

STATE OF GEORGIA

CITY OF STOCKBRIDGE

ORDINANCE NO. OR17-441

AN ORDINANCE TO PROVIDE FOR A HIGHWAY OVERLAY DISTRICT; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the governing authority of the City of Stockbridge is the Mayor and Council thereof;

WHEREAS, the governing authority of the City of Stockbridge, Georgia desires to adopt regulation a highway overlay district; and,

WHEREAS, the health, safety, and welfare of the citizens of Stockbridge, Georgia, will be positively impacted by the adoption of this Ordinance.

NOW THEREFORE, THE COUNCIL OF THE CITY OF STOCKBRIDGE HEREBY ORDAINS:

Section 1. That Chapter 12.02 of the Stockbridge Municipal Code is hereby amended by adding a new Section 12.02.104 attached hereto as Exhibit A.

Section 2. The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference as if fully set out herein.

Section 3. (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.

(b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.

(c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any

of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

Section 4. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section 5. Penalties in effect for violations of the City of Stockbridge at the time of the effective date of this Ordinance shall be and are hereby made applicable to this Ordinance and shall remain in full force and effect.

Section 6. The effective date of this Ordinance shall be the date of adoption.

ORDAINED this 9th day of October 2017,
2017.

CITY OF STOCKBRIDGE, GEORGIA

Judy Neal
Judy Neal, Mayor

ATTEST:

Vanessa Holiday
Vanessa Holiday, City Clerk

APPROVED AS TO FORM:

Michael Williams
Michael Williams, City Attorney

Date Presented to Mayor: 10-12-2017

Date Received from Mayor: 10-16-2017

EXHIBIT A
HIGHWAY OVERLAY ORDINANCE



HIGHWAY CORRIDOR OVERLAY

DISTRICT SECTION 12.02.104

COMMUNITY DEVELOPMENT DEPARTMENT

EXHIBIT A
HIGHWAY CORRIDOR OVERLAY DISTRICT
SEC. 12.02.104

Sec. 12.02.104 Highway corridor overlay district.

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- A. *Purpose of article.*** The purpose of the City of Stockbridge Highway Corridor Overlay District is:
1. To promote the general health, safety, and welfare of the community where residents and visitors can live, work, eat, and play.
 2. To promote economic development by diversifying the employment base for a stronger City of Stockbridge.
 3. To improve public health and provide safe and efficient movement within the overlay district by promoting development patterns that encourage physical activity such as walking and bicycling.
 4. To encourage a balanced mix of retail, professional, residential, civic, entertainment, and cultural uses.
 5. To improve the efficient operation of traffic around City of Stockbridge.
 6. To provide accessible, sufficient parking in an unobtrusive manner.
 7. To create an attractive gateway that is aesthetically appealing and environmentally responsible.
 8. To encourage innovative development projects that set standards for landscaping, open space, community design, and public amenities.
 9. To establish consistent and harmonious design standards for public improvements and private property development within the overlay district so as to unify the distinctive visual quality of City of Stockbridge.
- B. *Definitions.*** As used in this section, unless specifically stated otherwise, the following terms shall be defined as indicated. Words used in this section but not defined herein shall be as defined by appendix A. Where any definition herein conflicts with a definition in appendix A, the definition contained herein shall prevail.
1. *AASHTO:* American Association of State Highway and Transportation Officials.
 2. *Administrator:* Director of the City of Stockbridge Planning and Zoning Department or their designee.

