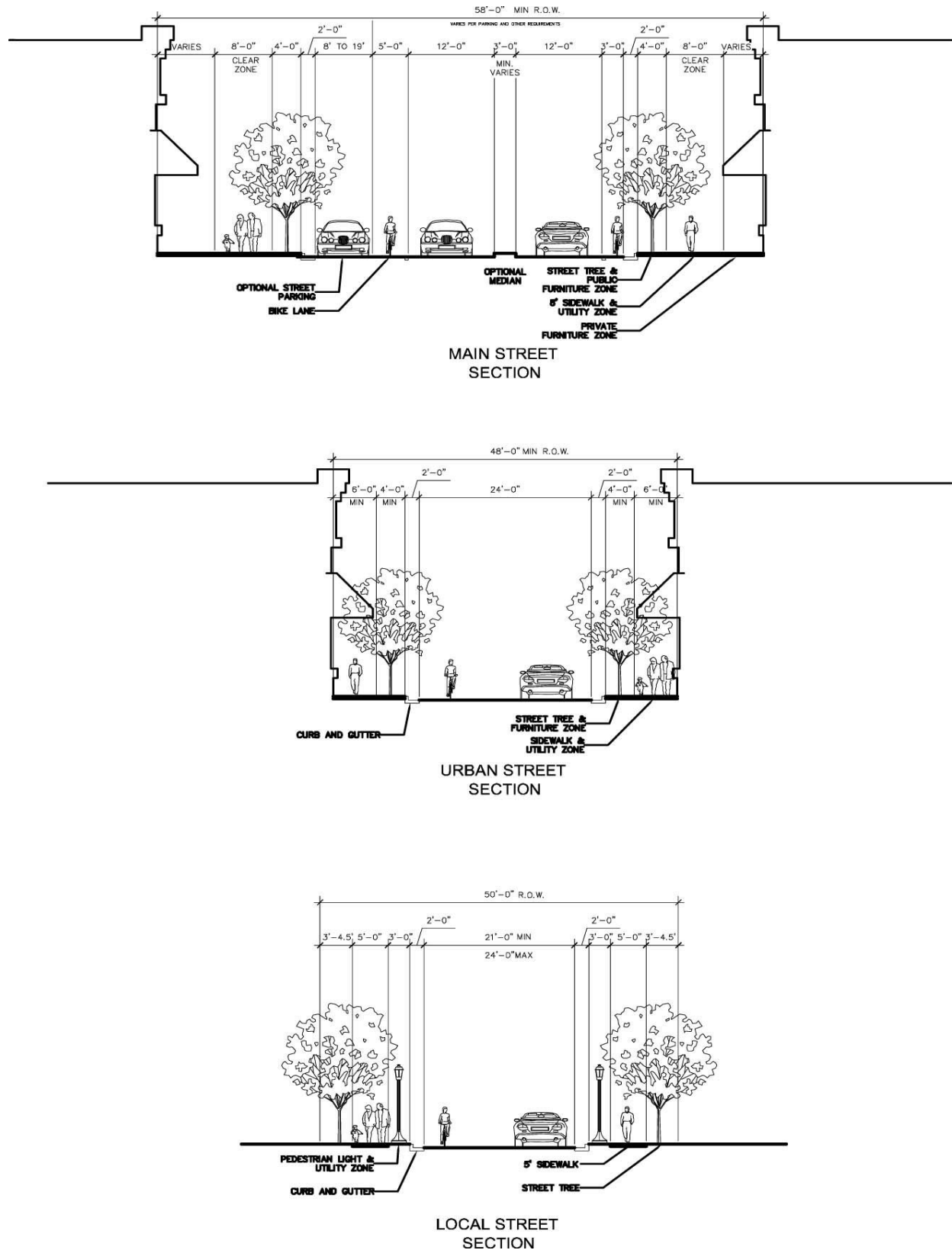


Figure 3 Typical Corridor Sections

2 Site Design Standards

Site design standards govern all of the major site elements from the face of the building to the back of curb. More particularly, they include the layout of the entrances, parking areas, drive isles, pedestrian connections, building locations and footprints, loading zones, detention areas, etc.

A. Lots, Access, Setbacks and Building Orientation

- (1)** Lots - All new lots created in the Downtown Overlay District shall meet the minimum requirements in the zoning ordinance.
- (2)** Access Management - Access management is the practice of properly locating and designing access to adjoining properties to reduce conflicts and improve safety while maintaining reasonable property access and traffic flow on the public street system.
 - (a)** All parcels fronting Avenues, Parkways, Boulevards or Main Streets with parking lots shall be required to provide inter-parcel access to any adjacent property which also fronts the same street. The location, quantity and size of the access is subject to the approval of the City staff and must meet the requirements later in this section under 2.H.(8)
 - (b)** Driveways and Curb Cuts unless otherwise stated shall meet the following minimum standards for all sub-districts:
 - (i)** Driveways and curb cuts are to be limited in both number and size to minimize conflicts between pedestrians and vehicles. Site plans shall as much as possible try to separate curb-cuts by 400-500 linear feet when possible.
 - (ii)** Driveway curb cuts shall not be permitted on any street that functions as an arterial street or collector street when access may be provided from a side or rear street located immediately adjacent to a contiguous property, with the exception of curb cuts specifically permitted based on an access management plan adopted by the city council.
 - (iii)** No more than one curb cut shall be permitted for each development (except as noted below), provided that properties with more than one street frontage may have one curb cut located on each street. For the purposes of this section, two curb cuts serving two one-way driveways shall only be counted as one curb cut.
 - (iv)** Developments on properties with a single street frontage greater than 400 feet shall be permitted two curb cuts along one street frontage.
 - (v)** All curb cut locations are subject to intersection setbacks, deceleration lanes, sight distance and or other traffic engineering requirements as dictated by the GDOT or City Engineer.
 - (vi)** Driveway curb cut widths shall be 24 feet for two-way entrances and 12 feet for one-way entrances, unless otherwise permitted by the City.
 - (vii)** The City Engineer may authorize a common or joint driveway. A letter of agreement is required from both property owners stating their understanding and agreement with the proposed common driveway curb-cut.
 - (viii)** All sidewalk-paving materials shall be continued across any intervening driveway at the same prevailing grade and cross slope as on the adjacent sidewalk clear zone (not to exceed 2%). This means that in circumstances where the property is below the street grade, the curb-cut may have to rise to the sidewalk grade

before dropping to the site elevation. Exceptions may be made by the City in circumstances where grades are extreme.

(3) Setbacks and Build-To Lines/Zones

All yards or frontages adjacent to a Public Street shall have setbacks and or “build-to zones”. “Build-to zones” require a building face to be constructed in a specified zone to ensure the appropriate scale is achieved for the streetscape.

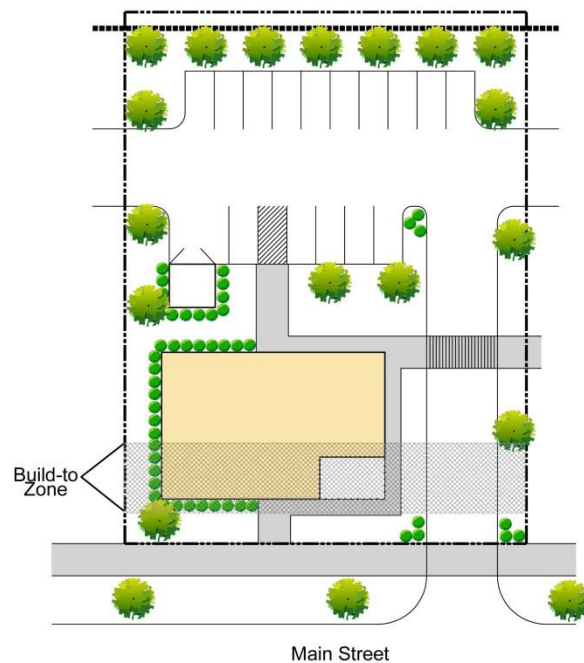


Figure 4 “Build to” Illustration

Except as noted below the setbacks required for zoning shall apply.

(a) Residential Neighborhood sub-district:

The Front Yard “Build-To Zone” is a minimum of 25’ to a maximum of 35’ excluding projections.

(b) Main Street Village and Town Center sub-districts:

- (i)** On Main Street Corridors only, the “Build-To Zone” shall be from a minimum of 12’ to a maximum of 24’.
- (ii)** Any building along a Main Street Corridor set back more than 15’ shall only do so in order to accommodate outdoor space needed for plazas, dining, art, fountains, bicycle parking, gathering and seating places, gazebos or similar uses. Such improvements shall be documented on the final site plan and a certificate of endorsement issued by the DDRC.
- (iii)** On Urban Street Corridors only, where there is not a parking lot or significant planned greenspace between the building and street, the Build-To Zone shall be a minimum of 10’ and a maximum of 20’.

- (iv) Minimum side yards: Except as noted above in (b), all side yard setbacks in these two sub-districts only, may be reduced to zero (0) feet as long as building code required fire walls and or minimum building separation is maintained.
- (4) Orientation
 - (a) In the Town Center and Main Street Village sub-districts only, new buildings located on corner lots shall be placed adjacent to sidewalks on the two sides of the building that face the public right-of-way following the “build-to zone” established in (3) above.
 - (b) In the event that a property in the Town Center or Main Street Village shares a property line with either a Main Street or Parkway Corridor, the primary face of a building shall front Main Street first and the Parkway second with the exception that buildings fronting a major public greenspace or park may orient the primary building face towards that greenspace. Administrative exceptions to this requirement may be granted by the DDRC.
 - (c) In the Town Center and Main Street Village sub-districts, all buildings shall be placed in the most efficient position to screen large parking lots from public right-of-way.

B. Site Distance

No building, sign, structure or object, tree or other landscape feature shall be installed, built, or allowed to grow which will impede visibility at street corners, driveways and/or intersections, pursuant to AASHTO standards for minimum clear sight triangles.

C. Street Furnishings Zone

- (1) Clear Zone: In the Town Center and Main Street Village, immediately adjacent to the shared landscape strip and street furnishings zone, there shall be a clear zone of 6’ minimum for sidewalks where there shall be no permanent structures, including but not limited to, utility poles, mail boxes, newspaper vending boxes, sign structures, projections below 8’ and benches.
- (2) Furniture Zone: The remaining portion of the sidewalk, outside the clear zone, may be used for the following purposes, including, but not limited to street trees, waste receptacles, bicycle racks, benches and other seating elements which do not obstruct pedestrian access or motorist visibility.



Figure 5 Furniture Zone Example

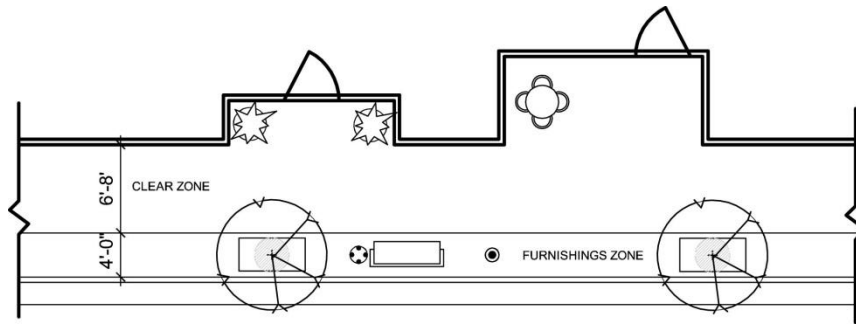


Figure 6 Clear Zone Diagram

D. Outdoor Dining

Small areas for patio seating (tables and chairs) placed on the public sidewalk, immediately adjacent to an indoor café or restaurant shall be permitted under the following conditions:

- (1) All furnishings must be kept outside the minimum clear zone for the sidewalk.
- (2) Any fencing used to separate the dining area shall be 34-36" in height and made of metal and painted appropriately to complement the architecture and adjacent furnishings. (Black is preferred)
- (3) No waiting areas for patrons or customers shall be established where they shall block the access to adjacent buildings or sidewalks.
- (4) Furnishings for outdoor dining areas shall be subject to approval of the DDRC and should be designed appropriately to complement the streetscape. All furnishings shall be made of metal or wood components. Glass table tops are permitted. Plastic is not permitted.
- (5) Umbrellas in dining areas shall not protrude into any clear zone below 8' nor over a projected adjacent property line. Umbrellas may not include any logos, graphics or text other than a manufacturers label and must be solid colors.

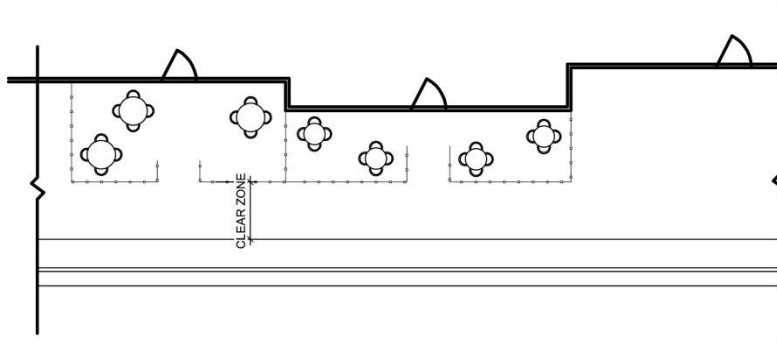


Figure 7 Outdoor Street Side Dining Examples



Figure 8 A-B Examples of Street Side dining separated by low fence

E. Drive-Through Service Facilities

- (1) Drive-throughs are not permitted in the Town Center or Main Street Village sub-districts.
- (2) Drive through windows shall be located in the rear yard or a side yard that does not front a public street.
- (3) The design and location of the drive-through facility may not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement.

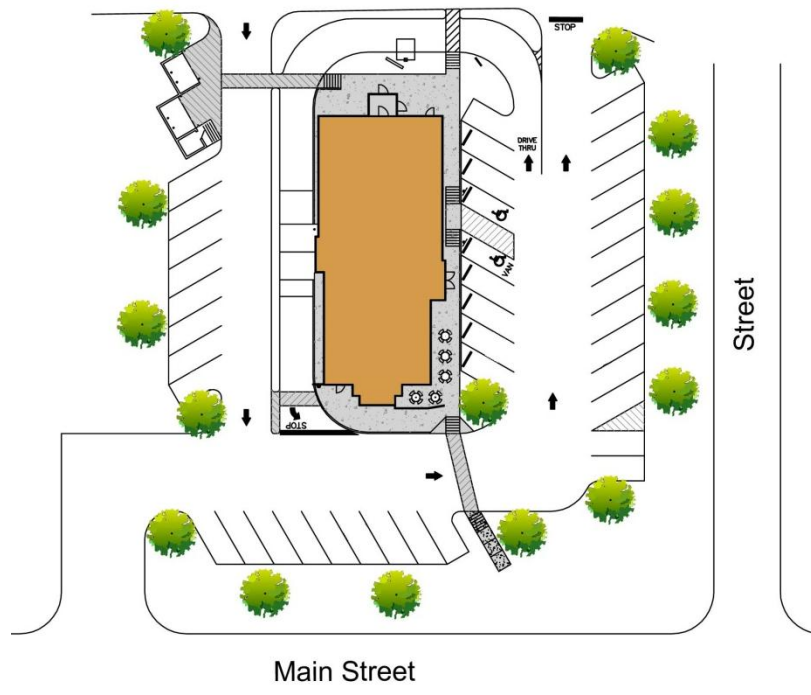


Figure 9 Typical Drive-thru layout showing drive-up window and kiosk opposite roads

- (4) The design and location of the facility will not create a nuisance for adjacent properties.
- (5) A minimum stacking distance of 180 feet shall be provided to each pick-up window or automated machine.

- (6) A facility with a separate ordering point and pick-up window shall provide stacking space for at least 4 vehicles in advance of each ordering point and stacking space for at least 4 vehicles between each ordering point and pick-up window.
- (7) Entrances to drive-up lanes shall be at least 25 feet from driveways entering a public or private street or alley.
- (8) Drive-up service facilities shall not be considered as justification for reducing the number of required parking spaces.
- (9) The minimum width of each drive-through lane shall be 11 feet. The entrance to the lane and the direction of traffic flow shall be clearly designated by signs and pavement markings or raised curbs.
- (10) A solid six-foot high masonry sound wall shall be constructed on the property boundary when the site is contiguous to residentially zoned or used property(s).
- (11) Operation of the drive-up service facility shall be restricted to between the hours of 7:00a.m. and 10:00 p.m. when the site is contiguous to residentially zoned or used property(s).
- (12) A minimum of a 0.50± acre site shall be provided for a drive-through facility within an existing shopping center and/or urban areas.
- (13) Drive-through facilities shall be architecturally compatible with the best examples of nearby structures and complement existing or planned streetscape elements.
- (14) Building design, location and parking areas should be designed to provide pedestrian orientation and clearly identify areas for pedestrian access.
- (15) Windows provided for aesthetics in dining and entry areas should be used abundantly to provide visibility to the street and pedestrian view into the building.
- (16) Outdoor seating with high quality hardscape areas (such as pavers of concrete or brick and decorative concrete) and high quality metal or built-in outdoor furniture is required.
- (17) For sites with drive-through facilities a minimum of 20 percent of the site shall be landscaped.

F. Fueling Stations

- (1) Businesses that dispense gasoline fuel or similar products used to fuel automobiles including cars, trucks and motor bikes shall not be allowed in the Residential Neighborhood, Town Center or Main Street Village sub-districts.
- (2) In the Neighborhood Village and Commercial Center sub-districts any gasoline fuel dispensing equipment and structures shall be located to the rear and shall not be located between the building and the street.



Figure 10 Left and Right, Typical Corner Treatment Layouts

G. Sidewalks and Pedestrian Crossings

Sidewalks provide the connecting link between the buildings, amenities and businesses in Downtown Oakwood. The designs, finishes and materials must remain consistent in order to tie the areas together. Around the downtown parks, in crosswalks, intersections and at the entrances of municipal buildings the City of Oakwood has chosen to use decorative pavers to accent certain areas. Private developments can be visually linked to these facilities by using the same pavers in similar ways to unifying the downtown area for even greater impact.

(1) Sidewalk Layout

- (a) Except for private residential sidewalks, the minimum width for all sidewalks in any sub-district is 5' (sub-districts have additional restrictions see below).
- (b) Sidewalks widths shall remain constant in areas of similar use and scale but may taper as they cross into a new street classification with dissimilar usage.
- (c) When possible, sidewalk width changes should occur at a new block, street, or driveway crossing so that tapering is not necessary.

(2) Sidewalk Clear Zones

- (a) Shall be the minimum width indicated in Table 4 and located immediately contiguous to the landscape zone and shall be continuous.
- (b) Said clear zone shall be unobstructed for a minimum height of eight feet except for temporary obstructions for public events such as those caused by the placement of carts, tables, tents, etc. for an arts festival or craft fair. Furnishings for private sidewalk sales may not obstruct the clear zone.

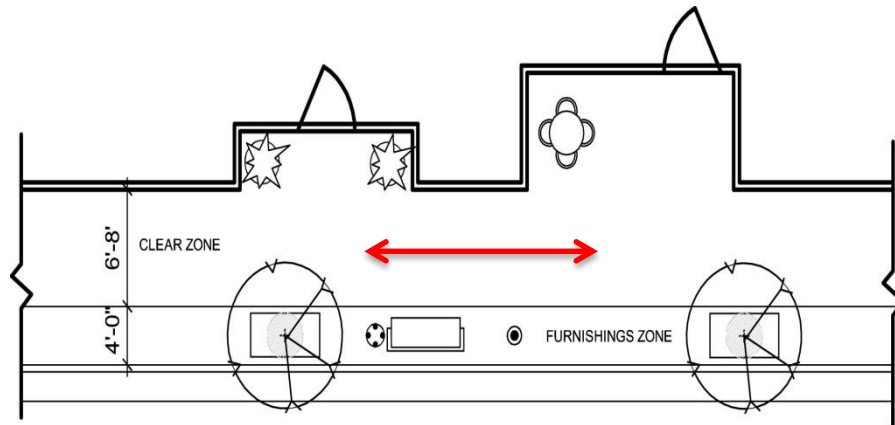


Figure 11 Sidewalk Clear Zone Diagram

(3) Public Sidewalk Widths by Corridor

- (a) For sidewalks constructed in the right-of-way for any of the road corridors, the following minimum widths and other requirements shall apply.

SIDEWALK REQUIREMENTS				
CORRIDOR	MIN. DISTANCE FROM BOC	PAVED FURNITURE ZONE AT BOC	SIDEWALK REQD BOTH SIDES	MIN. WIDTH OF SIDEWALK
AVENUES	2'	NA	Y	6'
PARKWAYS	2'	NA	Y	5'
BOULEVARDS	4'	NA	Y	5'
MAIN STREETS	4.5'	4.5'	Y	8'
URBAN STREETS	4'	4'	Y	6'
LOCAL STREETS	4'	NA	Y	5'
ALLEYS	NA	NA	NA	NA

Table 4 Sidewalk Width and Other Requirements

BOC = Back of curb

- (b) The design and appearance of sidewalks shall remain consistent across a block or along a street between intersections and new developments shall match existing sidewalk designs with exceptions by approval of the Director of Planning and Development.
- (c) Sidewalk paths shall be continued across the entire length of all concrete aprons and shall match the appearance of sidewalk materials, in color, texture and design.
- (d) Where rights-of-way are insufficient to accommodate the required sidewalk and planted strip, these elements may be located outside the right-of-way, if appropriate easements are granted to Oakwood.
- (4) Sidewalk Ramps
- (a) ADA Ramps/Sidewalk Flaring – The ADA requires ramps to transition the changes in grade from street pavement to sidewalk (typically 4-6 inches). All applicable ADA laws and guidelines apply to this ordinance.