3. *Architectural review committee (ARC)*: A panel of City of Stockbridge staff which consists of the planning and zoning, building, environmental compliance/plan review and transportation departments.
4. *Civic use*: "Social, Institutional, or infrastructure-related activities; social, cultural, or religious assembly" as established in City of Stockbridge Zoning Code, and hospitals.
5. *Commercial use*: A term collectivity defining retail, office, and lodging uses.
6. *Existing street*: A public street that is open, under construction, or completely funded, or approved at the date of application for review under this section.
7. *Front*: To place an element, such as a building, along the front setback.
8. *Front yard*: In addition to the definition established in appendix A, all yards abutting a street shall meet the setback requirement for front yards.
9. *Industrial use*: "Industrial use, manufacturing, and waste-related activities" as established in City of Stockbridge Zoning Code.
10. *Live-work unit*: A dwelling unit containing an office use of the lesser of six hundred (600) square feet in floor area or forty (40) percent of the unit's total floor area. Office uses shall be adjacent to sidewalk area; and shall be the place of employment for no more than five (5) persons, at least one (1) of whom shall be a resident thereof. A live-work unit is considered a mixed-use building. Live-work units are permitted in residential and commercial areas, according to the framework plan.
11. *Lodging use*: Premises available for daily and weekly renting of bedrooms, including motels and hotels.
12. *Mixed-use building*: A building containing at least two (2) different uses.
13. *Occupiable space*: Covered and conditioned building area utilized for any use except parking, storage, or mechanical features.
14. *Office use*: "Offices activities" as established in City of Stockbridge Zoning Code and medical and dental offices and related services.
15. *Overlay district*: City of Stockbridge Highway Corridor Overlay District.
16. *Retail use*: "Shopping, business, or trade activities" and "restaurants-type activity" as established in City of Stockbridge Zoning Code and fitness clubs, spaces, and gyms.
17. *Residential use*: "Residential activities" as established in chapter 2, City of Stockbridge Zoning Code.
18. *Sidewalk area*: An area improved for walking along an existing street, primary grid, or secondary grid that begins at the street curb, or edge of pavement if no curb exists, and consists of a contiguous and continuous landscape zone and pedestrian zone.
 - a. *Sidewalk landscape zone*: The paved or unpaved portion of the sidewalk area adjacent to the street and reserved for trees, groundcover, and street furniture including, waste receptacles, traffic signs, newspaper boxes, bicycle racks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - b. *Sidewalk pedestrian zone*: The paved portion of the sidewalk area reserved for pedestrian passage and unobstructed by any permanent objects to a height of eight (8) feet above the paved surface. The pedestrian zone shall be adjacent to the landscape zone and shall have a consistent cross-slope not exceeding two (2) percent.
19. *Storefront treatment*: An architectural treatment that:
 - a. Is provided on the first story of a façade abutting a street.
 - b. Provides an occupiable space for a minimum of the first twenty (20) feet in depth behind the street façade.
 - c. Provides a display window area consisting of:
 - i. A non-glass base or knee wall beginning at finished floor elevation and extending to not less than six (6) inches but not more than twenty-four (24) inches above it.

- ii. A glass display window a minimum of seventy (70) percent of the length of the facade beginning at the top of the knee wall, to not less than eight (8) feet above finished floor elevation. Said window shall provide views into the building interior, or into display cases having a minimum depth of three (3) feet and accessible from the building interior.
 - iii. A primary pedestrian entrance that remains unlocked during normal business hours, and has a minimum of seventy (70) percent glass surface area.
 - d. Provides no length of façade exceeding twenty (20) feet without intervening glass display windows or glass doors.
 - e. Provides a non-glass sign band having a minimum height of twenty-four (24) inches and a maximum height of sixty (60) inches. Multiple-occupancy developments/subdivisions exceeding five (5) acres shall adhere to the master sign plan regulations of section 8.12 City of Stockbridge Sign Regulations.
 - f. Has an expression line above the sign band a minimum height of eight (8) inches.
 - 20. *Usable open space*: Includes land which is accessible and available to all residents for whose use the space is intended. Usable open space does not include proposed street rights-of-way or school sites, public and private surface easements, accessory buildings, open parking areas, driveways and access ways for the dwellings, land area utilized for garbage and refuse disposal or other servicing maintenance or required front and street side yards.
 - 21. *Use*: A land use or function of classification category.
 - 22. *Utility zone*: An area reserved for utilities including fire hydrants, street lights, traffic control boxes, and similar elements. The utility zone may be located within the entire right-of-way and/or where utility easements are provided. All applicants must defer to the City of Stockbridge Department of Transportation for the detailed addendum for utility placement, entitled utility placement standard.
- C. **Variations**. There shall be two (2) types of variations from the requirements of this district: administrative waivers and variances. Whether a variation requires an administrative waiver or a variance shall be determined by the administrator.
- 1. Administrative waivers permit a practice that is not consistent with a specific provision of this section, but is justified by its intent or purpose, or by hardship. The administrator or their designee shall have the authority to approve or disapprove administratively a request for an administrative waiver in accordance with City of Stockbridge Zoning Code, administrative waiver, in addition to granting relief from the following:
 - a. Site planning.
 - b. Development standards.
 - c. Sidewalks and streets.
 - d. Frontages.
 - e. Architecture.
 - 2. Variances permit a practice that is not consistent with a provision nor the purpose of this section. Variances shall be granted only in accordance with City of Stockbridge Zoning Code, variances.
- D. **Procedural requirements**.
- 1. Procedural requirements shall adhere to City of Stockbridge Zoning Code.
- E. **Site planning: All sites**.
- 1. Notwithstanding, the requirements of City of Stockbridge Zoning Code, buffer requirements, there are no minimum buffers within this district other than the stream buffer protection requirements, according to City of Stockbridge Zoning Code. Where this district abuts an area not within it, the requirements of City of Stockbridge Zoning Code shall apply.
 - 2. The requirements of City of Stockbridge Zoning Code shall apply to all sites regarding joint access driveways and cross access easements.

3. The requirements of Chapter 8.28 - FLOODPLAIN MANAGEMENT/ FLOOD DAMAGE PREVENTION shall apply to all sites regarding watershed protection areas.
4. Open space areas should be delineated on each conceptual plan, which shall receive approval from the building and plan review department.

F. **Boundaries.** This ordinance 12.02.104 applies to land parcels of record within unincorporated City of Stockbridge as depicted on exhibit "A" which is attached hereto and incorporated herein by reference. These boundaries are further depicted on the City of Stockbridge official zoning map adopted as amended on the date of adoption of this ordinance, which is attached hereto as exhibit "B" and incorporated herein by reference. The City of Stockbridge Highway Corridor overlay district boundaries include all unincorporated parcels of land abutting Highway 138 West, Highway 42 North, Jodeco Road, Eagles Landing Parkway, Hudson Bridge Road, Rock Quarry Road, East Lake Parkway, East Atlanta Road and North Henry Boulevard. All state routes and associated rights-of-way are within the jurisdiction of the Georgia Department of Transportation (GDOT) and any improvements within these respective rights-of-way are subject to GDOT. All property contained within any parcel subject to this ordinance [section] on the date of adoption of this ordinance shall continue to be subject to this ordinance, even if the parcel is subdivided in the future.

G. **Effect of highway corridor overlay district provisions.**

1. **Application.** This overlay district is supplemental to the underlying zoning district classifications established in the City of Stockbridge Unified Land Development Code governing all properties and approvals within this overlay district. The provisions of this ordinance [section] shall be overlaid upon and shall be imposed in addition to said underlying zoning regulations and other City of Stockbridge ordinances. The planning and zoning director or their designee is authorized to promulgate and enforce such rules, regulations, guidelines, and standards as may be reasonably necessary or desirable to give effect to the provisions of this ordinance [section].
2. **Relationship to underlying zoning district standards and other provisions of unified land development code.** In any case where the standards and requirements of the overlay district conflict with those of the base-zoning district or with other provisions of the unified land development code, the standards and requirements of the overlay district shall govern.
3. **Exceptions.** The provisions of this ordinance [section] shall not apply to the following:
 - a. Completion of work subject to preliminary plats, site development plans, construction plans, building permits, or interior finish permits approved prior to the effective date of adoption of this ordinance [section] for those parcels not previously covered within the highway overlay district.
 - b. Improvements and additions that are made to a single-family residence previously permitted and built on a lot of record prior to enactment of this ordinance [section] for those parcels not previously covered within the overlay district.
 - c. Construction of a single-family dwelling on an existing lot of record within a single-family residential subdivision with final plat approved prior to enactment of this ordinance [section], for those parcels not previously covered within the overlay district, provided that the new construction shall be of a similar floor area, materials and design as the single-family dwellings on adjacent lots in the same subdivision.
 - d. Construction, rehabilitation, restoration, repair of a nonresidential structure, interior renovations or interior finishes within an existing structure, or addition to an existing nonresidential structure that was permitted prior to the enactment of this ordinance [section] for those parcels not previously covered within the highway corridor overlay district shall not be subject to the provisions of the highway corridor overlay district, provided that such construction is on a lot of record and does not affect a change to more than twenty (20) percent of the existing permitted structure or five thousand (5,000) square feet, whichever is less.
4. **Building plan application.**
 - a. All building plans submitted pursuant to an application for a building permit should clearly indicate all of the proposed building materials and colors for each facade as described in ordinance [section].

- b. The plans should clearly show the location and calculate the amount/percentages of all building materials per facade.
- c. Groups of buildings on the same parcel of land may be reviewed and permitted as a single project rather than individual buildings.