- (b) The use of truncated domes and similar tactile warning surfaces shall be limited to locations where the pedestrian is entering a regularly traveled vehicular zone, such as a street or heavily used site entrance. Truncated domes are not necessary at intersections of every curb-cut such as private residences. However in circumstances where a ramp and path intersect a heavily traveled entry to a business such as a drive-through restaurant, the application of a tactile warning surface may be warranted.
- (c) In the Town Center and Main Street Village sub-districts, the following detail shall be employed at the intersections of streets and major drive isles for parking lots.

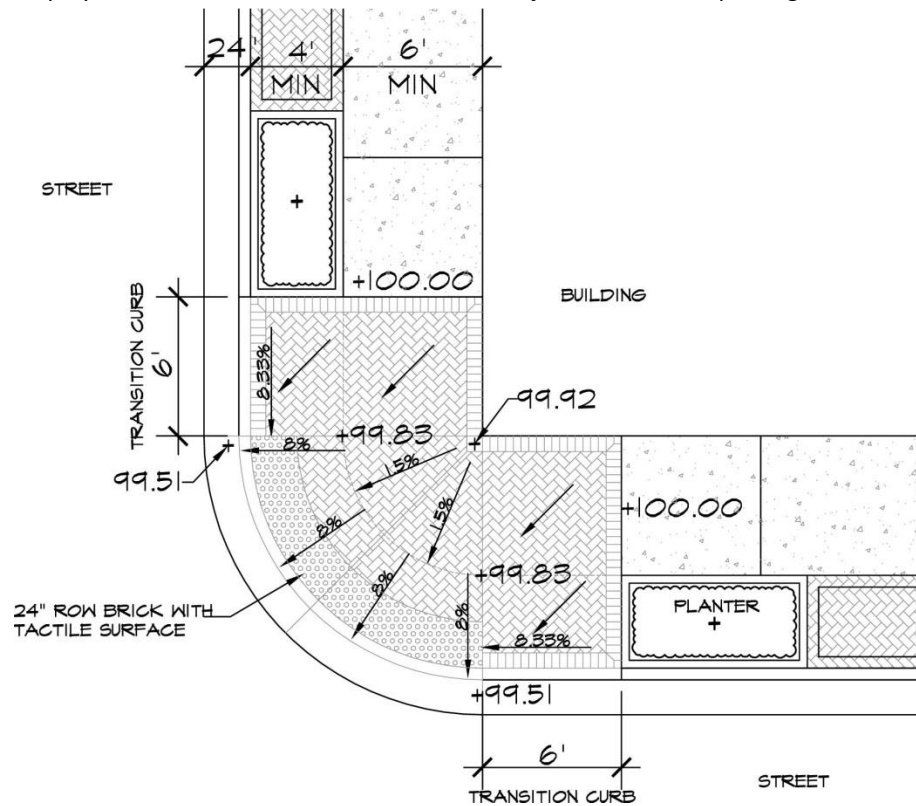


Figure 12 Typical Corner Ramping and Sidewalk Intersection Design

- (d) In locations where a sidewalk does not intersect another sidewalk flaring or triangles shall not be used. Instead transitions in adjacent grade, additional ramps and curb returns shall be employed to avoid the necessity of flaring the sidewalk



- (5) Crosswalks
- (a) Crosswalks are to be prominently identified and each intersection's corner shall have handicap access ramps meeting all ADA requirements.
 - (b) Crosswalks are required at all road and street intersections.
 - (c) All crosswalks on Avenues and Parkway Corridors shall be designed per GDOT standard details with painted white striping.
 - (d) All crosswalks on the Main Street corridor and in all parking areas of Town Center and Main Street Village sub-districts shall be raised 4 inches above the adjacent roadway pavement. The design of raised crosswalks shall take into consideration drainage patterns for the road and adjacent streets shall be designed to prohibit pooling of storm water at these raised crosswalks. If necessary gutters shall be provided between the raised section and the adjacent sidewalk and curb and some form of "bridge" provided for the crosswalk to span the gutter.

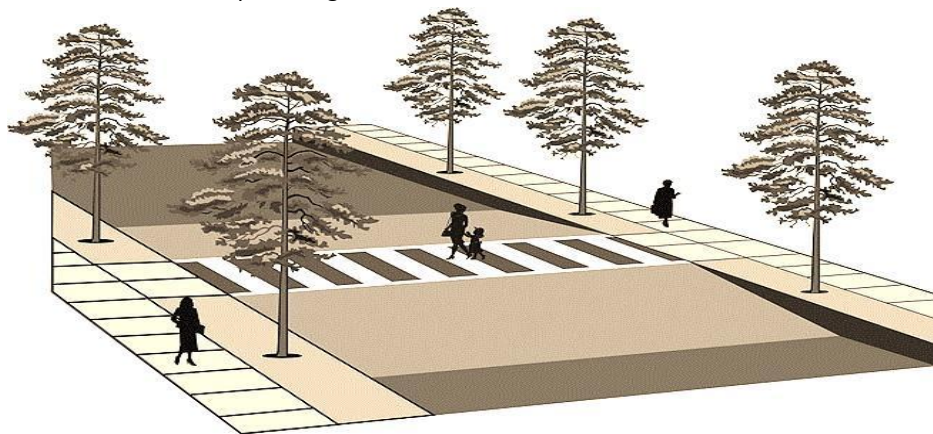


Figure 15 Sample Illustration of Raised Crosswalk

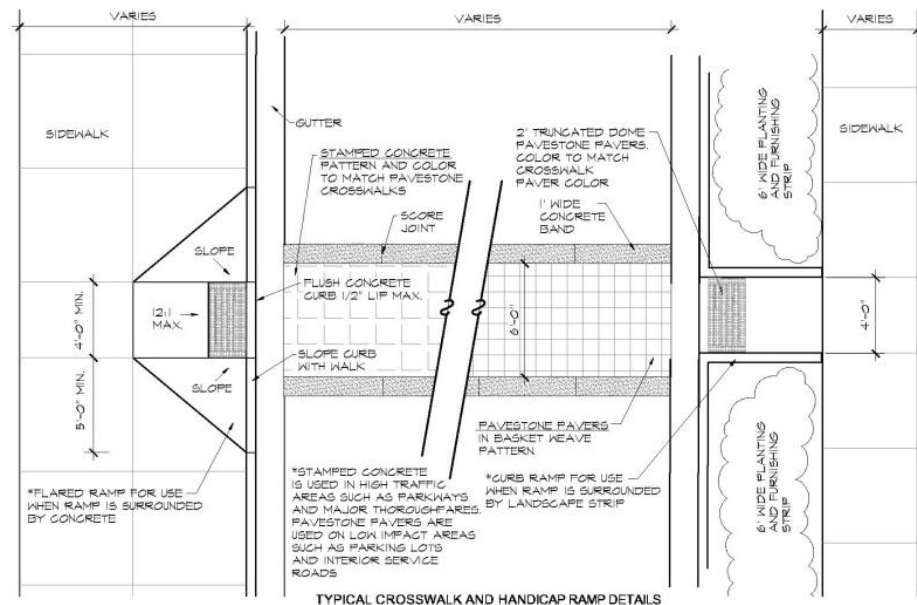


Figure 16 Standard Crosswalk Details

- (e) All crosswalks in Boulevard, Main Street and Urban Street Corridors shall be decorative and consistent in appearance with other decorative crosswalks in the overlay district as detailed below:

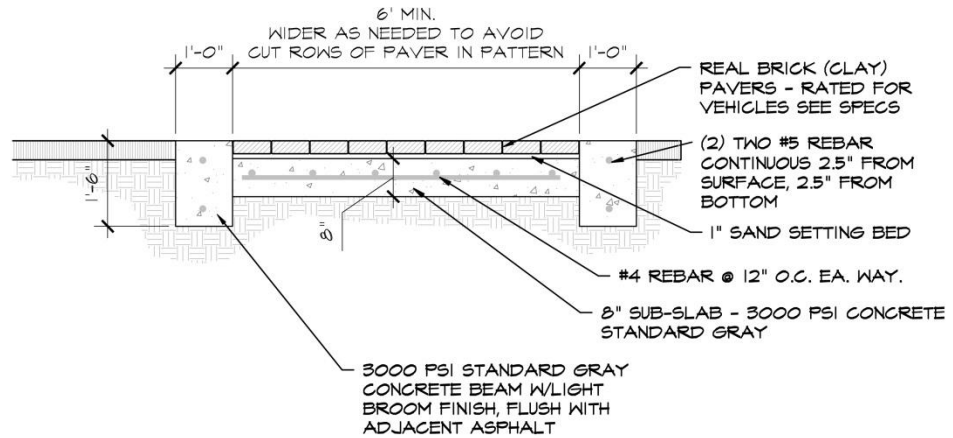


Figure 17 Standard Section @ Crosswalks – Required (Raised Optional)

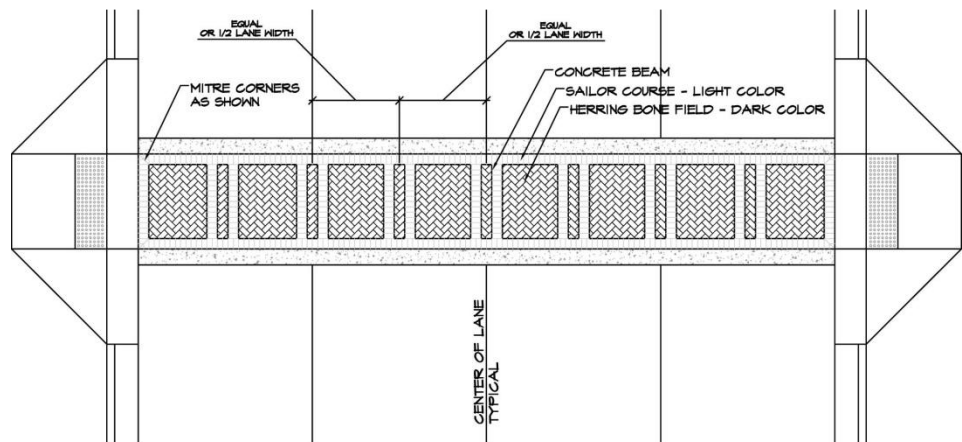


Figure 18 Standard Plan Showing Paving Design for Typical Crosswalk (Not Raised)

- (f) When decorative crosswalks are called for, the type and colors of pavers to be used are specified by the City. Contact the Director of Planning and Development for the specifications and local vendors.
- (6) Landscape zones
- (a) Landscape Zones in all sub-districts vary in width by corridor and shall be a minimum of two (2) feet in width and located immediately adjacent to the back of curb. There is no maximum width for a landscape zone.
 - (b) With the exception of interruptions for curb cuts and required utility crossings, all landscape zones shall be continuous except for Main Street and Urban Street corridors where they may be interrupted by paved areas with intermittent planters of varying lengths.

- (c) This zone may be used for street trees, streetlights, benches, planters, trash receptacles, bicycle parking racks and other street furniture, public utilities, pedestrian lights, landscaping, or sod.
- (d) In the Town Center and Main Street Village sub-districts, the landscape zone between the back of curb and the sidewalk clear zone is to be edged in raised brick as shown in the following details. The brick shall protrude four (4) inches above the adjacent paving and joints between bricks shall not be mortared. Space bricks evenly with joints up to but not greater than ½ inch wide so as not to require any cut bricks in the pattern. The intent is for the brick to act as a barrier to pine-straw and other mulch washing out in heavy rain while the water will flow freely through the small gaps between bricks. The bricks shall be set in place using 3000 psi concrete placed in a trench below the brick. A piece of #3 rebar should be added into the concrete beam for integrity if the concrete cracks. The soil inside such raised brick planters shall be 3" below the top of the brick.

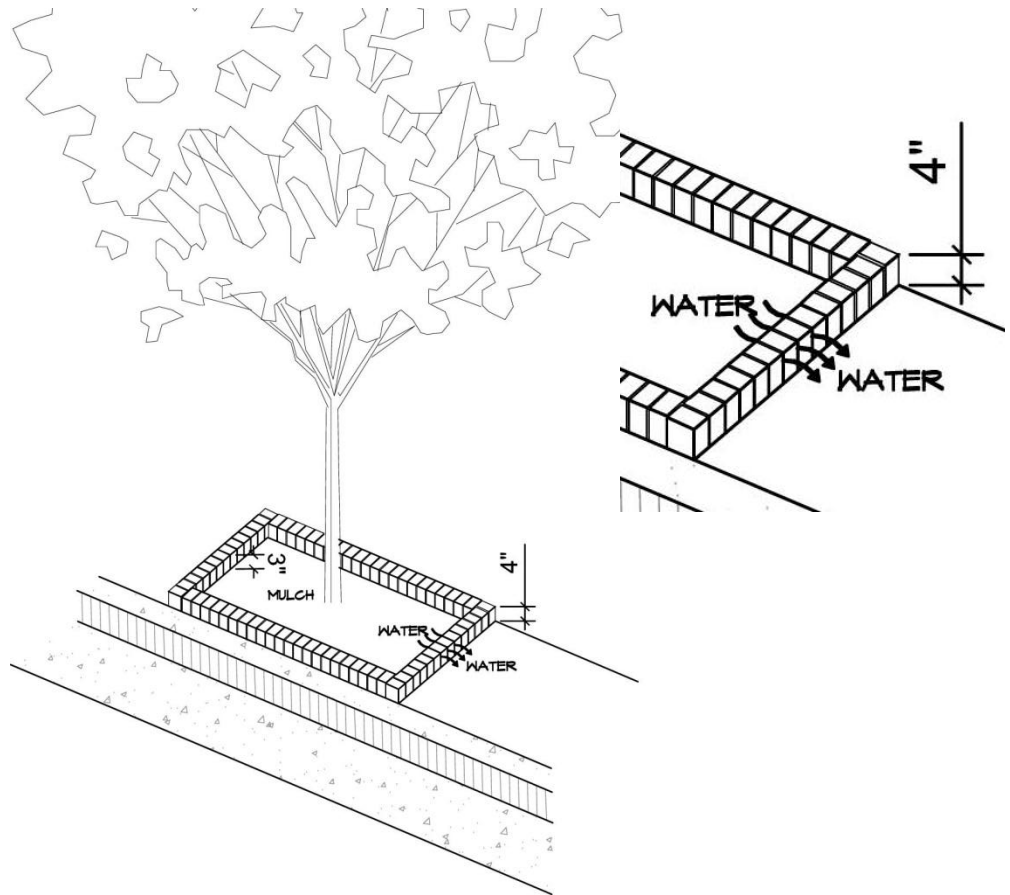


Figure 19 **Standard Landscape Zone Treatment – Brick Edger**

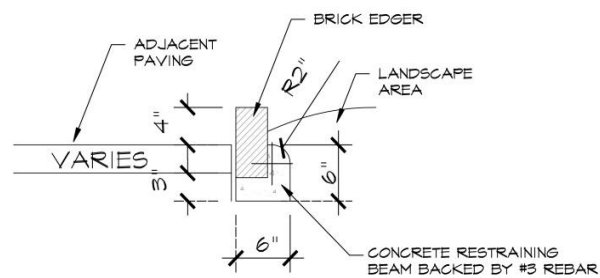


Figure 20 **Detail of Brick Edger Installation**

- (7) Intra-parcel Walkways
- (a) A continuous, paved on-site intra-parcel walkway of at least five feet (5'-0") in width is required to connect the public sidewalk to the main entrance(s) of that property's building(s), and shall comply with the Americans with Disabilities Act (ADA), in all respects.
 - (b) Intra-parcel walkways crossing parking lots shall be distinguished from parking lots by the use of colors, texture, (use of different materials), difference in elevation above the parking lot or a combination of these means, in order to minimize auto-pedestrian conflict.

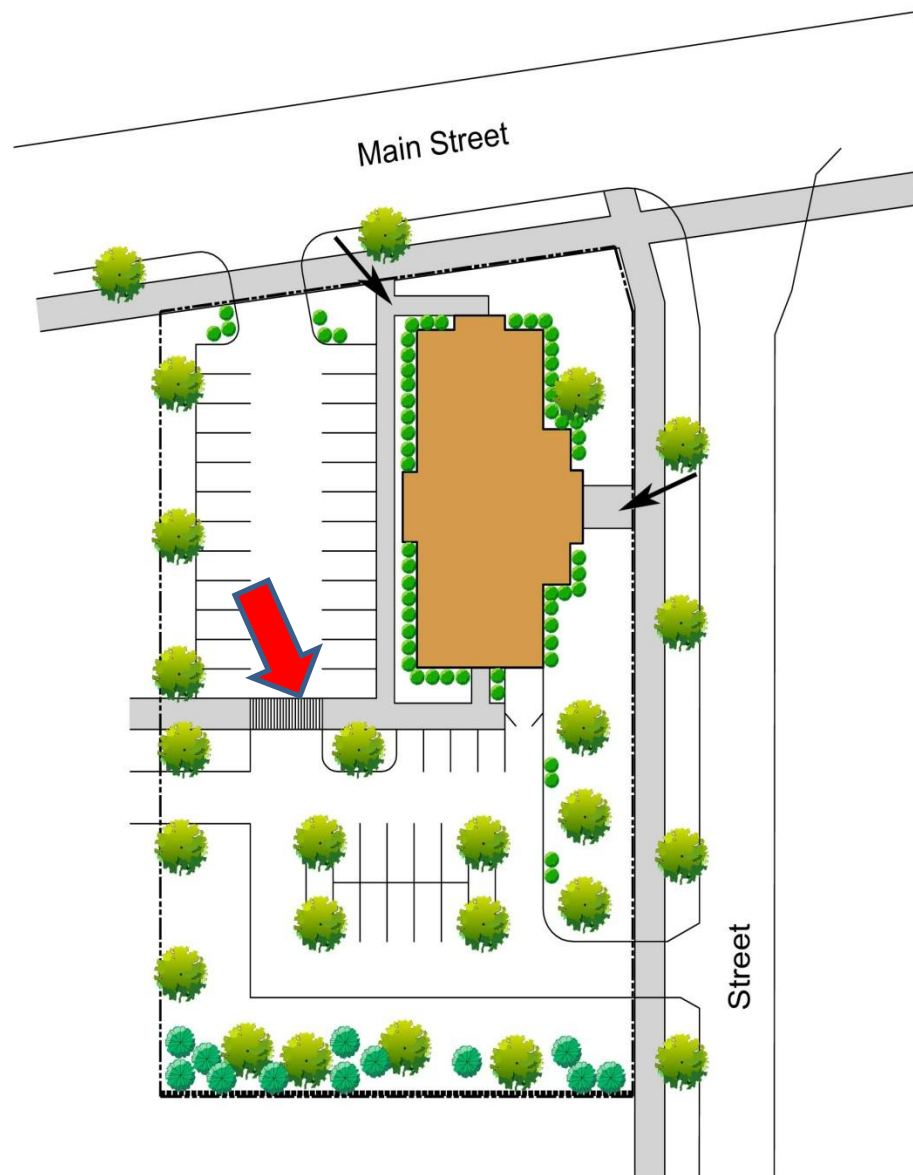


Figure 21

Inter-parcel walkway/sidewalk example

H. Parking Standards

Vehicle parking must respect the goal for a pedestrian-oriented and attractive downtown. Visitors and residents must feel safe walking to retail and office establishments without crossing multiple driveways. Visitors to the downtown should be able to park and then safely walk to several destinations.

(1) Minimum Requirements

- (a)** The design of all parking facilities shall comply with the appropriate provisions of the Zoning Ordinance and or development code and include the proper number of spaces per the proposed usage and density. The dimensional requirements required herein shall prevail over all others.
- (b)** Developments within the Downtown Overlay District are required to provide new off-street parking according to the following minimum standards.
 - (i)** The total number of permitted parking spaces shall not exceed 120 percent of the minimum number of off-street parking spaces required by type of permitted use.
 - (ii)** A minimum of ten percent and a maximum of 25 percent of the total required parking spaces shall be set aside for compact cars. All spaces provided which exceed the required number may be compact sized.
 - (iii)** All surface parking provided in excess of 100 percent of the minimum number of off-street parking spaces required by type of permitted use shall be constructed using a pervious paving system as outlined in this article or as otherwise administratively approved by DDRC.
 - (iv)** A building, commercial establishment or other property which provides automobile parking facilities shall provide one (1) electrical vehicle charging station for every one hundred (100) parking spaces.
 - (v)** The minimum dimension for standard parking spaces is 9 feet by 18 feet.
 - (vi)** The minimum dimension for compact parking spaces is 8 feet by 16 feet.
 - (vii)** On-street parking may be permitted adjacent to the street curb in some sub-districts with approval of the City Manager.

(2) Shared or Reduced parking Standards

- (a)** Reduction of parking requirements through a shared parking arrangement may be permissible only through the approval of the City Manager provided the arrangement shall avoid conflicting parking demands and provide for safe pedestrian circulation and access.
- (b)** A to-scale map indicating location of proposed parking spaces shall be provided.
- (c)** A shared parking calculation projection shall be provided that demonstrates that each use will have adequate parking provisions at all times.
- (d)** For contiguous properties sharing parking spaces under this provision, cross-easements shall be filed establishing access to the parking spaces in perpetuity.
- (e)** A reduction in the number of parking spaces that would otherwise be required for each of the various uses on a multiple-use property must be clearly shown on the development plan. If shared parking is proposed for a combination of contiguous properties, a plan must be submitted covering all of the properties that will be sharing the parking spaces.