H. *Property development standards.*

1. *Prohibited uses.*

- a. Self-service storage, mini-warehouses, or warehousing and storage.
- b. Salvage, junk, wrecking, recycling, waste, and scrap yards.
- c. Adult bookstore.
- d. Sexually oriented businesses or establishments.
- e. Pawnshop or loan brokers, other than mortgage loan brokers.
- f. Rooming and boarding houses.
- g. Automotive repair and maintenance, except car washes.
- h. Truck Terminals, Truck Storage, Truck Repair and all Industrial Uses.

2. *Ground floor area limitation.* New commercial buildings may not exceed one hundred fifty thousand (150,000) gross square feet in ground floor area. New commercial buildings greater than one hundred fifty thousand (150,000) gross square feet must obtain conditional use approval. In determining whether to grant an increase in ground floor size beyond one hundred fifty thousand (150,000) square feet, the zoning advisory board shall consider the following factors, in addition to those listed in chapter 11:

- a. The site has safe, immediate access to the highway corridor overlay district, as applicable.
- b. The building site will provide convenient inter-connections with adjacent uses and properties that serve both pedestrians and automobiles.
- c. The floor area of the proposed building is the smallest feasible to serve the function of the proposed use.
- d. The architectural design of the building reduces the perceived size of the building by appropriate articulations and variations in the massing, façade, roofline, materials, colors, and textures of the building exterior.
- e. The building and site meets or exceeds all other standards set forth in this ordinance [section] and by the City of Stockbridge Unified Land Development Code.

3. *Lot standards.*

- a. Minimum lot size shall be as follows:
 - i. For outparcels or stand-alone commercial projects: One (1) acre.
 - ii. For commercial lots within a common development with shared parking and interconnectivity: One-half (½) acre.
- b. Minimum commercial lot frontage: One hundred seventy-five (175) feet along an arterial.
- c. Nonresidential lots shall be generally rectangular with a ratio of depth to frontage not greater than 4:1.
- d. Residential subdivisions shall comply with one (1) of the following two (2) requirements:
 - i. Reverse-fronting lots are required for residential subdivisions along streets classified as arterials or collectors, subject to subparagraph b. below. Reverse-fronting residential lots shall be platted with a landscaped access easement restricting vehicular access placed adjacent to the public right-of-way. Such easement shall be a minimum of twenty (20) feet in depth and include one (1) of the following:
 - aa. A continuous four-foot high solid wall constructed entirely of brick or stone masonry.

- bb. A four-foot high fence constructed of a combination of brick or stone masonry pillars with iron pickets.
- cc. A vegetated strip of canopy trees, shrubs, and groundcover that provide a full landscape buffer.
- ii. If a residential lot is separated from the arterial or collector street by a minimum twenty-foot wide landscaped strip and a residential street, a residential lot may face an arterial or a collector street.

4. *Access management standards.*

- a. *Driveways.* Driveway connections to public streets shall be consistent with the following standards:
 - i. Driveway connections shall not be permitted within the controlled access zone of an intersection.
 - ii. Outparcels with less than two hundred (200) feet of road frontage are restricted to internal access only.
 - iii. Driveways that enter a major thoroughfare at traffic signals must have at least two (2) outbound lanes (one (1) for each turning direction) of at least eleven (11) feet in width, and one (1) inbound lane with a maximum width of eleven (11) feet. All lanes shall align with respective lanes on the opposite side of the intersection.
 - iv. No residentially developed property may have a curb cut in excess of thirty (30) feet in width, and no nonresidential property may have a curb cut in excess of forty (40) feet without approval of the City of Stockbridge Department of Transportation Director.
 - v. Except for single-family and two-family residences, driveway grades shall conform to the requirements of the Georgia Department of Transportation Regulations for Driveway and Encroachment Control.
 - vi. Except where driveways are on opposite sides of a raised median, commercial or industrial driveways, or public roads, on opposite sides of a street shall either directly align or have offsets per City of Stockbridge Zoning Code, as measured between the extended centerlines of such driveways. Along City roads, where property frontage width is such that the minimum offsets cannot be met, or intersection sight distance cannot be met with a driveway location that meets or exceeds the minimum spacing requirement, the City of Stockbridge DOT Director may allow placement of a driveway with a lesser offset distance. Where lack of frontage does not provide for the minimum spacing, the driveway may be required to be a joint use driveway with the adjoining owner.
 - vii. Whenever possible, driveways on undivided arterials, collector streets, or local streets should align with driveways (if any) on the opposite side of such street.
 - viii. On a divided arterial street that includes a median, driveways should align with median breaks whenever possible. Driveways not meeting this standard shall be limited to right turn access and right turn egress.
 - ix. Driveway throat length. The length of a driveway or "throat length" for a commercial or office development shall be designed in accordance with the vehicle storage required for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site vehicle circulation. The throat lengths specified in table below are generally acceptable guidelines intended for the major entrance driveway of a commercial development.

Driveway Length for Commercial Centers Table

Commercial Center Total Gross Floor Area	Length of Principal Driveway*
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Under 25,000 square feet	50 feet—60 feet
25,000—50,000 square feet	60 feet—85 feet
51,000—100,000 square feet	85 feet—135 feet
101,000—150,000 square feet	135 feet—180 feet
151,000—200,000 square feet	180 feet—200 feet
Over 200,000 square feet	200 feet or more
<p>Note: * For driveways that allow right turns only the throat length may be reduced by one-third (1/3).</p>	

- b. *Deceleration lanes.*
 - i. A major driveway entering a street classified as a collector or above with a regulated arterial speed thirty-five (35) miles per hour or greater shall be required to provide a deceleration lane consistent with the standards set in chapter 8.
 - ii. An acceleration or deceleration lane that would begin or end within seventy-five (75) feet of another driveway or intersecting street shall be lengthened so that it connects with the adjacent street or driveway.
- 5. *Landscaped strip to screen parking lots and loading areas.*
 - a. Where a parking lot or loading area for a commercial, industrial, or institutional use is located adjacent to the public right-of-way, it shall be screened from the public right-of-way consistent with chapter 5 of the City of Stockbridge Unified Land Development Code.
 - b. Setbacks for screening areas facing the highway corridor overlay district shall be based on future right-of-way consistent with chapter 8 City of Stockbridge DOT guidelines.
- 6. *Environmental controls.*
 - a. Stormwater management design shall comply in all respects with the current edition of the Georgia Stormwater Management Manual and ULDC.
 - b. Parking lot landscaping. Parking areas shall incorporate landscaped areas as required in chapter 5. Such landscaped areas shall cover at least twelve (12) percent of the parking area.
- 7. *Parking requirements.* Off-street parking shall be required as in chapter 8 of the City of Stockbridge Unified Land Development Code, except as provided in this subsection:
 - a. *Maximum number of parking spaces.* The maximum number of parking spaces that may be constructed on impervious surfaces shall be no more than one hundred twenty-five (125) percent of the minimum number of required parking spaces. Parking spaces in excess of one hundred five (105) percent shall be constructed on pervious surfaces recommended in paragraph 3.b. of this subsection.
 - b. *Pedestrian circulation.* Parking areas shall be designed to facilitate safe and convenient use by pedestrians. Commercial and multifamily developments shall provide designated pedestrian pathways or sidewalks connecting the front entrance of the principal building to the sidewalk along the abutting street, including marked crosswalks across interior driveways.