- (f) Location on other property: If the required automobile parking spaces cannot be reasonably provided on the same lot on which the principal use is conducted, such spaces may be provided on adjacent or nearby property, provided a major portion lies within 1,000 feet of the main entrance to the principal use for which such parking is provided, and measured by the most direct route of travel on the ground.
 - (g) Off-site parking requirements may be met on property owned by the developer or leased by the developer for a minimum of five years.
 - (h) A written agreement among all owners of record shall be provided and held on file with the Oakwood Planning and Development Department. All renewed or terminated leases shall be filed with the Oakwood Planning and Development Department.
 - (i) If at any time the building owner fails to meet the required parking space requirements, the city via its staff can revoke the building occupancy permit or business license.
- (3) On-Street Parking
- (a) On-Street Parking helps dense urban areas to create the small town feel and provide parking in very close proximity to businesses. On-Street Parking shall be permitted in the Town Center and Main Street sub-districts only.
 - (b) The number of on-street spaces allowed to be counted towards the parking requirements is subject to the approval of the City Manager and is typically restricted to spaces fronting the property lines.
 - (c) No ninety (90) degree parking is permitted on the street
 - (d) Street side parking shall be parallel or angled parking.
 - (e) Curb stops are required for all on-street parking spaces that abut street trees in the landscape zone as follows:

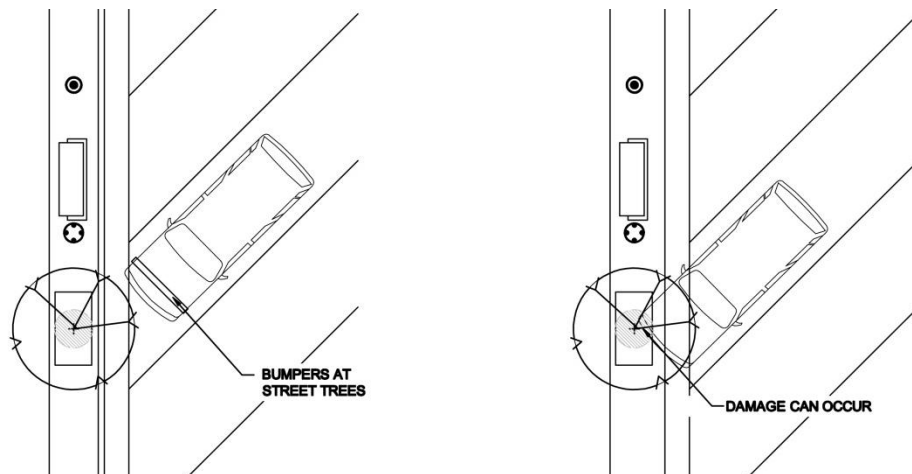


Figure 22 Illustrations showing parking bumper placement for tree locations

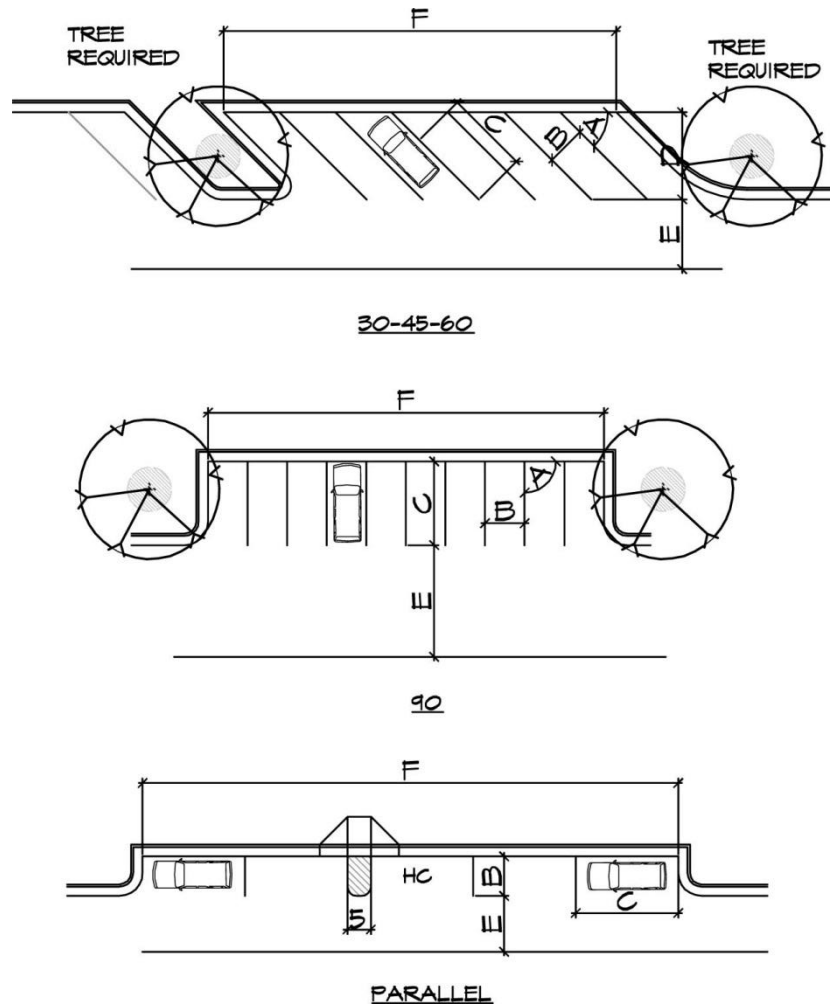


Figure 23 Typical Parking Layouts

Parking Requirements					
A	B	C	D	E	F
0	8'6"	22'*	N/A	12' MIN	5 SPACES
30	8'6"	18'	16'9"	15' MIN	7 SPACES
45	8'6"	18'	18'9"	15' MIN	8 SPACES
60	8'6"	18'	19'9"	16' MIN	9 SPACES
90	8'6"	18'	N/A	24' MIN	10 SPACES

*26' For Disabled Parking Spaces

Table 5 Typical Layout Dimensions and Spacing of Islands

(4) Off-Street Parking

In all sub-districts, off-street parking must comply with the following parking bay, peninsula and island dimensions and requirements:

- (a) Parking bays may be no wider than 66 feet and not less and 60 feet.
- (b) Every two bays must be separated by at least a 10' wide planting strip (BOC to BOC).
- (c) There shall be no more than ten (10) contiguous parking spaces before the spaces are interrupted by a tree planting island or peninsula.
- (d) All sets of parking spaces shall begin and end with a 10' wide or greater landscaped island or peninsula.
- (e) The width of any parking lot island or peninsula shall be a minimum of 10' (from BOC to BOC) and the depth shall be not less than 18' (from BOC). The radii of an island or peninsula shall be a minimum of 5'.
- (f) Parking Bays are permitted between the fronts of buildings and streets in limited amounts as shown on Table 6. This intent of this restriction is to ensure the small town feel is maintained and that larger parking lots are placed in the rear of buildings in the more dense urban areas.

PARKING LOT REQUIREMENTS			
SUB-DISTRICT	MIN. DISTANCE FROM ROW	MAX. NUMBER OF PARKING BAYS ALLOWED BETWEEN ROAD AND BLDG	MIN. WIDTH OF LANDSCAPE STRIP
TOWN CENTER	4'	1	4'
MAIN STREET	4'	0.5	4'
COMMERCIAL CENTER	10'	UNRESTRICTED	10'
NEIGHBORHOOD VILLAGE	10'	UNRESTRICTED	10'
RESIDENTIAL NEIGHBORHOOD*	10'	1	10'
MUNDY MILL	10'	UNRESTRICTED	10'

Table 6 * Club house lots, churches, etc. - special uses in residential sub-district having parking lot

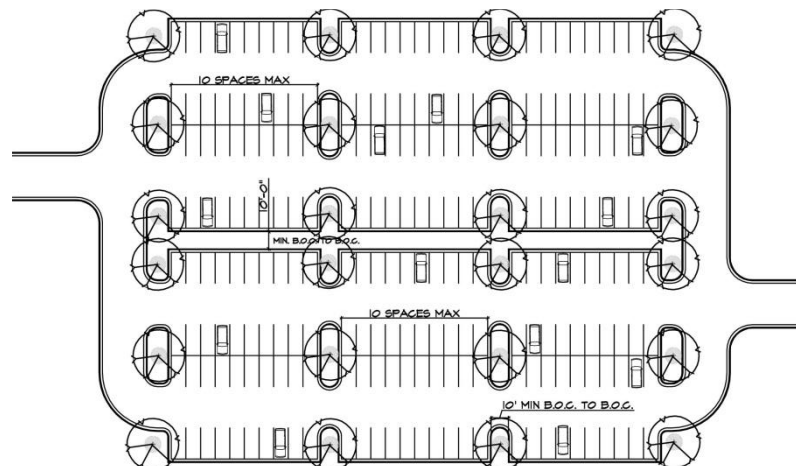


Figure 24 Typical Parking Lot Illustration

- (5) **Parking on Vacant, cleared or undeveloped lots**
With the following exceptions, vacant, cleared or undeveloped lots may not be used to store or park vehicles unless a permanent parking lot has been established.
 - (a) The City Manager may authorize the temporary storage or parking of vehicles for a temporary public or emergency event in the downtown area.
 - (b) The owner may park one or more personal cars or vehicles in accordance with zoning requirements as long as such vehicles are parked on pavement and screened from view from a public right-of-way. The owner must also be able to prove ownership for a vehicle to qualify for this exception and the vehicle must be operable and have a current registration.
- (6) **Orientation**
The orientation of parking is dependent on several factors including the size of the parking lot, number of adjacent roads and use of the parking lot such as loading or a drive-through.
 - (a) In the Town Center and Main Street Village sub-districts all parking shall be placed in the rear yard or behind an imaginary line projected from the primary front wall of the building or wall closest to and facing a public street.



Figure 25 Parking Orientation to the Rear and Side

- (b) When more than two bays will fit parallel to the building frontage, bays shall be turned perpendicular to the building face to improve pedestrian flow and to provide drop off and pick up locations in front of the building.
- (7) **Screening**
Parking lots shall be screened from view from public rights-of-way as described in Landscape Section of these standards.
- (8) **Inter-Parcel Access**
 - (a) Inter-parcel access shall be provided between adjacent commercial developments to ease traffic congestion at choke points and provide for emergency access when one point of egress becomes blocked.
 - (b) Parking lots shall provide for future interconnectivity and inter-parcel access.



Figure 26 Illustration of Inter-parcel Access Requirements

(9) Pedestrian Access

- (a) All developments shall have sidewalks connecting ground level parking to the public sidewalks and to all building entrances.

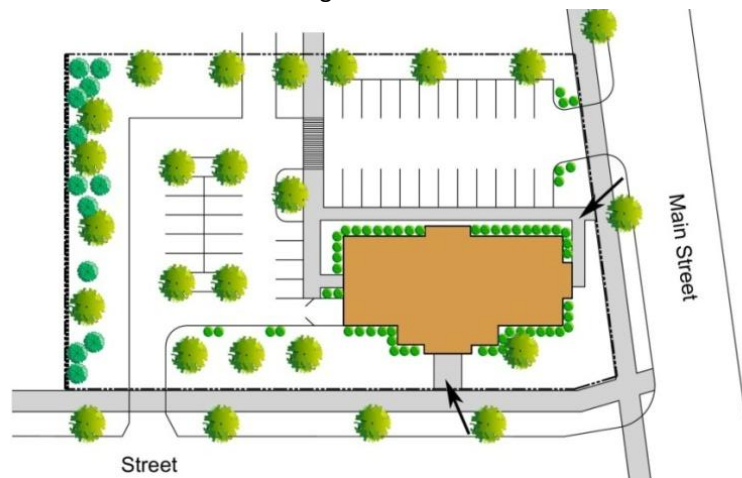


Figure 27 Illustration of Pedestrian Access Requirements

(10) Pervious Parking and “Green” Parking Design

- (a) Pervious Paving Systems: The use of pervious paving designs for parking areas is encouraged.

- (b) The use of standard pervious or porous concrete is not permitted due to its high cost of maintenance and propensity to become clogged with clay and cease functioning as designed. Pavers with at least 20% open space are required for classification as pervious.



Figure 28 Left, pervious paving – Desired, Right, std. porous concrete – Not permitted

- (c) Parking Area Rain Gardens (Bio-retention): The use of bio-retention areas in the form of rain gardens and bio-swales in parking lots is encouraged.

(11) Parking Decks

Parking decks are permitted and encouraged in the Town center, Main Street and Commercial Center sub-districts but must meet the following requirements.

- (a) Parking deck facades shall conceal automobiles from visibility from any public right-of-way, private drive or street that are open to the general public, and shall have the appearance of a horizontal storied building.
- (b) Parking is not allowed within first floor of parking garages within 30 feet of street-facing facades except in the Commercial Center sub-district. The first floor street-facing facades of the other two sub-districts may be used for tenant space with active uses.
- (c) All parking decks and parking structures shall have pedestrian walkways a minimum width of six (6) feet connecting ground level parking to the public sidewalks and to all building entrances.
- (d) All parking decks and parking structures without first floor tenant space shall have a landscape strip with a minimum width of eight feet immediately contiguous to the parking facility for the whole of the exterior perimeter of the parking facility. See landscape section for specific requirements.
- (e) When adjacent to a public street, above street level parking structures and decks shall create visual interest through the articulation of openings, cornice lines, and belt courses or similar architectural details. Alternatively a green screen may be constructed using metal with evergreen vines covering them. The developer shall be responsible for ensuring the vines are kept alive and do not become a maintenance problem.
- (f) Finishes for public frontage in Town Center and Main Street sub-districts shall include architectural treatments and veneers such as brick, stone, faux windows, etc. Plain or colored concrete with or without simple textures will not meet the requirements. Grade level frontage shall be veneered in materials similar to surrounding buildings and appropriate for the sub-district.
- (g) Alternatively a heavy and effective screen of landscaping may be approved by the DDRC.

I. Rear Entries

The rears of buildings often function as more than delivery areas. The rears of buildings will sometimes face the main parking area for customers and must provide a pleasant and well-kept appearance. A business may want an additional entrance from the rear of the store to reduce the walking distance for customers. Architectural and landscape elements from other parts of the building should be incorporated into the rear entrance.

- (1) Develop rear of buildings for shared parking and deliveries.
- (2) Provide adequate lighting for customer safety.
- (3) Rear entrances for customer use shall mimic the primary front entrance.
- (4) If a rear customer entrance is provided, a smaller version of the main entrance sign may be used to denote the store's rear entrance.

J. Natural Resources and Sustainable Site Practices

Natural resources include the most important areas of the Downtown Overlay District, the creek and stream buffers, open spaces and forests. These areas provide critical ground water re-charge, assist in storm water management, improve the air quality, help to moderate the local temperatures and provide for much needed recreational space.

(1) Creeks, Streams and Rivers

The Downtown Overlay District includes several miles of preserved streams, creeks and wet weather drainage conveyance ditches which form the backbone of the greenway plan. This greenway is critical to developing a network of trails which are considered extremely important to the success of the master plan. The protection and preservation of these riverine environments is paramount to the city.

(a) Preserving Buffers and Habitat

- (i) In addition to the mandated state buffers the Downtown Overlay requires an additional undisturbed buffer of 25 feet beyond what the state requires and a 25 foot impervious buffer beyond that for a total of 75 feet on either side of any waters of the state. The City has created this additional buffer requirement not only to protect the watershed but also as part of a greenway plan for the downtown area. The intent is that the additional buffer will create a reservation area for future greenway trails as shown in this example.

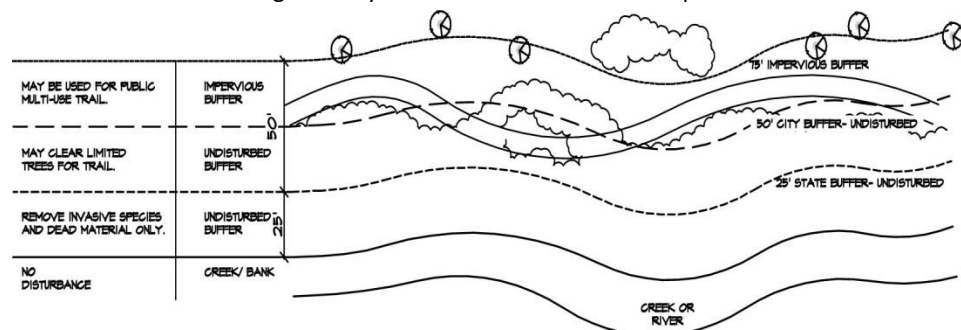


Figure 29 Illustration of Permitted placement of greenway/trail in buffers

- (ii) Grading may occur in the 25' impervious buffer but all disturbed soil must be permanently stabilized on completion.

- (iii) These buffers may be interrupted only for perpendicular utility, road and path crossings.
 - (iv) Both City buffer extensions may also contain pervious trails made of gravel, mulch, or granite fines. No rubber may be used in trails.
- (b) Creating Greenways

As noted above, the City's intent is to create an intricate system of connected trails, paths and sidewalks around the downtown overlay district. However it is not possible to fund and build all the trails at one time. Therefore the City has mandated that the additional 25 foot impervious buffer and 25 foot stream buffers shall both serve as a future right-of-way reservation corridor in which to provide space for future trails and greenways. This 50' wide corridor will allow for the future trails to meander avoiding trees and significant landscape features as well as providing room for buffering adjacent developments. Ultimately it will enable the City to create a truly unique experience.

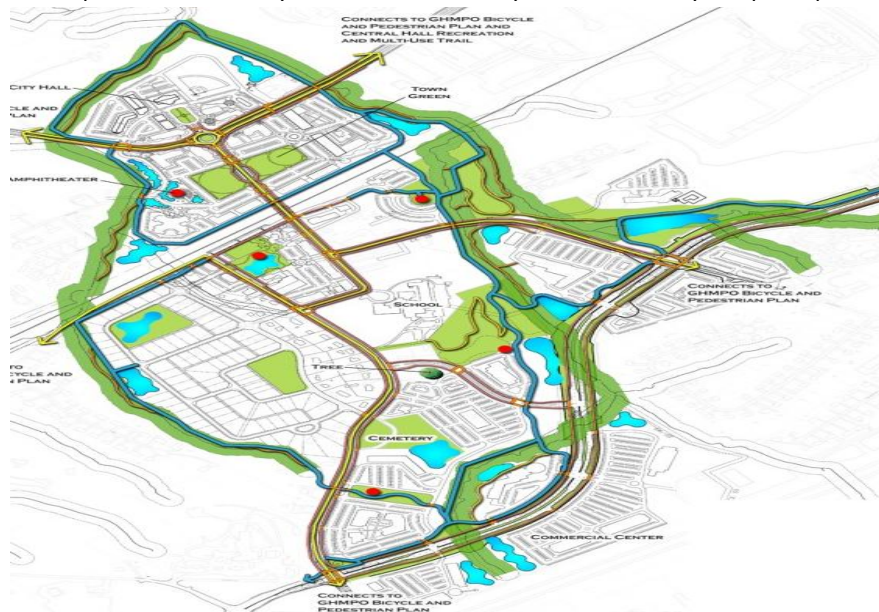


Figure 30

(2) Parcels abutting trail/greenway corridor

The City's Master Plan for the Downtown area includes a greenway Master Plan. In some cases there are critical sections of the planned greenway trails which do not fall within the creek buffers as discussed in 3.3J(1) above. These areas must be preserved in order to ensure that the greenway can be completed. Therefore:

- (a) All parcels that abut a proposed future greenway or trail as identified in the City of Oakwood Greenway plan shall be subject to review for required public right-of-way.
- (b) At the time of development and at the City's discretion, the City may, through mutual agreement or through condemnation acquire needed land for future trails.
- (c) At any time, the owner may at his/her discretion deed the needed land over to the City.
- (d) Should a developer/owner choose to assist the city in implementing the trail or greenway corridor by donating the land and or constructing parts of the trail, the City may offer substantial development incentives.

(3) Open Spaces – Green Space

Open spaces provide important health and social benefits to a downtown. Open spaces balance the built environment, and ensure adequate sunlight and air circulation within the downtown. Opportunities for alternative transportation and increased connectivity can be achieved when adjoining open spaces are connected. Open spaces create outdoor living rooms for community interaction, and provide areas for relaxation and/or recreation.

(a) Open space shall be required for all development in all sub-districts in the amount equivalent to a minimum of 20 percent of the total site area excluding required creek buffers.

- (i)** Requirements for sidewalks and landscaping that are constructed on private property may be counted towards this requirement.
- (ii)** Open space may also include planted areas, fountains, plazas, trails and paths.
- (iii)** Hardscape elements related to sidewalks and pedestrian uses such as plazas which are located on private property may also be counted. However, no asphalt may be counted towards these requirements.
- (iv)** Open space shall not include areas devoted to public or private vehicular access or parking nor to sections of sidewalks that cross parking areas or drive isles.
- (v)** All open space must be accessible to the public or to the occupants/users of the provided use. Open space counted towards meeting the requirements shall be prohibited from being inaccessible or not usable. Elements that are not physically accessible to the public or occupant/users such as large water fountains where bathing is not allowed, fenced utility and/or detention areas and similar elements are permitted but shall not be counted towards the total area of the open space.
- (vi)** When adjacent to the open space of another property, open space shall connect to said adjacent open space and provide a fluid and direct connection to said open space. The connection of these spaces creates both corridors for people as well as animals.

3 Site Amenities

Site amenities include furnishings, equipment, refuse and loading areas. The careful selection, placement and/or screening and maintenance of these elements can significantly impact the aesthetic qualities of a development.

A. Service Areas and Loading Docks

- (1) Loading areas shall not face any public street.
- (2) All non-residential entrances, structures and facilities for storage and loading shall be screened from view from the public right-of-way or pedestrian circulation area with one or a combination of the following elements: continuous evergreen plantings, opaque fences or other material related to the primary landscape or architectural elements on the site.