- c. *Paving materials for parking lots.*
 - i. All parking areas shall be paved with asphalt, concrete, or pervious materials approved by the City of Stockbridge Department of Transportation Director.
 - ii. Pervious paving. Recommended pervious paving materials include those described in the current edition of the Georgia Stormwater Management Manual as the porous concrete or modular porous paver systems under the limited application stormwater structural controls.
 - iii. Paving areas shall be of sufficient size and strength to support the weight of service vehicles.
8. *Dumpsters.*
- a. *Location.*
 - i. Dumpsters and trash receptacles shall be located where they are not visible from adjacent residentially zoned properties and shall be adequately screened from view from all other adjacent properties and streets.
 - ii. Dumpsters shall be enclosed either within a building or out of sight from public streets or located outside to the rear of the principal building.
 - iii. Dumpsters shall be set back a minimum of five (5) feet from all property lines. If a buffer is required on the subject property line, the dumpster shall not be located within the buffer.
 - b. *Pad.*
 - i. Dumpsters shall be placed on concrete pads of sufficient size and strength to support the weight of service vehicles.
 - ii. Restaurants and other food service establishments shall place dumpsters on concrete pads that are designed to slope into a drain that is equipped with a grease trap.
9. *Lighting.*
- a. *Streetlights.*
 - i. Streetlights shall be provided on all public streets; provided, however, that streetlights shall be provide outside the right-of-way of Hwy. 138 East, Hwy. 155 North and South, Hwy. 20 East and West (excluding Bruton Smith Overlay District), Hwy. 81 East and West, Hwy. 42 North and South, Jonesboro Road, Jodeco Road, Hudson Bridge Road, East Lake Parkway, Fairview Road (excluding Fairview Road Overlay District), East Atlanta Road, and Hwy. 19/41, as applicable.
 - ii. The spacing of street lights shall be staggered, one hundred fifty (150) feet on-center, along both sides of the roadway.
 - iii. All street lighting shall be subject to review and approval of the City of Stockbridge Department of Transportation Department. All street lighting along the roadway posted at thirty (30) mph and above shall meet GDOT standards and requirements including placement location per chapter 5 of the GDOT Design Policy Manual.
 - iv. All roadway lighting, streetlights, and parking lights shall be the full cutoff type. Pedestrian lights shall be the semi-cutoff, cutoff, or full-cutoff type.
 - v. Streetlights shall be consistent with City of Stockbridge Zoning Code.
 - b. *Parking lot, sidewalk, and building illumination.*
 - i. Lighting shall be designed to prevent light spillover on to adjacent properties. All lighting shall be fully shielded, have recessed luminaries, downcast, or be cut-off luminary fixtures mounted in such a manner that the cone of light is directed downward and does not cross any property line of the site.
 - ii. Only incandescent, florescent, metal halide, low-pressure sodium, or color corrected, high-pressure sodium may be used. The same type of lighting must be used for the same or similar types of lighting on any one (1) site.
 - iii. Pedestrian lights shall be consistent with table below.

- iv. Parking light fixtures shall be the box head type, shall have a maximum height of thirty-five (35) feet, and shall employ a fluted pole. All parking light fixtures and poles shall be black.

Lighting Specifications Table

	Streetlight	Pedestrian Light	Parking Light
Maximum Height	40 feet	15 feet	35 feet
Color	Black	Black	Black
Pole Type	Unspecified	Fluted	Fluted
Fixture Type	Cobra Head	Unspecified	Box Head
Shielding	Full-cutoff	Semi-cutoff, cutoff, or full-cutoff	Full-cutoff
Spacing	150 feet on center	Unspecified	Unspecified

- c. *Security lighting restrictions.*
 - i. Full cutoff luminaires shall be used for all security lighting.
 - ii. The number of luminaires remaining on for security lighting shall not exceed one-fourth (¼) the total number of each type of luminaire number by four (4), any remainder is counted as a whole number.
- d. *Sign illumination.*
 - i. Automatic changeable copy signs and neon signs are prohibited.
 - ii. Signs may be illuminated internally, subject to ULDC requirements, with external lighting fixtures provided that fixtures are directed downward and away from streets and adjacent property and public streets. All lighting shall be fully shielded, have recessed luminaires, or be full cut-off luminary fixtures.
- e. *Drive-under canopies and pump islands at fueling stations.* The luminaire shall be recessed into the canopy ceiling so that the bottom of the luminaire does not extend below the ceiling.
- 10. *Architectural standards.* The following design guidelines and standards apply to all newly constructed buildings used for commercial, industrial, or residential purposes.
 - a. *General architectural requirements.*
 - i. The use of a common palette of building materials should be maintained for building facades to create a consistent and traditional architectural identity. Traditional architecture shall include, for example, the use of brick, pitched roofs, low-profile signage, and subdued colors. For large commercial/retail buildings and multifamily buildings, variations in façade, roofline and depth should be provided to lend the appearance of multitenant occupancy. All design and construction shall be subject to architectural review by the City or its designated architect to ensure adherence with this subsection K and the structures of traditional architecture.