B. Utilities and Mechanical Equipment

The opportunity exists in downtown Oakwood to place all utility lines underground. Since the majority of downtown Oakwood is new development including new sidewalks, utility lines can be placed underground prior to sidewalks being set in place. Utility lines such as phone, electrical and cable should be planned through agreements with the utility companies. Conduit for utility lines should be installed underground before buildings are built to avoid cutting streets and sidewalks at a later date.

- (1) Appearance
Utilities almost always have a negative impact on the aesthetic value of a site. Therefore, care is to be taken in selecting equipment that has the least impact on the site. The smallest utility meters, valves, boxes etc. available that meet the requirements should be used and the colors or paint should be selected to blend into the surroundings. The body, conduit, and main parts of gas, electric and other utility meters located adjacent to or on building walls and visible to a public street shall be painted to match the buildings. For example a gas meter setting adjacent to a brick wall should be painted brick red.
- (2) Locations
 - (a) All utility lines shall be placed underground.
 - (b) Utility meters such as gas and electric shall be placed on walls that do not face public streets or heavily used public areas. The DDRC may approve locations facing the street if they are screened.
 - (c) Back flow preventers, well pumps, check valves, and other MEP devices that require above ground pipes, conduits, controllers, pressure tanks, housings or similar features shall not be placed in locations where they are readily visible from the public right-of-way or public gathering areas.
 - (d) Utilities shall not be placed where they will interrupt sidewalks or clear zones.
 - (e) Utility locations shall be coordinated with the street trees and required landscaping so as not to interrupt the regular spacing required for trees, lighting or other landscape elements.

(3) Screening Utilities

In order to create a pleasant environment for the downtown visitor, adequate screening is required to minimize the negative visual and noise impacts of parking lots, storage areas, loading areas and trash receptacle areas. Screening can be designed to enhance the downtown through the use of solid brick walls, latticework, trees or shrubbery.

- (a) Accessory mechanical systems and features including air and heating systems on roofs shall not be visible from the public right-of-way.
- (b) All structures and facilities for outdoor equipment shall be screened from view from any street or pedestrian circulation area with architectural features and landscaping.
- (c) When plantings are used as screens, such plantings shall be evergreen. Such plantings shall count toward required minimum landscape areas rather than being in addition thereto.
- (d) Where walls or fences are used in lieu of planted screens, landscape materials shall be incorporated into the screening scheme whenever feasible.



Figure 31

Left – Poorly Planned and Unscreened – Not Permitted
Right – Attempted Screening Desirable

C. Refuse Collection Areas and Dumpsters

- (1) All structures and facilities for trash, storage, loading and outdoor equipment shall be screened from view from any street or pedestrian circulation area with architectural features and landscaping.



Figure 32 Left – No permitted,

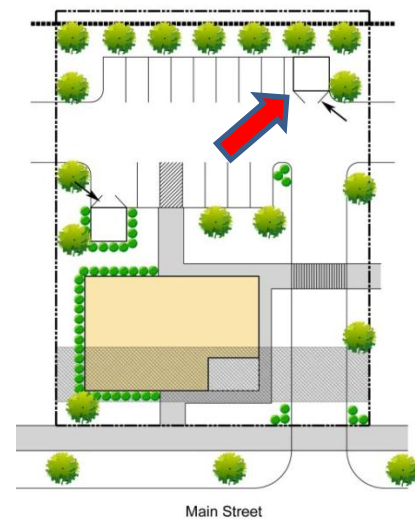


Right –Required Treatment

- (2) All dumpsters shall be placed in the rear yard and may be located five feet from the property line if the adjoining property is zoned non-residential and five feet from all applicable buffers if the adjoining property is zoned residential.
- (3) All dumpsters shall be enclosed with a wall of equal or greater height on three sides, the material of which shall be similar to the material on the outside of the main building. The DDRC May approve alternate materials on request, but in no case shall materials be approved which will quickly degrade such as wood fencing.
- (4) The doors of a dumpster enclosure shall not face a public street when there is no visual buffer between such enclosure and the street.



Figure 33 A- Preferred Treatment Example



B – Example Preferred Location

D. Site Furnishings

Street furniture serves to unify the downtown. Street furniture compliments downtown sidewalks and creates places of rest and interest along the route. Street furniture should conform to a unified style and character that defines the identity of the particular sub-district street. Furnishings should be placed in areas of pedestrian activity.

(1) Street Furniture Standards All:

Street furnishings include but are not limited to; trash receptacles, benches, seating, bus shelters, bike racks, newspaper boxes, vending carts, tables, pedestrian way finding signage, kiosks, and public art.

(a) Street furnishings may be installed, if desired, along all corridors.

(b) Furnishings may not be installed in a sidewalk clear zone.

(c) Public furnishings in the right-of-way including benches, waste receptacles, recycle receptacles; signage and bicycle racks must be secured or anchored to the ground unless otherwise approved by the DDRC.

(d) In the Town Center and Main Street Village sub-districts and in the Main Street and Urban Street Corridors, street furniture shall be installed in the street furnishings zone between the curb and sidewalk.

(e) In the Commercial Center, Mundy Mill and Neighborhood Village sub-districts and in the Avenue, Parkways and Boulevard Corridors street furnishings may go between the sidewalk and road if and only if the strip is at least three feet (3') wide. In sections where the strip is less than three feet (3') the furnishings must be placed on the side of the sidewalk furthest from the road.

- (2) Benches
- (a) Street benches should be comfortable, structurally sound but simple and pleasant to look at.
 - (b) Benches should be placed in areas of the greatest pedestrian use such as plazas, near intersections, alcoves adjacent to building entries and along sidewalks downtown under tree canopies.
 - (c) Benches used along downtown sidewalks should be placed parallel to the street facing the buildings nearest them approximately two feet from the back of the curb. One to two benches per block are recommended.
 - (d) Benches shall be secured to the ground with a footing at all four legs. Methods of attachment shall not be welded and shall be capable of being removed for servicing the area beneath the bench as needed.
 - (e) Benches shall be made of all metal, or metal and wood. Benches of recycled plastic and similar plastic materials are not permitted due to their propensity to degrade in quality and appearance very quickly. Other materials such as pre-cast concrete may be approved by the DDRC.
 - (f) Benches in public right-of-way shall conform to the following specifications or approved equal. (Substitutions must be administratively approved and have equal or better warrantee, material and finish specifications.)



Manufacturer Information:

Victor Stanley, Inc.

Item Number:

FMBF-324

Color:

Tavern Square Green

Other:

6', 8', add skateboard guards

Figure 34

Typical Public Bench

(3) Trash / Ash Containers

- (a) Trash receptacles should be of a consistent design that is attractive but functional. Trash receptacles should be placed in areas of greatest pedestrian movement such as near the curb at street intersections, in plazas and around businesses that generate lots of trash such as restaurants and cafés.
- (b) Trash receptacles shall not be placed within 6' of a bench.
- (c) Trash receptacles often leak liquid waste and should therefore be placed over landscape strips with mulch or gravel below them when possible.
- (d) Trash receptacles in the public right-of-way shall conform to the following specifications or approved equal. (Substitutions must be administratively approved and have equal or better warrantee, material and finish specifications.)



Figure 35 Waste Receptacles Typical



Figure 36 Waste Receptacle Side Door Opens

Manufacturer Information:

Victor Stanley

Item Number:

SD-42

Color:

Tavern Square Green

Other:

Must be anchored to the ground with bolt. Std.
Tapered Formed Lid or other required. Ash optional.

- (4) Recycle Containers
- (a) Recycle receptacles are desired by the City to help in the effort to reduce the City's impact on the environment. Recycle receptacles should be placed in areas of greatest pedestrian movement such as near the curb at street intersections, in plazas and around businesses that generate lots of trash such as restaurants and cafés.
 - (b) Recycle receptacles shall be clearly marked and have lids that indicate the recycle function such as a small diameter hole for cups, etc.
 - (c) Recycle containers shall not be placed within 6'
 - (d) Recycle containers often leak liquid waste and should therefore be placed over landscape strips with mulch or gravel below them when possible.
 - (e) Recycle containers shall be located adjacent to trash receptacles when possible to help differentiate the usage.
 - (f) Recycle receptacles in the public right-of-way shall conform to the following specifications or approved equal. (Substitutions must be administratively approved and have equal or better warrantee, material and finish specifications.)



Figure 37 Typical Recycle Configuration



SD-242 Ironsites® Series MegaCan recycling station.
Products shown may be patented. Visit www.victorstanley.com for details.

Figure 38 Recycle Receptacle and Waste in Side by Side Configuration

Manufacturer Information:

Victor Stanley

Item Number:

SD-242

Color:

Tavern Square Green

Other:

Must be anchored to the ground with bolt. Std. Tapered Formed Lid or other lid with ash receptacle required. Ash optional.

Recycle side must be clearly labeled and have standard recycle lid.

- (5) Bicycle Racks
- (a) Every new building must provide a bicycle parking space or bike rack.
 - (b) For office buildings with less than 5000 sf a minimum of one rack with room for three bicycles is required.
 - (c) For all larger buildings including municipal, commercial, retail and office uses one bicycle space (in a rack) shall be provided per 15 parking spaces required. Therefore a use requiring 100 parking spaces would require seven (7) bicycle spaces or one large rack.
 - (d) Bike racks are at a minimum to be the inverted U type bike rack and must provide for the following:
 - (i) Support the frame of the bicycle and not just one wheel
 - (ii) Allow the frame and one wheel to be locked to the rack when both wheels are left on the bike
 - (iii) Allow the frame and both wheels to be locked to the rack if the front wheel is removed
 - (iv) Allow the use of either a cable or U-shaped lock
 - (v) Be securely anchored
 - (vi) Be usable by a wide variety of sizes and types of bicycles
 - (e) The following bike rack is approved for usage in the public right-of-way. Other racks may be approved by the DDRC. Submit manufacturer's product cut sheet with application for approval.



Figure 39 Typical Bicycle Rack

Manufacturer Information:

Victor Stanley

Item Number:

BRWS-101

Color:

Tavern Square green

Other:

In Ground Mount Only

(6) Public Art

For art to be considered public it must be placed in the public realm for public use. Art placed in the front entry plaza of a private business property that is readily accessible and visible from an adjacent public street is considered public art. On the other hand, artwork placed in a rear yard and out of plain site of the general public shall not be subject to the provisions of this section. Note: When a business attempts to gain attention by building a large works of public art, such as a 20 foot tall fish sculpture in front of a seafood restaurant, art can become a “sign”. For this reason some public art is regulated under the signage section of this article.

- (a)** All permanent public art weighing more than 20lbs must be anchored or secured to the ground or otherwise made safe from tipping or falling.
- (b)** Public art must respect the significant potential for citizens touching, climbing on and or interacting with the art. Therefore the pieces must be sturdy and free of sharp points or projections that could endanger the public or alternatively the art must be placed in such a way that the public’s direct access is limited.
- (c)** Public art shall compliment the character of the overlay district and shall appeal to a large percentage of the population. The subject matter shall not be overtly controversial in nature.



Figure 40 Left and Right Show Examples of Desirable Public Artwork

- (d)** All artworks greater than 8’ in total height or 12’ in width shall also be subject to the signage sections of this article (fountains excluded).
- (e)** Any painted murals that include words are subject to the provisions of the signage sections of this article.



Figure 41 Typical Mural Example – Requires DDRC Approval

- (f)** All art placed in the public right-of-way is subject to the approval of the DDRC.
- (g)** Private artwork placed on property within the overlay district that is readily visible from a public street is also subject to review by the DDRC.

(7) Mail Boxes

Mail boxes shall be selected and located so that they are unobtrusive and visually integrated into the environment or so that they are appropriate in design and location with the architecture of the building or house. The City finds that the focus of a neighborhood should be on the landscape and architecture and not utilitarian items such as mailboxes. As such:

- (a) All mail boxes shall comply with USPS minimum standards for placement and construction.
- (b) In residential Neighborhoods, mailboxes shall be traditional in form, shape and size and shall not be painted with art or have decorations, stickers or sculpted elements affixed to them.
- (c) Mail centers or groups of boxes for commercial building shall be placed so that they are easily accessible and under cover. They shall be designed into building walls or in separate structures which are architecturally integrated with the overall character of the site.
- (d) The location and design of all commercial mailboxes for all sub-districts shall be subject to review and approval by the DDRC.



Figure 42 Not Allowed



Standard – Allowed



Alternate - Allowed



Figure 43 Acceptable Mail Center Styles for Large Developments

(8) Bus Stops/Shelters

Bus stop shelters may be required along some corridors in the overlay district. Developers shall consult with the Planning and Development Department to determine if development requires coordination for a bus stop location in the public right-of-way. The City may at some time in the future create a custom bus shelter design for use in the Downtown Overlay District and or other areas. Until such time, all bus stops requiring a shelter in the Downtown Overlay District shall meet the following minimum standards:

- (a) The roof shall be curved and constructed of either standing seam metal of a reflective color or a glass like material such as plexi-glass.
- (b) The shelter shall resemble the examples pictured in this document and match in materials, scale and finish.
- (c) The provision of advertising space at bus shelters is not desired and shall be subject to the approval of the City.
- (d) The shelter shall provide a center or back wall of glass or glass like transparent material and painted metal posts for protection from the wind.



Figure 44 Example Shelter

Manufacturer Information:

Reserved (custom)

Item Number:

Reserved (custom)

Color:

Reserved (custom)

Other:

Advertising is not desired unless it includes maps, or local information such as public events calendars, etc.



Figure 45 Example Shelter with Advertisement

4 Landscaping

Landscaping should provide aesthetic enhancement of a project site, screen objectionable objects from public view and replace scarred slopes of missing vegetation impacted by grading activity. A successful landscape project will consider the appropriate use of plant materials, proper plant spacing and long term maintenance needs for each plant type as noted herein.

Trees and shrubbery break up the monotony of concrete and asphalt in a downtown area by providing greenery, flowers, seasonal change and shade. Trees and shrubbery reduce the heat reflected off paving and buildings. Trees break up the scale of large buildings. Shrubs not only add color and texture to a streetscape, but shrubs can also provide excellent screening to hide blank walls, unattractive foundations, parking lots, trash bins, loading docks and outside storage areas.

A. Professional Design Requirements

All landscape plans submitted for review to the DDRC shall be prepared and stamped by a Georgia Registered Landscape Architect with experience in urban design.

B. Xeri-scape and water wise requirements

All landscaping in the Downtown Overlay District shall be designed using xeri-scape principals to reduce water consumption and help ensure the sustainability of the landscaping in periods of drought. In general, this requires planting of trees, shrubs and ground cover together with plants of similar water requirements and also placing plants with higher water requirements in the most appropriate locations such as swales and low areas. The landscape plan will be reviewed for these requirements by the DDRC which includes a professional Landscape Architect or other appointed expert.

C. Locally Proven, Hardy, Urban Plants

All proposed plantings shall be climactically appropriate for use in this locale, tolerant to grow in a variety of soil types and able to survive in temperatures ranging from a low of 10° to 28° F to highs of 85 to 100° F. Plants shall be selected from those known to be hardy and adapted to the prevalent environments of the City of Oakwood. Plants known to have major maintenance, pest or disease problems shall not be used.

D. Public Safety Regarding Dangerous, Noxious and Invasive Plants

All plants placed in areas readily accessible by the public shall be appropriate for public use. Additionally some aggressive species of plants can spread rapidly outside their intended planting areas through seed dispersal, underground runners or other means. These plants can quickly become a serious public nuisance.

- (1) In all sub-districts, the planting of significantly poisonous plants and plants with large thorns is not permitted in any public area or areas generally accessible to the public. Private residential yards are not subject to this requirement except as follows.
- (2) Planting of any plant on the Georgia Exotic Pest Plant Council Category 1 lists of noxious and invasive plants is not permitted.
- (3) If poison ivy (*Toxicodendron radicans*) or any similar hazardous vine is identified on any property in the overlay district it must be removed. If the City notifies a property owner in writing that there is poison ivy to be removed the owner has 30 days to comply.

E. Sight Distances and Plants

No section, portion or requirement in this article is meant to construe that any plant including street trees, shrubs, groundcover or other plantings shall be placed or planted within a site visibility triangle. All sight visibility triangles for intersections of driveways, service roads, curb cuts or streets

shall be kept clear of shrubbery over 24" in height or any plant or plants that would limit visibility at the standard elevations set out and established in the various AASHTO and GDOT design manuals and standards. If other sections of this article conflict with this requirement, this section shall prevail above all others.

F. Irrigation requirements

- (1) Other than single family uses, all landscape areas in the Downtown Overlay District are required to provide 100% automated irrigation coverage of all planted landscape areas.
- (2) The use of irrigation wells, or pumping from wet detention ponds is encouraged.
- (3) Use of a gray water, reclaimed water, rain water harvesting or condensate collection systems is greatly encouraged.
- (4) All landscape design shall comply with the local, city, county and/or state water efficiency or conservation practice. Water conservation techniques to consider should include:
 - (a) Matching precipitation rates of all irrigation heads
 - (b) Limiting the use of high and moderate water use plantings
 - (c) Providing rain shut off devices
 - (d) Designing irrigation systems to prevent over watering
 - (e) Include seasonal water schedules to reflect climate changes
 - (f) Trees, located within shrub bed areas, should be individually irrigated and zoned separately. The use of sub-surface drip irrigation lines, within public-rights-of-way areas, is not allowed.

G. Entry Landscaping

Entry way landscaping is encouraged and should include design elements which are common to the proposed development. Design elements may include, but not be limited to: entry wall monuments, perimeter fencing, landscape berms/mounds, water features (such as fountains or reflecting ponds), specimen trees and upsized shrub plantings.

H. Frontage Landscape Requirements

All sub-districts in the Downtown Overlay have some form of landscape requirement for the street frontage. Frontage landscape requirements apply to any side of a property that fronts a public street and includes only the land within the public right-of-way.

- (1) Residential Neighborhood sub-district:
 - (a) Street trees are required and must be placed within the public right-of -way or as close as possible on the side of the sidewalk opposite from the road.
 - (b) The trunk of the tree may be no closer than 3' to the sidewalk at time of planting.
 - (c) Street trees shall be planted at a minimum of one (1) per lot or one every fifty feet (50') whichever is greater.
 - (d) Except for driveways, walls, sidewalks and utilities, the remaining undeveloped surface of the frontage shall be permanently planted in turf grass, ground cover plantings or shrubbery.
- (2) Commercial Center sub-district:
 - (a) Street trees are required and must be placed within the public right-of -way or as close as possible on the side of the sidewalk opposite from the road.
 - (b) The trunk of the tree may be no closer than 3' to the sidewalk at time of planting.
 - (c) Street trees shall be planted at a minimum of one (1) every fifty feet (50').

- (d) Except for driveways, walls, sidewalks, and utilities, the remaining undeveloped surface of the frontage shall be permanently planted in turf grass, ground cover plantings or shrubbery.
- (3) Town Center sub-district:
 - (a) Street trees are required and must be placed within the landscape strip/furniture zone between the curb and sidewalk.
 - (b) Except for the minimum 32sf of pervious space required for each tree the remaining area of the landscape strip may be paved with brick pavers.
 - (c) The trunk of the tree may be no closer than 20" to the sidewalk at time of planting.
 - (d) Street trees shall be planted at a minimum of one (1) every forty feet (40').
 - (e) Except for driveways, walls, sidewalks, and utilities, the remaining undeveloped surface of the frontage shall be paved with decorative pavers or be permanently planted in turf grass, ground cover plantings or shrubbery.
- (4) Main Street Village sub-district:
 - (a) Street trees are required and must be placed within the landscape strip/furniture zone between the curb and sidewalk.
 - (b) Except for the minimum 32sf of pervious space required for each tree the remaining area of the landscape strip may be paved with brick pavers.
 - (c) The trunk of the tree may be no closer than 20" to the sidewalk at time of planting.
 - (d) Street trees shall be planted at a minimum of one (1) every forty feet (40').
 - (e) Except for driveways, walls, sidewalks, and utilities, the remaining undeveloped surface of the frontage shall be paved with decorative pavers or be permanently planted in turf grass, ground cover plantings or shrubbery.
- (5) Mundy Mill sub-district:
 - (a) Street trees are required and must be placed within the public right-of-way or as close as possible on the side of the sidewalk opposite from the road.
 - (b) The trunk of the tree may be no closer than 3' to the sidewalk at time of planting.
 - (c) Street trees shall be planted at a minimum of one (1) every fifty feet (50').
 - (d) Except for driveways, walls, sidewalks, and utilities, the remaining undeveloped surface of the frontage shall be permanently planted in turf grass, ground cover plantings or shrubbery.
- (6) Neighborhood Village sub-district:
 - (a) Street trees are required and must be placed within the public right-of-way or as close as possible on the side of the sidewalk opposite from the road.
 - (b) The trunk of the tree may be no closer than 3' to the sidewalk at time of planting.
 - (c) Street trees shall be planted at a minimum of one (1) every fifty feet (50').
 - (d) Except for driveways, walls, sidewalks, and utilities, the remaining undeveloped surface of the frontage shall be permanently planted in turf grass, ground cover plantings or shrubbery.

I. Landscape Strips and Planting Materials

In the Commercial Center, Neighborhood Village, and Mundy Mill sub-districts there shall be a landscape strip located between the right-of-way and any parking lots or buildings on private property.

- (1) The width of this strip varies by sub-district, see Table 7 for the minimum widths of Landscape Strips. The minimum is just that, a minimum, and developers are encouraged to provide substantially more landscaping and vary the width of the strip where possible.

SUB-DISTRICT	Landscape Strip Required	Width
Mundy Mill	yes	10'
Commercial Center	yes	20'
Neighborhood Village	yes	15'
Town Center	no	na
Main Street Village	no	na
Residential Neighborhood	no	na

Table 7

- (2) Landscape strips shall be landscaped with a mixture of trees, shrubs, and ground cover with the remaining areas covered in sod or mulch.
- (3) The minimum requirement is for every thirty five (35) linear feet of landscape strip the owner/developer shall provide one 3" canopy tree plus one 1.5" understory tree and provide cover for at least 50% of the total landscape strip area in plantings of either shrubs or ground cover. The remaining area may be covered in sod or a three (3) inch layer of mulch.
- (4) To determine the coverage of shrubs and ground cover the following table shall be used:

PLANTING AREA COVERAGE FOR LANDSCAPE STRIPS		
PLANT TYPE	SIZE IN GALLONS	AREA PER PLANT
GROUND COVER	1	3SF
GROUND COVER/SMALL SHRUB	2	5SF
SMALL SHRUB	3	10SF
MEDIUM SHRUB	5 TO 7	15SF
LARGE SHRUB	10 TO 15	25SF
LARGE SRUB / SMALL TREE	>15	50SF

Table 8

- (5) The City of Oakwood recognizes that the use of landscape strips can result in reduction of creativity and encourages designers to do more than provide a regular spacing of trees and shrubs along the frontage. If there is more than ten (10) feet between the right-of-way and the parking lot or buildings the designer may spread the required plantings over a larger area.

J. Walls (not building walls), Columns and Piers

- (1) The following standards apply to common fences and walls around businesses, multi-family developments, and detached and attached residential subdivisions along public street frontages. [The following standards are in addition to the standards set forth in the City's Code of Ordinances.]
- (2) Allowable materials include: natural stone, clay brick, architectural concrete, or wood.
- (3) Faux rock made of colored concrete and faux stone or brick panels made of wood are not permitted.
- (4) When the building fronts and sides are visible to a public street, any wall over two feet in height from finished grade shall not be opaque and shall have a minimum opening ratio of 50% (fifty percent).
- (5) When the back of the building is visible to a public street, walls shall be opaque (solid).
- (6) Applications for wall permits shall be reviewed by the DDRC.

K. Fences

- (1) Fencing made of barbed wire, razor wire, plastic, or cloth is prohibited unless otherwise stated in the City's Code of Ordinances.
- (2) All fences shall be at least forty eight (48) inches (4 feet) in height and not greater than ninety six (96) inches (8 feet).
- (3) Except in the Residential Neighborhood sub-district, simple plain wood picket fences are not allowed. Wood picket fences in other sub-districts shall include post details and caps to make them more ornamental. Designs are subject to approval of the DDRC.
- (4) Chain link fencing is not allowed to front a public right-of-way in any sub-district of the overlay.
- (5) Chain link fencing is permissible only for the following uses only:
 - (a) In the Residential Neighborhood sub-district for use in constructing pet enclosures as long it is not readily visible from a public right-of-way.
 - (b) In any sub-district along a rear or side property line as long as that fence is not readily visible from a public right-of-way, greenway trail or adjacent property owner.
 - (c) As a small enclosure for securing utilities or materials as long as such enclosure is not readily visible from a public right-of-way or adjacent property.
 - (d) When the building fronts and sides are visible to a public street, any fence shall have a minimum opening ratio of 50% (fifty percent).
 - (e) When the back of the building is visible to a public street, fences shall be opaque (solid).
- (6) Applications for fence permits shall be reviewed by the DDRC.

L. Parking Lot Landscaping

- (1) Where a parking lot, parking structure or gas fueling bays front directly on a public street, a continuous screen of evergreen (to be equally effective all year) planting shall be provided. Said screen shall be a minimum height of two feet (2'- 0") at time of planting and capable of attaining a healthy maintained height of four to five feet or greater. The minimum bed width of the screen shall be four (4) feet.
- (2) Parking lots shall be planted for the harsh environment they create. Trees, shrubs and ground cover must be heat tolerant and well suited for the confined spaces they are planted in.
- (3) All trees in parking lots shall be medium to large canopy trees.
- (4) All trees shall be a minimum of 2.5" at time of substantial completion or request for CO.

- (5) All parking lot islands shall have construction debris including slag concrete, gravel and asphalt removed completely. Fill soil and subgrade materials that have migrated into the islands during construction must be removed completely to a depth of 36" from the top of the curb or top of paving if no curb exists.
- (6) Islands and peninsulas shall be filled with a planting mix and or top soil or both to achieve the desired finished grade. Do not crown beds more than 3-6" as this will cause most of the water to run-off before it can percolate into the soil during typical rain events.
- (7) Evergreen ground covers or shrubs with mulch shall be utilized in parking lot landscape islands beneath the required trees. Turf grass is not permitted.

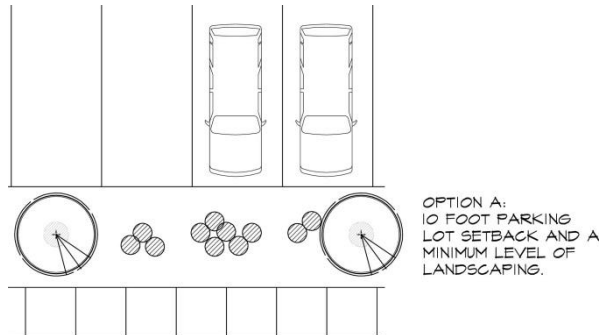


Figure 46 Typical 10' Landscape Strip – Mixture of Plant Sizes

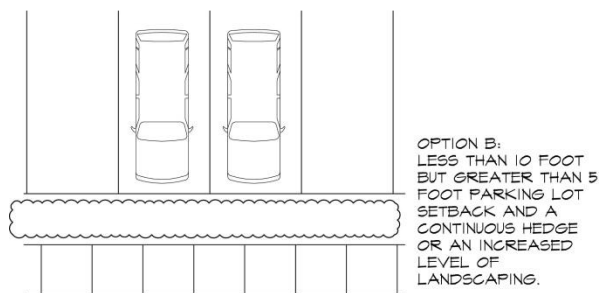


Figure 47 Typical Reduced Landscape Strip – Requires Hedge



Figure 48 Typical Reduced Landscape Strip – Requiring Fence

M. Plazas, terraces, patios and other paved areas

- (1) Public hardscapes shall be detailed with decorative pavers, low walls, seating, etc to create inviting open spaces.

- (2) Designs shall compliment the surrounding facilities and buildings and are subject to review and approval by the DDRC.
- (3) Anti-vandal devices that discourage skate boards and other similar uses are to be integrated into designs of steps, cheek walls and railings.

N. Fountains

All publicly accessible outdoor fountains are subject to these requirements as well as all applicable local and state codes and standards:

- (1) All fountains must be designed by qualified designers possessing experience with fountain mechanics. Owner/Developers are encouraged to work closely with their consultants to select professional fountain designers who can typically catch common mistakes and avoid costly repairs.
- (2) All fountains shall have automatic timers and be turned off after 2am and on at dawn unless they are run by solar power or other alternative energy source.
- (3) All fountains shall be designed to account for “shut-down gain” and have over flows routed to sanitary sewers if they are using treated water.
- (4) Fountains should be designed to look attractive even when not operating so they are still attractive in periods of drought, or repair.
- (5) Fountains must have automatic fill devices and are encouraged to be connected to sources other than city water such as harvested rain water or well water.
- (6) Fountains with reservoirs large enough that they might attract bathers are required to provide visible but discreet regulatory warning signs forbidding bathing or related activities.
- (7) All fountains are required to be kept in working order and in operable condition at all times except when required to be shut off for periods of drought or other emergency.

O. Parking Deck Landscaping/Screening

- (1) When an owner/developer decides to screen a parking deck wall or side they must provide a landscape area or bed with a minimum depth of eight (8) feet containing at least one understory or overstory tree, as appropriate, and eight shrubs per 40 linear feet, and a minimum of 90 percent living shrubs, groundcover, sod, and/or annual or perennial color in the landscape strip surface area.
- (2) The areas between the trees must be landscaped or grassed.
- (3) The trees shall be evergreen and columnar or pyramidal in shape and be at least ten feet tall at the time of planting.
- (4) Trees employed to meet the screening requirement may be counted toward the street tree and overall density planting requirements.

P. Buffers

- (1) Buffers shall comply with buffer standards in the zoning ordinance except that the following provisions shall be in addition:
 - (a) A buffer shall consist of at least 50% evergreen species. In situations where existing buffers are mostly deciduous or mature trees with no understory, evergreen shrubs and trees shall be added.
 - (b) Any undisturbed buffer that is not 100% effective at screening at time of planting must be improved with additional plantings or fencing so that the view is fully obscured at 5’ height.

- (c) When gaps or large areas of the buffer contain no shrubs or trees or when the buffer has to be disturbed for a perpendicular utility crossing, the buffer must be replanted with shrubs and trees in sufficient quantity to screen the site completely at 5' height.
- (d) A fence may be used in addition to plants to increase the buffering capabilities as desired.

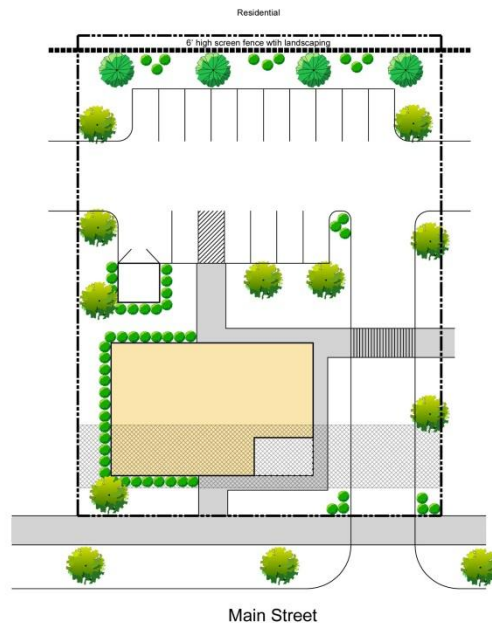


Figure 49 Landscape Buffers and Fences

Q. Medians

- (1) Medians of roads shall be planted with species appropriate for roadways that are proven to succeed in high heat and wind and not be overly susceptible to ice and storm damage.
- (2) All median plantings shall be of species that will not grow into the traffic lanes, except where canopy trees can be sufficiently managed to grow above and over the traffic without creating a significant hazard.
- (3) Plantings shall be designed with the speed of the road in mind. Mass simple plantings of a few species of trees and large homogenous groups of shrubs for faster sections of roadway and create points of impact with more detailed plantings at median cuts and termination points.
- (4) All median plantings shall consist of low maintenance species of plants.

R. Street Trees

Street trees are required along the streets in the Downtown Overlay District. Due to the difficult growing conditions for urban trees, it is important to use species which are well adapted for these conditions.

Street trees for purposes of downtown Oakwood will be divided into two types. The first type is called the “canopy tree” which is the larger of the two types and will be used along sidewalks or in street medians. These trees provide sufficient space for pedestrian movement under them.

- (1) A row of street trees along one road must be of a single species on any single property or block, (Note: other required trees on property need not be of a single species.) If previous developments have occurred on the same road, the species of trees approved and planted previously should be continued unless a different species is approved by the DDRC.
- (2) All matching street trees on one road frontage or in a continuous block shall come from the same source and be well matched in form and character.
- (3) Street trees (overhead canopy trees) are required at a minimum of fifty (50) foot intervals or portion thereof, and spaced roughly equal distance between each tree. Spacing shall not be less than 35' on center except in situations where specific screening of a building, utility or equipment is required. Spacing of street trees placed along the same road shall be as close to equal as possible.
- (4) Street tree placement shall accommodate the clear zones required by site triangles.
- (5) No tree trunk shall be placed closer than 2' from the back of curb
- (6) No tree trunk shall be planted closer than 10' from a building wall
- (7) When street lights are present trees shall not be closer than 15' from a street light and spacing of trees should correlate with lighting to create roughly equal spacing and regular patterns of lights to trees. Spacing shall be subject to the approval of the DDRC.
- (8) Replacement trees for trees damaged by vandals, storms, pests, disease or vehicles shall be installed to match the existing trees when possible: or at the largest size possible from locally (within 300 miles) available commercially grown sources.
- (9) Street trees planted in a sidewalk cut must be provided a minimum previous area of thirty two square feet measuring four feet by eight feet with the longer side running parallel with the street. This area may be covered by gravel, mulch, or ground cover but grates are not permitted. Other coverings such as flexible pervious pavements may be approved by the DDRC by special request.
- (10) Root barrier systems are required at the tree base when planted in sidewalk cuts (tree planters) on Main Streets and Urban Streets.
- (11) Developers planting street trees on public property shall guarantee them for a full year from time of substantial completion or CO.
- (12) Street trees shall be limbed up above 5' for visibility and at least 7' in situations where they are over pedestrian zones
- (13) In locations where street-side parallel parking occurs directly adjacent to a street tree, locate spaces so that car doors will not hit tree trunks.

- (14) In locations where street-side angled parking fronts a street tree that is less than 4' from the back of curb, a curb stop shall be installed to ensure that an automobile may not damage the tree trunk.



Figure 50 Typical Parking Spot Needing Curb Stop

- (15) Trees that are known to produce heavy crops of nuts, seeds, fruits or other significant organic debris shall not be acceptable for street trees.
- (16) All street tree planters in Main Street and Urban Street sub-districts shall be planted with a permanent evergreen ground cover and or annual flowers.

5 Lighting

A well-lit downtown promotes and enhances safety. Aesthetically pleasing light which does not create a glare or light pollution can create an ambiance that is inviting and even contribute to creating a sense of place. Selecting low wattage long life fixtures can save energy and promote sustainability in all development. Lighting should serve both the vehicular and pedestrian circulation. The consistent use of a coordinated family of lighting fixtures throughout downtown helps to further unify the area.

A. Lighting Standard Requirements

- (1) It is the policy of the City that all street and sidewalk lighting design shall be based on ANSI / IESNA RP-8-00.
- (2) All lighting designs for the downtown area must be submitted to the City for review with the necessary back-up material. Shop drawings, lighting design data, cut-sheets, etc. must be provided. Where the City's standard details are not applicable, the designer shall submit the appropriate cut-sheets(s) and the proposed lighting plans to the City for review. No design shall proceed without the City's approval of the lighting plan and photometric layouts.
- (3) All lighting fixtures used shall be as specified in this article or an approved equivalent. Substitutions must be approved by the DDRC and have equivalent maintenance requirements, luminaires, power consumption, and lamping requirements in order to avoid unnecessary long term maintenance complications.
- (4) Specific lighting fixture placement and fixtures cut sheets must be shown on the plans submitted for review.
- (5) All lighting fixtures must come with a manufacturer's warranty of at least five (5) years on components, workmanship and finish.
- (6) All light level requirements are to be tested at ground level or pavement surface.

B. Streetlight Requirements

- (1) Street Lights shall be used along all roads and include two styles. These lighting fixtures shall be used as follows:
- (2) City Standard Street Light Specifications
 - (a) Large Street Light – The standard large cobra head light fixture for use on major thoroughfares combines an Ameron Pole and a Streetworks luminaire by Cooper Lighting. Contact the City's Planning and Development Department for the latest updates to this standard.



Figure 51 Ameron Pole with Streetworks Cobrahead

Manufacturer Information:

Pole – Ameron/Valmont

Luminaire - Streetworks/Cooper Lighting

Item Number:

Pole -DWG No. 0810-060

Luminaire – OVF Series

Color:

Black

Other:

Include duplex receptacle at each pole base. Inquire with City staff for latest specification for lighting type such as LED or MH or HPS



OVF COBRA CUTOFF

Cast aluminum roadway luminaire with anodized aluminum reflector, flat tempered glass lens and powder coat finish.

S-15988 [400W HPS Multi-Volt Type III, Bronze]

S-50550 [400W HPS Multi-Volt Type III, Grey]

EPA: .51 sq. ft.

WT: 30 lbs.

DIMENSIONS: (H) 7' x (W) 16 15/16" x (L) 30"

Black Powder Coat



Streetworks Thurmon Tanner Lighting Fixture

Figure 52 Streetworks Cobra Head

- (b) Standard Street Light– The standard street light for use on most roads central to the Downtown Overlay District combines an Ameron Pole and a Streetworks luminaire by Cooper Lighting. Contact the City’s Planning and Development Department for the latest updates to this standard.



Manufacturer Information:

Pole – Ameron/Valmont

Luminaire - Streetworks/Cooper Lighting

Item Number:

Pole: DWG No. 0810-061

Luminaire: Streetworks CAN Cut-off Generation Series

Color:

Black

Other:

Include duplex receptacle at each pole base. Inquire with City staff for latest specification for lighting type such as LED or MH or HPS

Figure 53 Valmont Pole with Streetworks ACN Luminaire



ACN CUTOFF ACORN

Classic styling with cast fluted aluminum housing, ornamental cage, clear acrylic globe, internal reflector, spun aluminum top, finial and black powder coat finish.

S-16034 [150W HPS 120V Type III] *

S-16048 [175W MH Multi-Volt Type III] *

S-16078 [400W MH Multi-Volt Type III]

S-16057 [250W HPS Multi-Volt Type III]

EPA: 2.1 sq. ft.

WT: 50 lbs.

DIMENSIONS: (H) 39 1/8" x (W) 18 3/4"



Streetworks Town Center Lighting Fixtures

Figure 54 Streetworks ACN Luminaire Fixture

- (3) The light levels to be provided are to follow IES recommended guidelines.
- (4) Streetlights shall be spaced roughly equidistant between all required street trees. Small deviations in regular spacing shall be permitted for previously installed utilities, streets, curb cuts, etc.
- (5) Street lighting may be provided through both public and private lighting providers
- (6) Street lighting shall be sufficient to provide for safety at intersections and heavily trafficked areas for both vehicles and pedestrians.

C. Store front Lighting

- (1) Window display lighting should be the dominant light. Other elements of the building should have more subdued lighting.
- (2) Lighting shall be used in the storefront display window, around signage, entrance and as an accent for building details.
- (3) The lighting shall be indirect from either concealed fixtures or from decorative light fixtures in keeping with the style of the building.
- (4) Storefronts shall utilize building mounted lighting to uplight any building mounted signage including addresses and businesses name.
- (5) Protruding fixtures should complement the architecture and if necessary be painted in a weather resistant finish so they don't stain the building. All mounting hardware should also be appropriately weather resistant.

D. Parking lot lighting

- (1) Lighting in the parking lots and areas of pedestrian circulation shall be sufficient to avoid areas less than 0.2 Foot Candles and provide light levels adequate for safety.
- (2) Shall not allow the use of incandescent or high pressure sodium (HPS) fixtures.
- (3) All parking lot lighting in the parking lot or lots of one development shall be accomplished with the same fixture or family of fixtures when more than one type is used.
- (4) All parking lot lighting shall be accomplished using cut-off style fixtures and anti-glare shields as needed to reduce light spill onto adjacent properties.

E. Pedestrian/Sidewalk Lighting

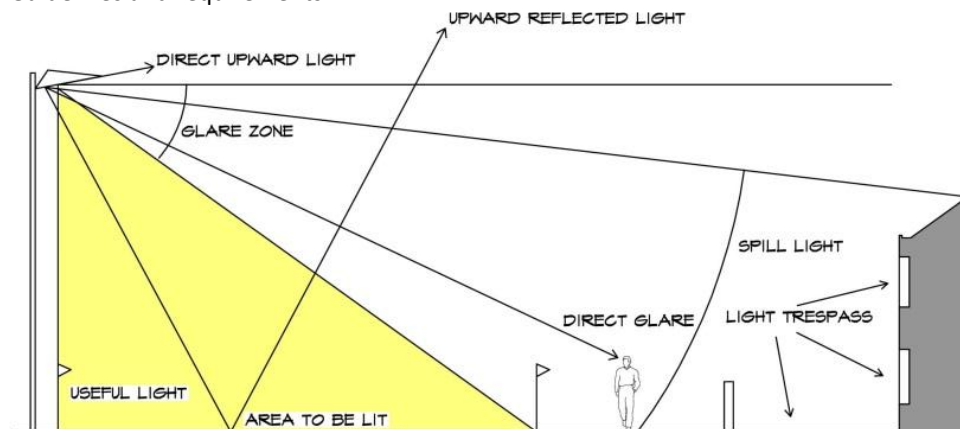
- (1) Pedestrian lights shall be used primarily for lighting sidewalks and public plazas near the street and shall maintain a minimum 0.2 foot candles on all areas of the sidewalk.
- (2) Pedestrian lighting shall be installed when new or upgraded sidewalks are constructed.
- (3) Pedestrian lighting shall be spaced to provide adequate light levels for sidewalks based on providing not less than 0.2 foot candles on any part of the sidewalk (exclusive of areas shaded by trees). Spacing shall be roughly equal and provide safe distance from required street trees, in accordance with the Georgia Power Area-wide Pedestrian Lighting Plan.
- (4) If designed with the fixture extending at an angle from the pole, the light fixture shall overhang the sidewalk.
- (5) Fixtures in the public right of way shall be a maximum height of 16 feet and shall match or otherwise compliment the approved street light standards.
- (6) Fixtures on private property shall also match or compliment the approved lighting standards however they may at times deviate to match or compliment the architecture of the building subject to the approval of the DDRC.

- (7) On intra-parcel sidewalks, fixtures shall be installed to maintain a minimum lighting level on the pathway of 0.2 foot-candles and may be of any style appropriate to the architecture of the project.
- (8) Pedestrian lighting shall be located outside the required clear zone of sidewalk. The street furnishings zone is the preferred location.

F. Cut-Off Style Lighting requirements

Light pollution is an unwanted consequence of outdoor lighting and includes such effects as sky glow, light trespass, and glare.