- ii. All ground or roof-mounted mechanical, HVAC, and like systems shall be screened from public street view (within three hundred (300) feet) on all sides by an opaque wall or fence made of brick, stucco, split face block, or landscaping.
 - iii. For all commercial buildings, roof-mounted mechanical, HVAC, and like systems shall be screened from public street view (within three hundred (300) feet) on all sides by a raised parapet or pitched roof along the edge of the roofline.
 - iv. Contrasting accent colors on any single facade shall be limited to no more than ten (10) percent of the total wall area for any single façade.
 - v. Permanent mounted exterior neon lights shall not be allowed.
 - vi. Buildings that are located on outparcels and all accessory buildings shall be constructed of materials complementing the principal building with which they are associated.
 - vii. Back-lit awnings, roof-mounted lights, and/or roof mounted flag poles are not permitted. Satellite dishes shall be located and painted to blend with the background as much as practical.
- b. *Building materials.* Table below and this subsection outlines allowed building materials that are may be used and combined to create a consistent, attractive, interesting and long-lasting building design:

Allowed Building Materials Table

Brick	Stone	Glass	Tilt/Pre-Cast	Stucco	Concrete Blocks	CMU/Split-Face Block	Cementious Fiber-Board	Metal	Tile
Yes	Yes	Yes	No	Max. 50% per facade	No	Max. 10% per facade	No*	No	No

Note:

* Allowed for residential buildings. Buildings must have a minimum 4:12 roof pitch.

- i. *Allowed building materials.*
 - aa. Brick, except that brick veneers that are intended to simulate brick exteriors are not acceptable;
 - bb. Stone. Natural stone such as, but not limited to, granite, limestone, acid marble are allowed building materials. Terra cotta and/or cast stone, which simulate natural stone, are also acceptable. Painted stone is not allowed;
 - cc. Split-face block/concrete masonry unit (CMU) is restricted to ten (10) percent of the surface area of the facade;
 - dd. Tilt/architectural pre-cast concrete is not allowed;
 - ee. High grade stucco is restricted to fifty (50) percent of the surface area of a facade;
 - ff. Natural wood and/or cementious fiberboard siding are allowed only for residential buildings;
 - gg. Glass;
 - hh. Exposed concrete block, metal, and tile are not allowed as building materials on a façade.
- ii. *Ratios and amounts of allowed building materials.*

- aa. Accent/trim exterior building material. Small amounts of building materials such as wood, tile, etc., may be used to enhance the facade of the building or for decorative elements, but should not exceed ten (10) percent of total wall area per facade.
- bb. Facade calculations. With the exception of accent/trim materials, there shall be no more than two (2) primary building materials used. When stucco is used as a building material for a facade, it is restricted to fifty (50) percent of the total. The allowed facade materials shall not apply to entry doors and/or roll-up doors.
- iii. The amount of permitted material shall be calculated using the gross square footage of wall area per facade.

For example, a building has a front facade with a gross facade area of one thousand two hundred (1,200) square feet with four hundred (400) square feet consisting of windows and doors. Begin with one thousand two hundred (1,200) square feet for required building material calculations. A wall area of one thousand two hundred (1,200) square feet shall have no more than six hundred (600) square feet of stucco on the front facade [e.g. (one thousand two hundred (1,200) × fifty (50) percent = six hundred (600))]. The balance shall be brick or other allowed material. Trim or accent material may account for up to ten (10) percent or one hundred twenty (120) square feet.

- c. *Roof requirements.* Materials for pitched roofs shall be limited to architectural dimensional grade asphalt shingles, natural slate, natural terra cotta, natural wood shake, copper or factory finished sheet metal.
 - i. *Pitched roofs.* All buildings less than five thousand (5,000) square feet of gross floor area must have a pitched roof with a minimum pitch of 4:12. All one-story buildings less than ten thousand (10,000) gross square feet must have a pitched roof (between 3:12 and 12:12); provided, however, that if a pitched roof is not possible, a combination of flat roof and pitched roof is required. Provide a pitched roof on front and side of the building to screen view of any flat roof. Create arcades, drive-under canopies, porches, and other features with pitched roof.
 - ii. *Mansard roofs.* Mansard roofs shall have a maximum pitch of 12:12 with a minimum twelve-foot vertical surface length.
 - iii. *Flat roofs.* Building materials for flat roofs shall meet local codes.