- Sky glow :brightening of the night sky caused by natural and human-made factors
 - Light Trespass: –light being cast where it is not wanted or needed
 - Glare: objectionable brightness
 - Disability glare : loss of visibility from stray light scattered within the eye
 - Discomfort glare: Sensation of annoyance or pain induced by overly bright sources
- (1) In an effort to lead by example, the City has elected to adopt lighting standards similar to those developed around the country to help limit light pollution, glare and energy waste.
 - (2) Therefore all public street and pedestrian lighting shall be of the cut-off style and shall not create light pollution or glare per IES Guidelines.
 - (3) Any light fixtures submitted for approval by the DDRC shall meet the IES Cut-Off Style Guidelines and requirements.



LIGHT POLLUTION IS OFTEN CAUSED BY THE WAY LIGHT IS EMITTED FROM LIGHTING EQUIPMENT. CHOOSING PROPER EQUIPMENT AND CAREFULLY MOUNTING AND AIMING IT CAN MAKE A SIGNIFICANT DIFFERENCE.

Figure 55 Light pollution can be eliminated or reduced by choosing the right fixtures

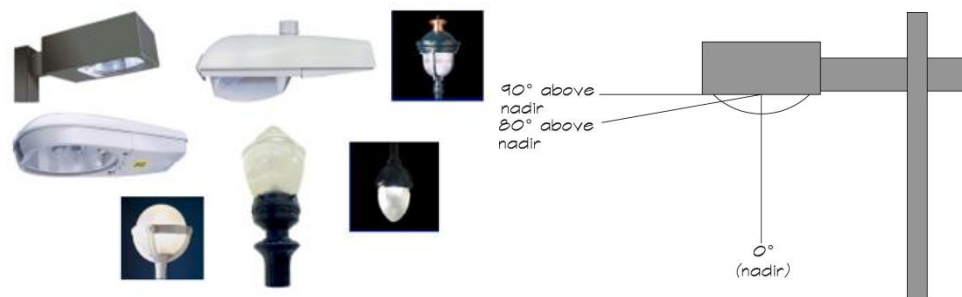


Figure 56 Sample of Cut-Off Style Light Fixtures and Diagram

6 Signage

Signs are an integral part of any downtown business area. A business sign can call attention to a store and help establish a business brand or image. Merchants often try to “out do” each other with large flashy signs. However, bigger, brighter and attention grabbing signs are not better, in fact in most cases they are harmful and detract from the quality of life in the area. In the Downtown Overlay District smaller, high quality, pedestrian oriented signs that are often integrated with the building or high quality well detailed monument signs are required.

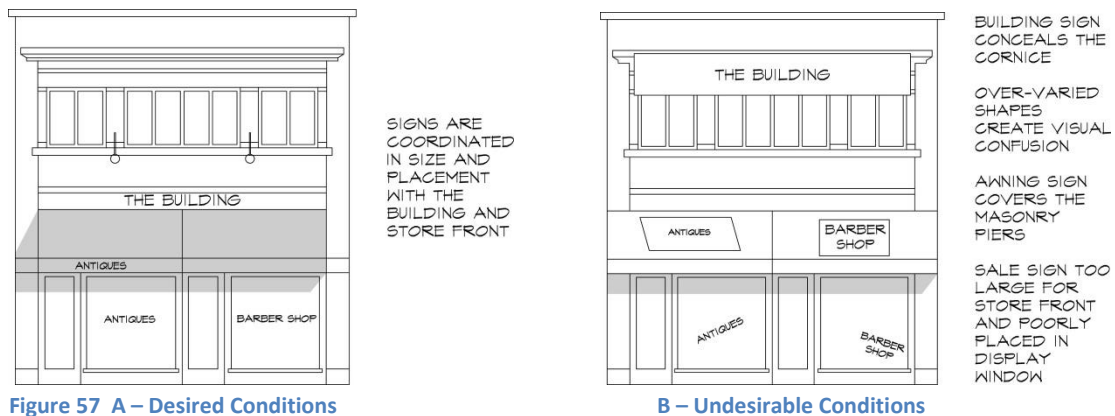


Figure 57 A – Desired Conditions

B – Undesirable Conditions

A. General requirements for all Signage

- (1) Requirements of the Chapter 36 – Signs of the City Code apply to all sub-districts except as follows:
 - (a) Sec. 36-34 (c) – no Bill Boards shall be allowed in any part of the Downtown Overlay District except those that are grandfathered.
 - (b) Sec. 36-34 (e) – no stanchion signs are permitted in any part of the Downtown Overlay District except those that are grandfathered.
 - (c) Sec. 36-34 (f) (2) Wall signs may project beyond the building face up to twelve (12) inches. Awning signs may be placed on any surface of the awning as long as that awning does not project over the public right-of-way or building set back line.
 - (d) Sec. 36-34 (f)(4) – The maximum height of a wall or awning sign shall be twenty four feet (24'). The minimum height to the bottom of a wall sign shall be eight feet (8').
 - (e) Sec. 36-34(f)(5) – Wall signs are permissible in all sub-districts of the Downtown Overlay except the Residential Neighborhood.
- (2) If a rear customer entrance is provided, a small version of the main entrance sign may be used to denote the store’s rear entrance.

B. Sign Colors

- (1) Colors shall be consistent with the architecture and theme of the building.

C. Sign Materials

Materials shall not be limited except that all materials shall be appropriate for use in wet conditions if they are to be exposed to the elements. Signs may be made of wood, plastic, metal or stone or any combination thereof.

D. Lighting of Signs

- (1) Signs shall be indirectly lighted or backlit.
- (2) Neon Signs
 - (a) Neon signs are not permitted outside of any buildings.
 - (b) Neon signs may be used inside of businesses as long as they are not larger than 48" in either direction and no more than one per 100 sf of window space is used.

E. Public Signs

- (1) The City of Oakwood will be responsible for replacing and maintaining public signs such as stop signs, street name signs and directional signs along public rights-of-way.
- (2) When a development includes the creation of new roads the owner or developer shall be responsible for the purchase and installation of new street and traffic signs. Contact the City for details on the current vendor and manufacturer of traffic control and street signs.




Manufacturer Information:

Custom – Contact City for latest updates

Item Number:

Custom – Contact City for latest updates

Color:

Black

Other:

Georgia Sales Representatives

Mr Lawrence Strickland, GA. Cell: 770-289-2620 Tel: 770-529-9273
Email: lstrickland@archamenties.com

Mr Gene Davies, GA. Tel: 404-925-0666
Email: gdavies@archamenties.com





SMALL SAVANNAH
3" POLE OPENING



LARGE SAVANNAH
21" D x 4" D x 27" H



ROUND FLUTED

AVAILABLE FINISHES

SAVANNAH - CBB H
17, 3" D x 4" D x 22" H

■ Solid Black ■ Textured Stone
■ Architectural Bronze ■ White



SCALLOPED - SBB
6X30 SCALLOP CAST STREET NAMEPLATE

BACK PLATES

Our cast backplates come in various sizes to address all standard DOT criteria. Below is a sample of just a few models available.





STOP CBP S
AVAILABLE IN:
24, 32 OR 36"

YIELD CBP Y
AVAILABLE IN:
30 OR 36"

DIRECT CBP D
12X18, 24X18,
OR 24X30"



CAST BRACKET SYSTEM

Available in 2" and 4" versions for round or fluted poles. It provides sturdy attachment with 80 visible screws.

Figure 58 Custom Street Sign Examples

F. Digital Signs

- (1) Digital or electronic signs on which the display changes intermittently must comply with Chapter 36 - Signs of the City Code.
- (2) Note: Large TV's or similar projection devices with screens over 48" in any dimension including digital signs placed inside of buildings that have windows or openings shall be placed and angled so the screen is not readily visible from the street. Any such device of any size, used as a sign with messaging is not permitted.

G. Directional Signage

Directional or way finding signage shall be provided as needed for a site requiring such signage.

- (1) This signage shall be used for directing traffic.
- (2) Different way finding signs shall be designed to complement each other and the architecture.
- (3) Colors and materials shall match or compliment other site furnishings.
- (4) Way finding signs shall not exceed six feet (6') in height nor exceed four square feet each.

H. Free Standing Monument Signs

With the exception of grandfathered stanchion signs and free-standing signs located along I-985 where signs may conform to the section of the City Code on Interstate Commercial Signs Sec.36-34 (i), all freestanding monument signs shall comply with Chapter 36 – Signs of the City Code.

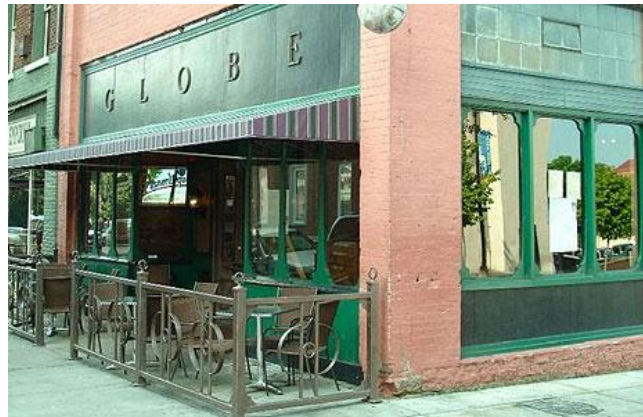
I. Prohibited Sign Types

- (1) Signs with supporting members less than one-third of the width of the sign face (known as "pylon, pole or lollipop" signs) are prohibited.

J. Wall Mounted Signs



Figure 59 A – Acceptable Examples



B – Typical Acceptable Wall Sign

- (1) Every business is entitled to have one street-facing wall sign per street frontage.
- (2) The size of the street facing wall signs shall comply with Chapter 36 - Signs of the City Code.
- (3) Wall signs may be incorporated into a retaining wall or other site hardscape feature, as recommended by the DDRC, and approved by the City Manager.

K. Awnings and Canopies

All graphics within the entire area of the awning or canopy shall be calculated toward the allowable wall sign area.

L. Protruding Signs

- (1) Protruding signs are permitted and encouraged in the Mundy Mill, Town Center and Main Street Village sub-districts.
- (2) Protruding signs may not protrude more than six (6) feet from a building face; the lowest portion of any such sign shall be a minimum of eight (8) feet above the sidewalk or pedestrian zone.
- (3) Protruding signs must be securely fastened to a structure capable of supporting the weight and tension created by the sign.
- (4) Protruding signs may include hanging or suspended sections, as long as such suspended portions will not readily move in winds up to 25 mph.
- (5) Protruding signs shall be free to artistically highlight the businesses brand and style. The use of intricate metal work, carved wood, wrought iron and similar designs is encouraged. The following examples illustrate the type of sign desired in the Downtown sub-districts.



Figure 60 A thru E – Typical Examples of Acceptable Signage

M. Window Signage

- (1) Window signs are any signs placed on the glass both inside and out.
- (2) No signs are allowed on the outside of windows at any time.
- (3) Seasonal signs and messages related to holidays or special events may be painted on windows as long as the message area does not exceed 30% of the window.

N. Address and Unit Numbering

Every commercial or retail building shall have the street address or building number clearly visible to the street for which the address applies.

- (1) The street address numbers shall be mounted or painted on either the free standing sign facing that street or placed above or adjacent to the main entrance door on the corresponding street.
- (2) The address shall not be displayed on signs that abut or face the right-of-way of other streets to which the address does not apply.
- (3) The size of the letters shall be suitable for viewing from the street and be a minimum of six (6) inches but not more than twelve (12) inches.
- (4) The color and material must make the numbers clearly stand out from the wall or sign in the background but should not be obtrusive in color. Black or white or simple solid colors are preferred. Pin mounted metal numbers are the most desirable. Tiles with painted numbers are also acceptable.

O. Artwork Perceived as Signs

Sometimes artwork is constructed in order to attract business and not simply to beautify the open space. When an artwork such as a sculpture is greater than one story or approximately eight feet in height or twelve feet in width, it tends to become an icon and therefore more of a sign than a piece of art. It is the intent of the City of Oakwood to control these types of elements. Therefore:

- (1) Any sculptural or painted artwork exceeding 8' in height or 12' in width must be qualified as public art before it can be permitted.
 - (a) To be qualified as public art a scaled design concept or mock-up must be presented to the DDRC for review.
 - (b) A special public art committee will be appointed by the Mayor and Council.
 - (c) The DDRC and the art committee will meet to make the determination.
- (2) Any works perceived by the DDRC and or the art committee to be a sign shall not be permitted to be constructed. A typical example of artwork subject to this provision would be a large fish sculpture in front of a seafood restaurant.



Figure 61 Example of Questionable Public Art

7 Building Construction Standards

Buildings in downtown Oakwood erected during the late 19th and early 20th centuries were typically one or two story brick structures with simplified classical details such as decorative cornices, pilasters, large display windows, decorative window surrounds, and ornate brick or iron storefronts. Commercial structures were typically adjacent to the sidewalk and neighboring buildings. Mid-20th century commercial buildings in Oakwood had simpler facades and varied more in building height, but still tended to be erected adjacent to property lines. Throughout the United States these periods of architecture symbolize “downtown” in the minds of most citizens and Oakwood requires these design elements to be incorporated into new construction in the Downtown Overlay District. The goal of the Downtown Overlay District Design Standards is to create unique, well-designed building facades that will remain viable in the future and ensure the economic stability of the downtown area for future generations.

Downtown structures are traditionally located adjacent to sidewalks and neighboring buildings. Buildings located along sidewalks clearly define the street edge. This building placement also creates a pedestrian-friendly atmosphere that entices people to explore and invites them into the buildings.

A. New Construction Standards for Buildings and Structures

(1) Building Height

The appearances of individual buildings collectively create the visual image of an entire downtown. Varying building heights in the Downtown Overlay District will help create a people scale with architectural interest.

- (a) In all sub-districts except the Residential Neighborhood sub-district, buildings are encouraged to be two or more stories.
- (b) No structure in any sub-district except Mundy Mill sub-district shall exceed four (4) stories or sixty (60) feet in height including roofing or utilities on the roof.
- (c) In the Mundy Mill sub-district a building may be six (6) stories and no greater than eighty (80) feet in height including utilities on the roof.
- (d) No single family residential structure may exceed thirty five (35) feet in height.
- (e) The minimum height of buildings in the Town Center and Main Street Village sub-districts with less than 5,000 square feet is two floors or 25 feet, whichever is less.



Figure 62 A – Examples of building variation



B- Example 2 story with prominent features

(2) Architectural Styles

The Downtown Overlay District does not require buildings to be designed to a particular style and instead requires buildings to be built to provide a diversity of styles with the particular dominating theme of timelessness. The intent is that there is enough diversity of both traditional and modern styles so that a change in any one building will not negatively impact the style and overall character of the downtown area. Therefore:

- (a) No building may match the exact style and treatments of its neighbor.
- (b) Owners are encouraged to create diversity of styles between buildings but also to include a small amount of similar details or materials that compliment or match neighboring buildings in order to promote a sense of continuity.
- (c) When a particular style is selected by an owner it should be true and architecturally correct to the period.
- (d) Occasionally it is appropriate to interject a building that radically departs in style and or materials from the adjacent neighbors. These buildings help develop the sense of character and create the talking pieces and interest of the overlay district. They also help to break up the strip center feel that a block of similar buildings can create.

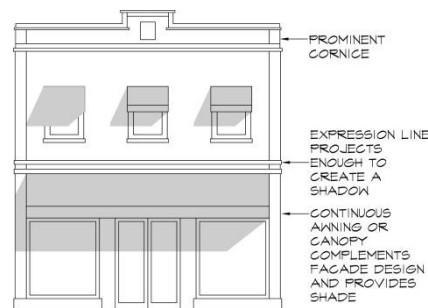
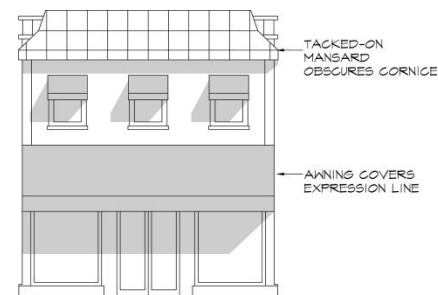


Figure 63 A – Proper Treatment



B – Improper Treatments

(3) Building Harmony

- (a) Out-parcel buildings, which are identified on a site plan approved pursuant to a single zoning case, shall have architectural features consistent with the principal buildings.

(4) Building Scale and Massing

The use of smaller scale building components reduces the perceived scale of large buildings, and maintains the sense of pedestrian scale in a downtown. Variations in building mass enhance the visual image of the downtown by creating architectural interest and vitality. A simple long wall is not permitted in the Downtown Overlay District.



Figure 64 A – Not permissible



B – Desired example with variation

- (a) Discontinuous building massing for large buildings: Buildings shall reduce their perceived height and bulk by dividing the building mass into smaller scale components.
- (b) Building walls exceeding 75 continuous horizontal linear feet shall utilize offsets, such as projections, recesses, and changes in floor level.

- (c) In addition, any commercial building with primary tenant spaces greater than 50,000 square feet shall be structurally designed to be easily divided into smaller tenant spaces.
- (d) Discontinuous building massing for small buildings: Individual buildings may share the same setback for any 75-foot linear span as measured along the curb line. Beyond seventy five 75 linear feet, individual buildings shall setback a minimum of two feet greater or lesser than the adjacent building's setback.
- (e) The maximum length of a building parallel to a public street shall not exceed 150 feet.



Figure 65 Example showing minimal changes in building faces and awning to create character.

(5) Building Materials

The use of quality building materials relating to trends in established historical materials found on existing downtown buildings is essential to maintaining a consistent relationship among the downtown structures. Each building should use materials and design that compliment that of its neighbor with few exceptions.

(a) Prohibited Materials:

- (i) Prohibited exterior building materials, if visible from any public street, include materials which are not textured; non-architectural metal panel systems, as-cast smooth concrete masonry or plain reinforced concrete slabs, aluminum, plywood, press-wood or corrugated steel (exceptions: mechanical penthouses & roof screens). If not visible from any public street, such treatments are allowed.
- (ii) Prohibited exterior building components, if visible from any public street, include: steel gates, burglar bars, chain link fence, and steel roll down curtains. If not visible from any public street, such treatments are allowed.
- (iii) **Mundy Mill sub-district**
Imitation brick panels, rough textured wood siding, concrete pavers (used vertically) and traditional metal and plastic siding are prohibited.

- (iv) **Residential Neighborhood sub-district**
Imitation brick panels, exposed aggregate panels, split face or fluted masonry (on house walls only), concrete pavers (used vertically) and traditional metal and plastic siding are prohibited.
 - (v) **Commercial Center sub-district**
Imitation brick panels, rough textured wood siding, concrete pavers (used vertically) and traditional metal and plastic siding are prohibited.
 - (vi) **All Other sub-districts (Downtown Core)**
Imitation brick panels, faux (cast concrete) stone, rough textured wood siding, concrete pavers (used vertically) and traditional metal and plastic siding are prohibited.
- (b) Traditional materials such as glass, clay brick, terra cotta, stucco, and natural stone shall be used.



Figure 66 A – Example with materials variations B – Example showing brick and precast

- (c) Except for the Mundy Mill sub-district and corridor overlay districts, four-sided design is required and discontinuity of building materials is prohibited. For example, if brick is placed as the major element on the primary front wall of a building it must continue on all four sides in similar fashion. However, if a material is only used as an accent and is not the dominant material it does not have to be re-used on other walls.
- (d) In the Town Center and Main Street Village sub-districts all exterior walls and facades shall be required to use a minimum of two of the following elements: brick, glass, wood, real stucco, or stone. No single element shall constitute greater than 80 percent of the total of the elements used.
- (e) Exterior walls for all new buildings shall consist of a minimum of seventy percent (70%) of one or a combination of the following durable materials: brick; tile; stone; textured traditional cement stucco (real stucco); architectural concrete masonry with fluted, split-face, or broken face finish; portland cement plaster and lath systems; architectural (either pre-cast or tilt-up) concrete either fluted or with exposed aggregate finish; or fiber cement-board.
- (f) Sloped roofs shall be standing seam metal, slate, concrete roof tiles, or composition shingles.
- (g) Exterior building walls, decorative elements, and parapet or cornice, are exempt from the building material requirements if they meet the following conditions:
 - (i) If the exterior wall is not visible from any public right-of-way; and

- (ii) If the exterior wall does not include a public entrance.

(6) Roofs and parapets

The typical late 19th and early 20th century commercial buildings in downtown Oakwood had flat or minimally sloped roofs with parapet walls extending above the roof. During the same era virtually all residential structures had sloped roofs. The City of Oakwood has adopted flat, gabled or hipped standing seam metal roofs as the standard for new construction in the commercial zones. Such metal roofs were widespread in the mid-19th century and have enjoyed a resurgence of popularity during the last two decades because of their durability and superior water-shedding capabilities. Decorative roof forms are encouraged.

(a) Commercial buildings in any sub-district shall comply with the following standards:

- (i) Roofs shall be constructed flat, gabled or in hipped standing seam metal unless the DDRC gives special permission for an alternate.
- (ii) Sloped roof pitches shall range from 6:12 to 10:12.
- (iii) Architectural grade asphalt shingles may be utilized on commercial buildings where appropriate if approved by the DDRC.
- (iv) Variation in building rooflines for small buildings: Individual buildings may share the same roofline and roof pitch for any 100-foot linear span as measured along the curb line. Beyond 100 linear feet, individual buildings shall vary the roofline and roof pitch from that of the adjacent building's roofline and roof pitch.
- (v) Variation in building rooflines for large buildings: Variation in the roofline of buildings and offsets in pitched roofs and gables shall be required. Parapets in building masses exceeding 100 continuous linear feet shall be varied in height and projection and shall use decorative elements such as crown moldings, dental, brick soldier courses, or similar detail.
- (vi) A decorative parapet or cornice shall be constructed along all flat roof lines.
- (vii) Roof-mounted equipment shall be screened from view by a decorative parapet or cornice (point of view shall be across any public street, from the edge of right-of-way furthest from the building).
- (viii) Roof line and building offsets shall be varied by a minimum of two feet for every three tenant spaces or 75 feet of building face, whichever is greater.

(b) Single Family Residential roofs in the Downtown Overlay District shall comply with the following standards:

- (i) If sloped, be constructed of built-up Architectural grade asphalt shingles, standing seam metal or architectural roof tiles of clay (terra-cotta) or stone.
- (ii) If not flat, have a minimum slope of 5:12

(7) Storefronts

Variations in individual storefront designs create architectural interest and will help draw businesses and visitors to the unique downtown area. Storefronts should appear as if they were constructed over a period of time. Storefront differentiation may be accomplished by utilizing a variety of different building materials, paint colors, parapet heights, setbacks, awning types, and window sizes and spacing.



Figure 67 Example showing typical desired storefront and awnings

- (a)** Repetitive, uniformly designed storefronts are not permitted in the Downtown Overlay District.
- (b)** Buildings constructed to accommodate more than one tenant shall be designed with substantial architectural differentiation to clearly delineate each individual storefront.
- (c)** Delineation of building floors at the third story above sidewalk level and lower shall be executed through windows, belt courses, cornice lines or similar architectural detailing.

(8) Street-side Facades of Commercial Buildings

In the Town Center and Main Street Village sub-districts most building elevations will be visible from public and private streets, sidewalks, parking areas and/or adjacent buildings. Therefore, all sides of a building are important to the downtown's overall appearance. Building elevations seen by the public are to be made interesting and attractive through the use of windows and architectural features.



Figure 68 Example of acceptable architectural treatments

- (a) Each building elevation shall be fully designed and consistent with the building's primary façade. Discontinuity of building materials or architectural design elements is prohibited.
 - (b) First floors and street level floors fronting a street or sidewalk shall not have blank walls.
 - (c) Building materials, architectural details and patterns shall be varied per tenant or every 75 feet, whichever is greater.
 - (d) New, remodeled and rehabilitated buildings, parking decks, and other structures shall employ street level design elements that relate to a pedestrian scale through the following means:
 - (i) First floor building walls shall have window and door openings of at least 50 percent of its length or one of the other options described below.
 - (ii) Works of art, fountains and pools, street furniture, landscaping and garden areas, architecturally articulated facades and display areas may also be considered in meeting this requirement.
 - (iii) The length of façade without intervening fenestration or entryway shall not exceed 20 feet.
 - (iv) Fenestration shall be provided for a minimum of 75 percent of the length of all street frontages. Fenestration shall not utilize painted glass, reflective glass or other similarly treated or opaque windows. Entrances may be counted towards fenestration requirements.
- (9) Encouraged Architectural elements
Encouraged architectural elements include: columns, arcades and covered entry-walkway, arches, facade offsets, windows, balconies, undulating walls, clock towers, cupolas and courtyards.
- (10) Entrances
Entrance doors and architraves (architectural door surrounds and moldings) are critical design elements for a building's facade. Entrance doors provide a sense of entry both visually and physically. Doors should be pronounced and welcoming. They should also be recessed to allow space for opening the door, to provide pedestrians cover and shelter, and to create visual interest.
 - (a) Architraves consist of the door casing or brick molding and the surrounding trim. Architraves may be recessed into the wall plane or applied on top of masonry cladding. Small stock trims and standard metal casings should be avoided. Varying door types and architraves from storefront to storefront will differentiate each facade, giving each shop its own unique character.
 - (b) Primary Entrance Orientation: The principal entry area of a building shall be articulated and express greater architectural detail than other portions of the building. Individual tenant space entries shall also be articulated and express greater architectural detail than the building wall.
 - (c) Entrances shall be emphasized with architectural details and oriented toward sidewalks and public rights-of-way.
 - (d) The primary pedestrian access to all sidewalk level uses and business establishments with public or private street frontage shall be directly accessible and visible from the sidewalk adjacent to such street.

- (e) On corner buildings where both streets are prominent owners are encouraged to locate the main entrance doors at the intersection as illustrated below. In locations where corner buildings are located on two streets where one is significantly dominant to the other the entry should face the dominant street. In both circumstances a rear entry may also be provided for circumstances having significant parking to the rear.



Figure 69 Example of appropriate treatment of a corner building

- (f) When parking is situated behind a building, a secondary entrance convenient to the parking lot may be provided; however, the main storefront facade shall be oriented toward the street of which the building is addressed in order to enhance pedestrian activity in the downtown.
 - (g) Street address numbers when not placed on free standing or protruding signs are preferred to be located directly above or adjacent to the primary building entrance, and if so located shall be clearly visible from the sidewalk and shall be a minimum of six inches in height.
 - (h) At least one public (e.g. open to the public during normal business hours) pedestrian oriented entrance shall be located on the street side of the building. There shall be pedestrian access directly from the sidewalk to the principal building entrance.
 - (i) Entrances shall have; awnings, canopies, or other types of covered-projected entry.
- (11) Doors and Windows
- The traditional Main Street storefront is comprised primarily of glass. Doorways and display windows create a visually interesting atmosphere for pedestrian shoppers and may showcase retail products and services. Fenestration (the arrangement, proportioning, and design of windows and doors) is important to creating an atmosphere that promotes the economic success of a downtown business district.
- (a) In the Town Center and Main Street Village sub-districts, the use of mostly glass on the first-floor facade is encouraged. Transom windows placed above display windows and raised panels below create accurate architectural details and interest. Storefront glass display windows should be framed by molding painted in accent colors.

- (b) Transom windows, transom panels and sidelights are traditional design elements that add accurate detail to entrances and display windows. Transom windows may be decorative in nature and do not need to function. When used, transom lights should be placed above the entrance door or display windows. They may also be placed above an awning so that the transom remains visible. Sidelights may be all glass or a combination of glass lights and raised panels.
- (c) Upper-story windows of downtown buildings can create repeated patterns that tie together downtown facades. In the Main Street Village and Town Center sub-districts, with the exception of multiple-story foyers, fixed pane sashes are prohibited; instead the use of decorative lunette windows, transom windows and Palladian windows are encouraged.



Figure 70 Example showing prominent 2nd story windows and focal points.

- (d) Doors in the Main Street Village and Town Center sub-districts:
 - (i) Entry doors shall be recessed or the building face set back from the sidewalk clear zone to allow space for opening the door and to provide pedestrians cover and shelter.
 - (ii) Primary entry doors for commercial uses shall be composed of more than 50 percent glass.
 - (iii) Door surrounds shall include a combination of sidelights, transoms, paneling, pediments or other decorative features.
- (e) Windows in the Main Street Village and Town Center sub-districts:
 - (i) Commercial storefronts shall be composed mostly of glass with wood or metal glazing systems.
 - (ii) Large display windows shall be incorporated on the ground floor of all commercial buildings.
 - (iii) Display windows shall be framed with molding or architectural details to visually separate the ground floor from upper stories.
 - (iv) The bulkhead above and below the display windows should consist of brick, stone, raised paneling or trim details.
 - (v) Prominent display windows, bay windows, transom windows and sidelights are required.

- (vi) Wood or metal muntins and mullions shall be used; vinyl is not permitted.
 - (vii) A combination of transom windows and panels shall be used to compliment storefront windows.
 - (viii) Building facades shall be designed with consistent spacing of similar shaped windows with trim or other decorative molding on all building stories.
 - (ix) Upper-story windows shall have a uniform appearance with the same number of panes, similar trim style and complimentary decorative colors.
 - (x) Movable window sashes are required on upper-story windows; vinyl-clad or fixed panes are not permitted.
 - (xi) Reflective glass is prohibited on ground floors of all buildings. A minimum of 60% of ground level facades shall be transparent glazing.
 - (xii) For building faces oriented toward a street, windows shall be placed at distances no greater than ten (10) feet apart.
 - (f) Doors and windows shall be prohibited from being flush with the exterior walls and facades. All doors and windows shall utilize design trim treatments or offsets to accentuate said doors and windows.
 - (g) The DDRC may grant design exceptions to the door and window design criteria if a proposed project is a unique and exceptional design concept that architecturally enhances the downtown area.
- (12) Projections

The use of awnings, decks, porches and balconies on downtown buildings may provide protection from rain and sun, making the downtown shopping experience more enjoyable. In addition to providing protection from the elements, an awning, canopy or balcony may reduce the heat gain of the building. An awning also helps to reduce the scale of the building. Balconies can serve the same purposes as an awning and function to serve the second floor.

 - (a) Canvas, vinyl, and decorative metal awnings are permitted.
 - (b) Translucent, plastic, and wood awnings are prohibited.
 - (c) Support poles are prohibited.
 - (d) Dining canopies are awnings that extended over dining areas that can be permanent or moveable so that they may be retracted in good weather or added during inclement weather to protect diners from the elements.
 - (i) Permanent awnings unique to each storefront shall be used; temporary awnings, tarps, or tents are not permitted.
 - (ii) Dining canopies are exempt from size requirements, but all dining canopies must be approved by the DDRC,
 - (e) Upper story balconies hung from exterior walls shall extend no greater than six feet from the building façade.
 - (f) Balcony railings should be constructed of decorative wood, cast concrete, cut stone or metal materials. Plastic is not permitted.
- (13) Porches and Decks
 - (a) All porches and decks must be maintained
 - (b) The top hand rails of railings for porches and decks of dining areas for restaurants shall not be constructed of wood.

- (c) Decks are included as building architecture and subject to all building set back and “build-to” lines.
- (d) Porches that are elevated are also subject to set back and “build-to” lines.
- (14) Architectural Accents
 - (a) The trim and sculpted or ornamental elements added to any building shall be appropriate in scale, detailing, and color and shall be accurate elements for the style selected by the architect or owner.
 - (b) The application of elements of art to the face of a building that would not normally be architecturally appropriate may be acceptable only if approved by the DDRC.
- (15) Colors
 - (a) Building color should be carefully chosen so that each building complements that of its neighbor. An entire block of buildings should blend together even though each building will possess its own identity. The main building is usually painted in more subdued earth tones or brick shades and building trim is painted in a decorative manner in a contrasting shade lighter or darker than the main building.
 - (i) Paint colors shall generally be selected from “earth tone colors”. Earth tones are the colors most typically found in soils and soil minerals such as browns, reds, tans, grays and warm whites.
 - (ii) Bright garish colors are generally not permitted.
 - (iii) For purposes of the design review the colors are classified by the following categories:
 - Base Color – Predominant wall color used on the majority of building surface.
 - Trim Color - Used on window trim, fascia, balustrades and posts.
 - Accent Color - Used on signs, awnings and door only.
 - (iv) A building’s colors shall complement its neighbors, but shall not duplicate the same color scheme of an adjacent building.
 - (v) The DDRC may grant exceptions to the approved color palate if desired colors meet the intent and goals of the Commission.
 - (vi) Primary or fluorescent colors shall not be employed except on sign faces, awnings, canopies or as accent colors (not to exceed 10% of building faces exclusive of window areas).
 - (vii) Patterns such as polka dots, striping or similar are generally not permitted. All painted color schemes must be approved by the DDRC.
 - (viii) Murals – Murals may be acceptable if the concept is approved by the DDRC. Murals over 8’ in height or 12’ in width are subject to the sign standards and require additional approvals.



Figure 71 Left – Generally Acceptable –



Right Generally Not Acceptable

- (16) Accessory Buildings and Structures

- (a) Accessory buildings and structures shall not be located in any yard adjacent to a public street.
- (b) Accessory buildings and structures shall be subject to all set back and “build-to” lines of the property.
- (c) Accessory buildings and structures shall be designed and detailed to complement the primary buildings.

B. Standards for Existing Buildings

The Downtown Overlay District includes areas containing existing buildings, structures and amenities including homes, businesses, walls, fencing, lighting, sidewalks, drives, etc. These elements constructed prior to the implementation of the Downtown Overlay District 6.30.11 shall be considered “existing buildings”. As such they may be exempted from some of the requirements of this article as detailed below.

(1) Exemptions for Existing Buildings

Except as noted below, all existing buildings or portions thereof are exempted from section 7A until such time that they are substantially renovated. Substantial renovation shall mean a major change involving more than 50% of the building or the renovation or replacement of any complete (more than 75%) side of a building which fronts a street or public space regardless of the percentage of the total building. Any new portion of such building is subject to all sections of section 7A.

(2) Renovation requirements

- (a) All buildings, on being substantially renovated, shall conform to all of the requirements of Section 7 unless otherwise approved by the DDRC.
- (b) The locations of existing buildings and site amenities including parking, curb-cuts, sidewalks, utilities, loading areas, walls and refuse collection areas shall be considered grandfathered and will be exempt from the requirements of this article until such time when the original building is completely demolished.

(3) Minor Changes and Repairs

- (a) A minor repair using similar or like materials and colors does not require review. For example repainting in the same color, covering graffiti, replacing a single broken widow sash, repointing old brick, etc. do not require review.
- (b) The following specific changes in the exterior finish requires review and approval by the DDRC:
 - (i) Change in visible exterior surface finish materials (ex. stucco over brick)
 - (ii) Changes in exterior paint colors including trim
 - (iii) Changes in sets of windows
 - (iv) Changes in doors
 - (v) Changes in canopies or awnings
 - (vi) Changes in balconies, decks and porches

- (c) The locations of existing buildings and site amenities including parking, curb-cuts, sidewalks, utilities, loading areas, walls and refuse collection areas shall be considered grandfathered and will be exempt from the requirements of this article until such time when the original building is completely demolished.

8 Sustainable Maintenance Requirements

Adequate ongoing maintenance is critical to the success of any built project. Without proper regular cleaning, maintenance and repairs to buildings, pavement, furnishings and landscaping these elements can quickly become unsightly and even unsafe. Deferred maintenance can lead to unsightly conditions and have a substantial negative effect on the surrounding properties. Additionally, regular maintenance is part of any good sustainability program. Systems that provide returns to the users in the form of lower energy costs and reduced lifecycle costs require maintenance to keep them performing optimally.

Therefore the City requires that all owners maintain their properties in a clean and working condition. All areas of a property within the Downtown Overlay District visible from a public right-of-way are subject to the provisions of this section.

A. All properties vacant or otherwise

- (1) All grassed areas shall be mowed regularly and no grass or weeds may be allowed to exceed 8" in height.
- (2) Homogenous turf areas shall be chemically or mechanically weeded at least quarterly or as often as required in order to ensure that weeds do not overtake or dominate the turf areas. At no time shall weeds be allowed to cover more than 10% of an area sodded in turf grasses.
- (3) Leaves and debris from the regular maintenance of trees, shrubbery and grass must be removed from paved areas and lawns and properly disposed of or composted off site.
- (4) Fall leaves are to be removed from parking lots, sidewalks, plazas and streets weekly during the leaf drop season to avoid the potential for damage that leaves may cause including; clogged storm drains, dangerous pavement conditions and the creation of conditions favorable for fungus to develop in landscape areas.
- (5) Except in stream buffers, natural (wooded) areas shall be minimally maintained as follows.
 - (a) Dead and downed trees, hazardous (as determined by an ISA Certified Arborist) trees, and large dead branches shall be removed from the sites.
 - (b) Invasive vines such as wisteria, poison ivy and kudzu shall be removed and not allowed into the canopies of any trees.
- (6) Obvious vandalism including graffiti and damaged furnishings shall be removed, repaired and or painted over; graffiti shall be painted over with a color matching the predominant base color within 15 days of notice by the City.
- (7) Dumping: Any waste materials that have been dumped on a site shall be removed from the site within 15 days' notice from the City.
- (8) Site elements not required to be maintained by the City or utility company such as site furnishings, light fixtures or other similar amenities which are visible from a public right-of-way and have been broken, vandalized or severely damaged shall be either removed or repaired within 90 days of notice by the City.
- (9) Debris caused by storms, such as downed trees, limbs, roofing, etc. occurring in the front yards of properties in the Overlay District shall be removed from the site within 48 hours. In other areas debris must be removed within ten business days.
- (10) Fencing and walls, temporary or otherwise (excepting silt fence and tree protection fencing) shall not be allowed to fall into dis-repair. Damaged, broken, leaning, rotten or otherwise unsightly fencing and walls must be repaired within 30 days' notice by the City.

B. Vacant, cleared and undeveloped lots

- (1) All vacant, cleared and undeveloped lots, which are not used for parking, shall be screened with a 6' height opaque fence or grassed and landscaped.
- (2) No debris or stock piles of materials, other than stone, gravel, soil and brick reclaimed from the existing buildings and pavement, may be left on the site unless a land disturbance or construction permit has been issued. Any such stock piles stored on a site prior to issuance of a construction permit shall be adequately screened using fencing or other means so as not to be visible from an adjacent public right-of-way at typical eye level.

C. Maintenance Standards for All Developed Property in the Overlay District

The maintenance of various street furnishings, pavements, structures and landscapes is to be split between the City and the property owners. In an effort to correctly place responsibility for maintenance between the city and property owner, the following division of responsibility has been established.

(1) Elements to be maintained by the City

- (a) Street Trees or any trees – within the Public right-of-way
- (b) Curb and Gutter - along public streets and within the Public right-of-way
- (c) Public Signs
- (d) Public Street paving within the Public right-of-way
- (e) Public Crosswalks including pavers, striping and signals within the Public right-of-way
- (f) Bus Stops
- (g) Public On-Street Parking Areas and Striping within the Public right-of-way
- (h) Public Trash Receptacles within the Public right-of-way
- (i) Landscaping areas within the Public right-of-way between the street and sidewalk.
- (j) Benches and street furniture within the Public right-of-way
- (k) Sidewalks, pedestrian pavers, fencing and walls within the Public right-of-way
- (l) Street, sidewalk and public lighting within the Public right-of-way

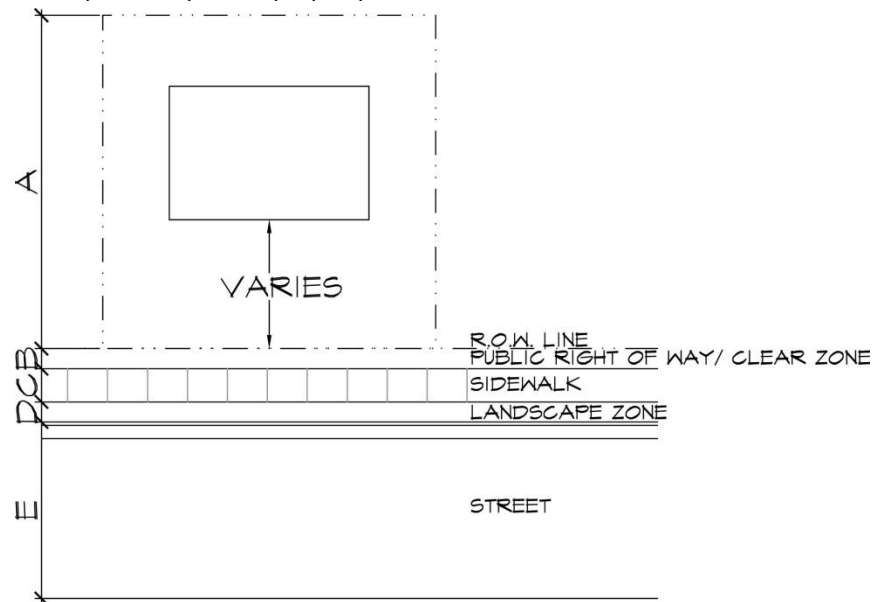
(2) Elements to be maintained by the property owner

The owner of each designated overlay district property or site, shall keep in good repair all of the exterior portions of such property and site and all interior portions thereof which, if not maintained, may cause or tend to cause the exterior portion of such property or site to deteriorate, decay or become damaged or otherwise to fall into a state of disrepair.

(a) The following are the responsibility of the property owner:

- (i) Removing trash and ice from sidewalks fronting owner's property
- (ii) Any building improvements
- (iii) Awnings
- (iv) Business and way-finding signs
- (v) Lighting attached to the building or on the owner property.
- (vi) All turf, lawn or grass including that which extends into the public right-of way between the owner's property and the sidewalk or street.
- (vii) All woody landscaping other than that which lies in the Public right-of-way shall be maintained by the property owner of the abutting property.
- (viii) Potted plants or planters which the owner places between the Public right-of-way line and the public sidewalk's clear zone shall be maintained by the owner.

- (ix) All trees and shrubs planted on private property are the maintenance responsibility of the property owner.



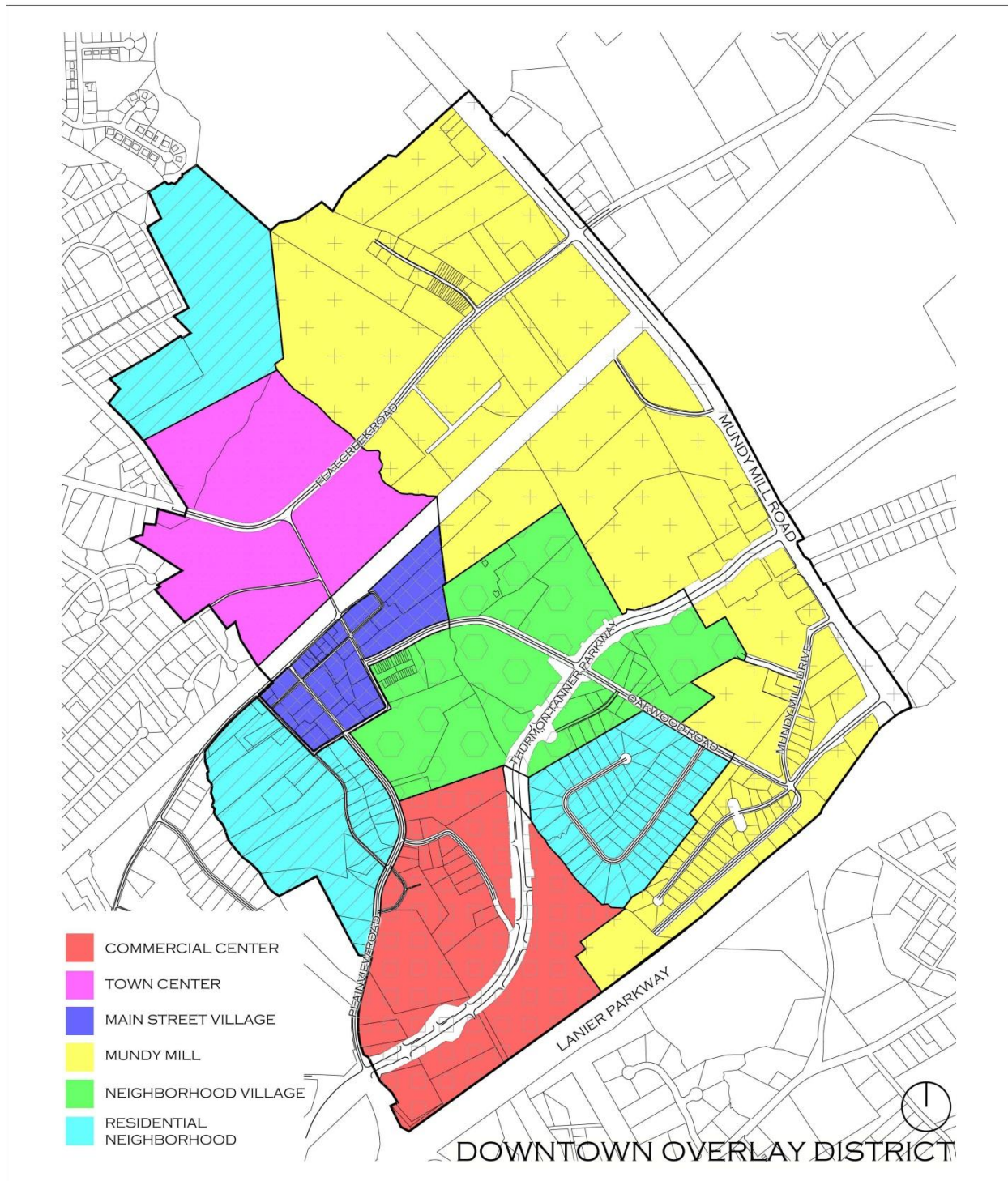
ZONE	Residential Neighborhood	All Others
A	Owner	Owner
B	Owner	City
C	Owner	City
D	Owner	City
E	Owner	City

Figure 72 Maintenance Zones Diagram

Appendix:

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V.	Map of Neighborhood Village Sub-District	Page 90
VI.	Map of Residential Neighborhood Sub-District	Page 91
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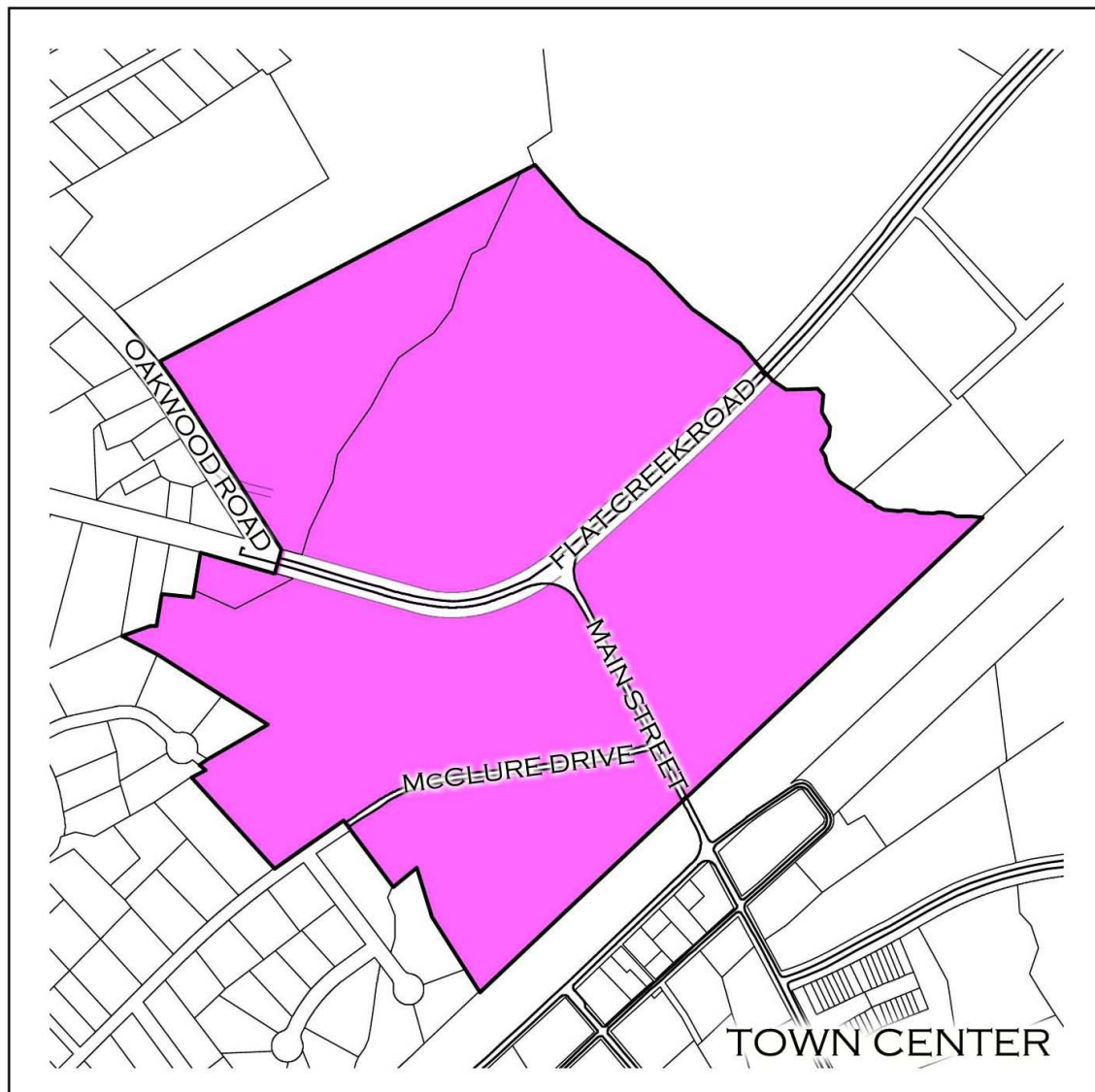
Downtown Overlay District Map



TOWN CENTER SUB-DISTRICT

The Town Center sub-district is comprised of two planning sub-districts from the original Downtown and Commercial Center Master Plan; the *Government Town Center* district and the *Town Commons* district. The primary anchors and focal points are to be a new City Hall, a large community green space and the existing church. The courthouse/community building will serve as the City's defining architectural focal point. Buildings surrounding the community green will be required to focus on the open space and reinforce the sense of an outdoor room. Retail will be encouraged on the ground level with office and or high density residential uses above.

The district's character will reflect Americas' historic small town squares and main streets with 1.5 to 2 story buildings focused on a large but manageable public gathering area. The public gathering area will be mostly un-programmed green space which will serve as an outdoor home for festivals, concerts, sidewalk sales, art shows and other public events. The district will become a central business district for the City with an emphasis on small businesses including; retail, restaurants and various types of small office spaces.



Map of Sub-District

MAIN STREET VILLAGE SUB-DISTRICT

This district is the geographic center of the Downtown Overlay District and is made up of the original Main Street Village District and the Transit Station area. It includes the existing (old) City Hall which will become the City's Public Safety (police) office as well as the City's existing park and playground which is to be improved and possibly expanded. In addition, it includes several historic homes and the First United Methodist Church. This district will encourage institutional uses in addition to office, recreational and retail opportunities.

New buildings in this district will be required to focus on the main streets in the district, in particular, 'Main Street' itself. Tree shaded, on- street parking with adjacent high quality pedestrian sidewalks and street furnishings will be required fronting most buildings with larger parking lots required to be placed to the rear. The intent is for this district to "stand out" as slightly different and perhaps more ornate than the Town Center district. It shall have a unique character setting it apart from the other areas of the Downtown Overlay District.

Buildings will be 1 to 2 story maximum with a focus on traditional architecture. The architecture is to be done in the common vernacular urban and suburban styles found on main streets in the southeastern United States until the early 50's. The architecture requirements will have an emphasis on form and detail of the street-side façade.

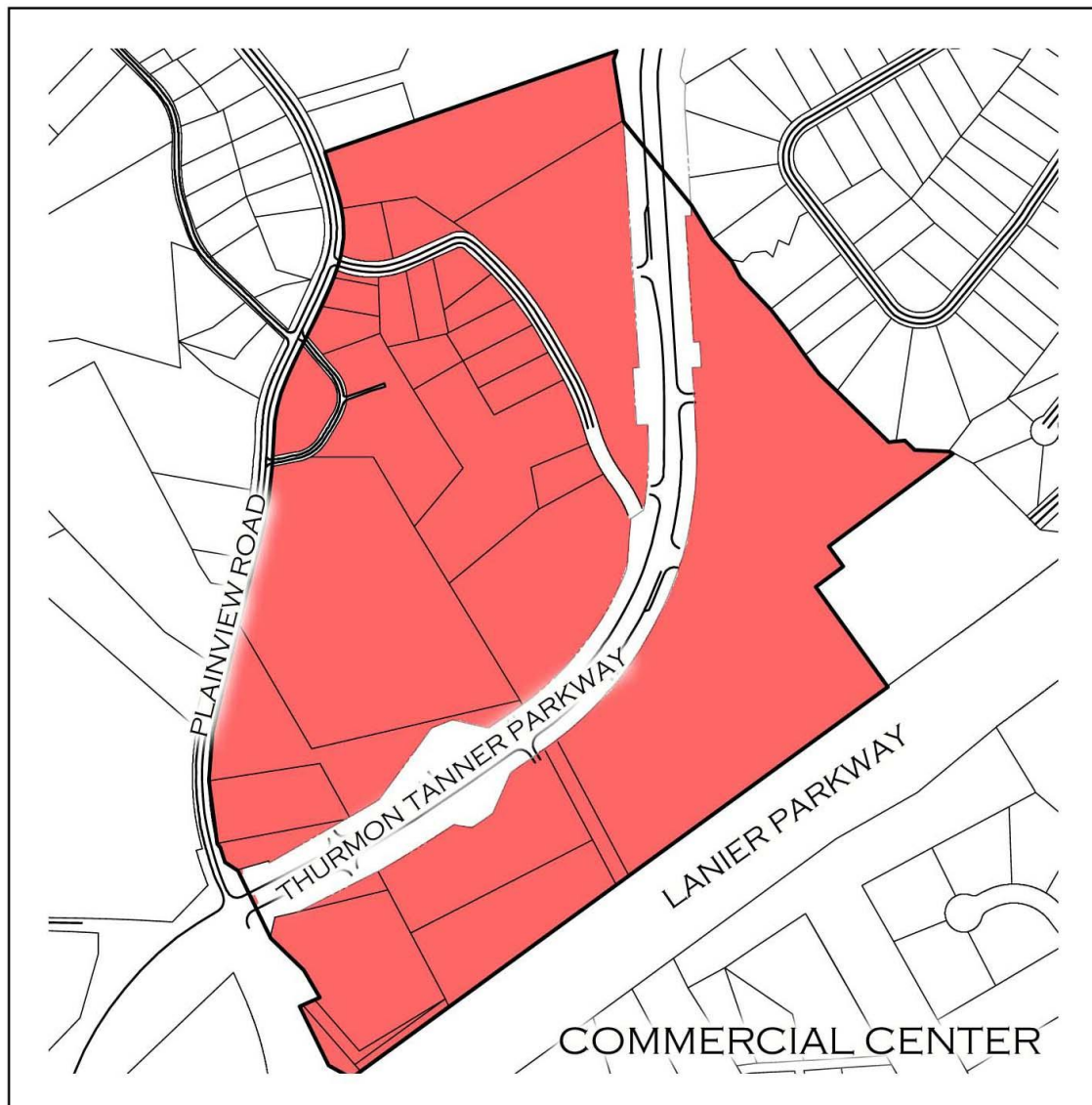


Map of Sub-District

COMMERCIAL CENTER SUB-DISTRICT

The commercial center sub-district is to become the primary location of locally provided jobs in the City. Envisioned as part of a “live work” master plan, the district promotes the construction of new 1-4 story modern office buildings and associated parking facilities; to include corporate campuses, technology centers, Class A office space and R&D facilities. Large retailers may also be appropriate; examples would be retailers requiring a single significant footprint for a show room or large service area. The standards for this district require inter-parcel connectivity, access management plans, well designed and heavily shaded parking areas, significant setbacks from roads, access to major networks of trails and paths, and high quality landscaping.

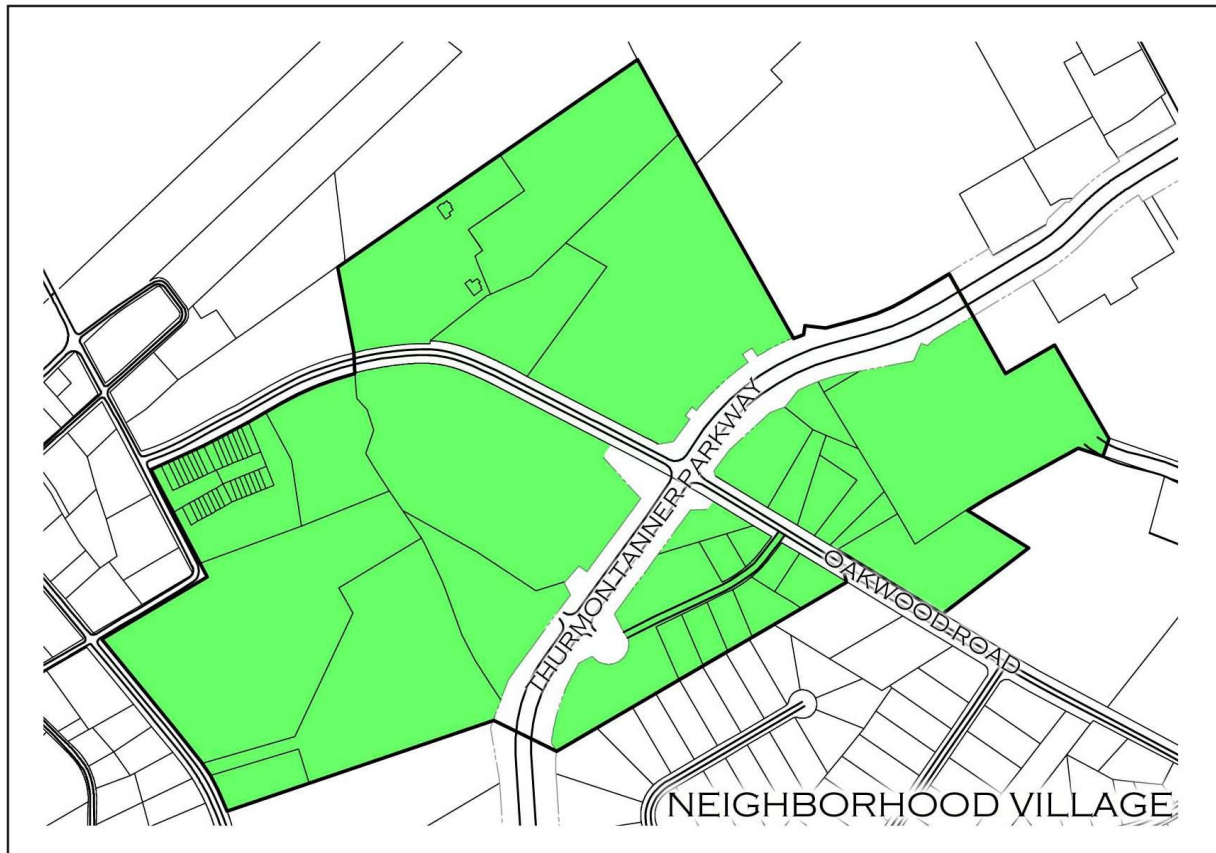
New buildings in this district will be free to focus on the best visual aspects of the parcels on which they are sited and do not have to focus on the street. Buildings will be 1 to 4 story maximum with a focus on traditional, current and modern architecture. The architecture requirements include ensuring that all highly visible facades of the building are well detailed and appropriate in scale for the district.



Map of Sub-District

NEIGHBORHOOD VILLAGE SUB-DISTRICT

The neighborhood village is one of the most mixed of the sub-districts and may contain residential, institutional, medical, commercial office and retail uses. It will have many of the same requirements as the Commercial Center sub-district and lies along the same major road corridor. The primary difference is the close proximity of residential neighborhoods on three sides. For this reason buffer and landscape requirements will be greater and the height of all buildings is limited to 2 stories. The architectural styles will be less restrictive to promote and allow for institutional and franchise building preferences and orientations will be more flexible allowing for the building to focus on the parking or other site features. Signage, parking lot and landscape requirements will be significant as part of buffering the neighboring residential areas.



Map of Sub-District

RESIDENTIAL NEIGHBORHOOD SUB-DISTRICT

The residential neighborhood sub-district will be the only single use district in the DOD overlay district and is restricted to residential uses only. The residential neighborhood district is intended to be comprised both of preserved historic homes and newly constructed homes built to compliment the architectural styles of neighborhoods. The layout and site plans for new homes will require sidewalks, street trees and pedestrian friendly street design.

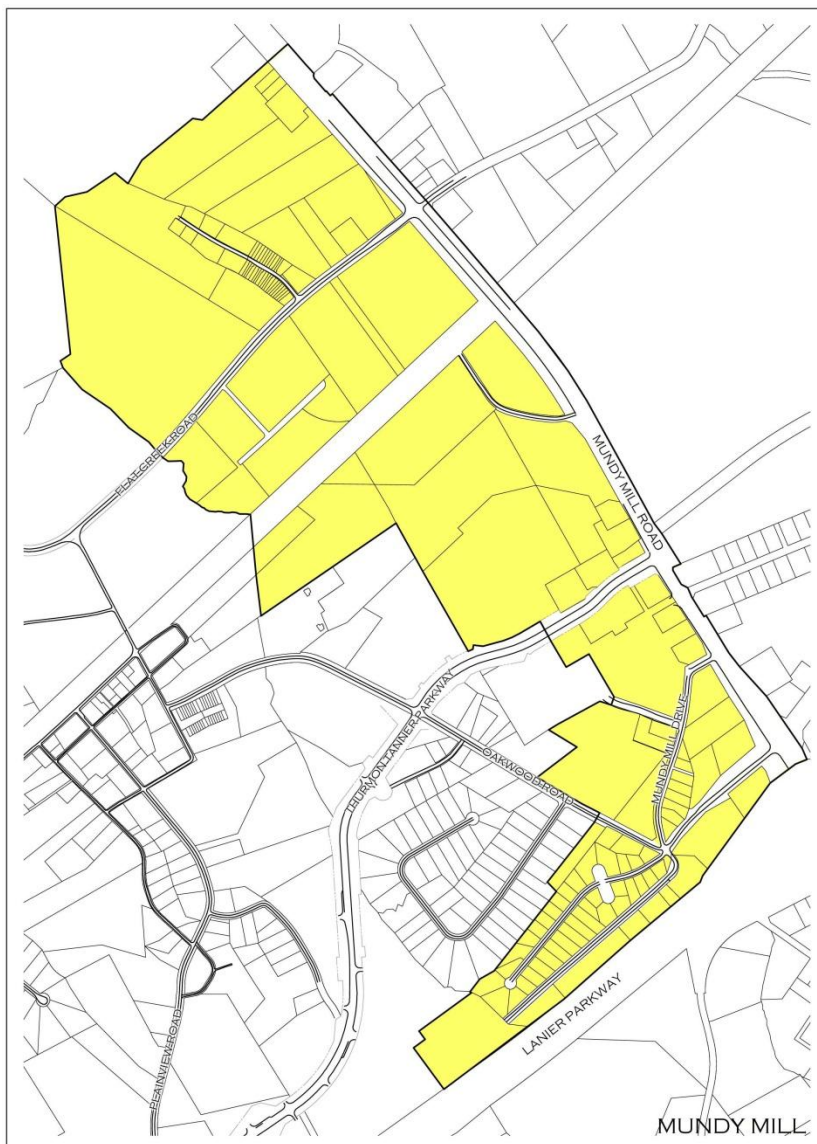


Map of Sub District

MUNDY MILL SUB-DISTRICT

The Mundy Mill district is the largest district in the overlay and includes the primary industrial and commercial areas of the City. Most of the district is along Mundy Mill Road with minor sections fronting Lanier Parkway / I-985, Thurmon Tanner Parkway and Old Oakwood Road. The district includes “big box” retailers, retail shopping centers and many smaller commercial outparcels. It also includes several large light industrial tracts and a few multi-family residential areas. This district has been established to promote quality rehabilitation and new development in the commercial and light industrial tracts that front these major arteries into the City. This district is effectively the primary “gateway” to the city as it is experienced by visitors upon entering and exiting the City via I-985. It is paramount that this district exemplifies the qualities and character that the City desires to promote.

The intent will be to promote the development of high quality frontage along major streets. Requirements will include street trees, screened and shaded parking, and specific district defined signage requirements. Additionally site plans will require well developed pedestrian access and inter-parcel connectivity.



Map of Sub-District