Exposed metal flashing shall be copper or factory finished sheet metal. If factory finished metal flashing is used, such as standing seam, the color must be subdued to blend with other materials or of a color to simulate weathered copper or bronze. All buildings with flat roofs should include parapet articulation on the front facade(s) of such building. There shall be roof articulations/offsets at a minimum of one (1) per each one hundred twenty-five (125) linear feet of length by a change in the top line of the parapet. Additional articulation may occur at any lesser distance. If the front facade is less than one hundred twenty-five (125) linear feet of length, then a minimum of one (1) roof articulation must occur.
 - iv. *Other.* Drive under canopies for gasoline pumps may have flat roof with vertical or factory formed facing of finished sheet metal.
- d. *Arcade/structural canopy for retail use.* For any multitenant commercial development, a covered arcade/structural canopy shall be provided along the front facade of the building. Arcades are covered walkways connected to the principal building. They should be a minimum of five (5) feet in width and designed to provide covered areas for relief from the weather. Different arcade/structural canopy designs may be used for each individual tenant/business within a multitenant commercial development provided that they blend aesthetically with the front facade of the building and has the approval of the building owner and the planning director.
- e. *Street orientation.* Principal building entrances shall be oriented to public streets.
- f. *Building height.* Any building of which fifty (50) percent or more is located within two hundred fifty (250) feet of the centerline of an arterial street shall be no more than three (3) stories in height.

A relief from height restrictions shall only be allowed if conditional use approval is granted by the zoning advisory board, in accordance with procedures in the City of Stockbridge Unified Land Development

Code. In deciding whether to grant a height increase, the zoning advisory board shall consider the following factors, in addition to those listed in the ULDC:

- Proximity and relationship of the proposed building to other buildings that are more than three (3) stories or thirty-five (35) feet in height.
 - Impact of the proposed building on single-family residences on nearby tracts.
 - Topography and vegetation that screen the view of the proposed building.
 - On-site screening and/or landscaped buffers.
 - Provision of public open space in exchange for increased building height.
 - The effect of additional building height on traffic congestion.
 - Access of the site to major traffic arteries.
 - Economic development opportunities for the City of Stockbridge.
 - The necessity of greater building height to the function of the proposed use.
 - The quality of the architectural design and its compatibility with its surroundings.
- g. *Building massing and modulation.* The massing of building facades longer than one hundred fifty (150) feet that are approximately parallel to the right-of-way and oriented to a public street shall be modulated to increase visual interest, as follows.
- i. Building facades that are less than five hundred (500) feet long shall be modulated at intervals no greater than one hundred (100) feet in length.
 - ii. Building facades that are more than five hundred (500) feet long shall be modulated with intervals no greater than twenty (20) percent of the length of the façade.
- h. *[Minimum area.]* No nonresidential building shall have less than two thousand (2,000) square feet of heated floor space.
- i. *[Minimum cornice depth.]* Building design shall include minimum one-foot deep cornices along the entire front façade of buildings and extending for a distance of at least ten (10) feet along the sides of buildings.
- j. *[Minimum high-contrasting base.]* Building designs shall include a minimum two-foot high contrasting base, along the entire front façade of buildings and extending for a distance of at least ten (10) feet along the sides of buildings.
- k. *Satellite dish antennae.* No satellite dishes shall be permitted within view from public streets.
- l. *Off-street loading areas.* Off-street loading areas shall be located in the rear of buildings and screened from view from adjacent property or streets.
11. *Signage.* Except as provided in this subsection, signage shall comply with the regulations in City of Stockbridge Sign Regulations Chapter 8.12.
- b. Freestanding and project entrance signs shall be limited to ground signs. Round signs shall be limited to base and sign structure shall be constructed of materials such as brick, stone, stucco, wood or metal consistent with the architecture and exterior treatment of the building.
 - c. The maximum sign area of any ground sign, inclusive of any border and trim, but excluding the base, apron, supports and other structural members shall be:
 - i. Ground signs on lots zoned commercial or industrial, including shared signs, on lots with more than one (1) tenant shall be no greater than fifty (50) square feet in sign area.
 - ii. Ground signs on lots zoned commercial or industrial with one (1) tenant shall be no greater than thirty-two (32) square feet in sign area.
 - iii. Ground signs on lots zoned O-I shall be no greater than thirty-two (32) square feet of sign area.
 - iv. Ground signs for single business premises shall be no greater than thirty-two (32) square feet in sign area.

I **Public improvement standards.** Public rights-of-way (new and existing streets/roads) within the highway corridor overlay district shall be improved in accordance with the following standards:

1. **Street standards.** Public rights-of-way located within the highway corridor overlay district shall be classified by type (i.e. arterial, collector, local, or nonresidential access) by the City of Stockbridge Department of Transportation and shall be consistent with City of Stockbridge Zoning Code design guidelines as follows:

a. **Arterial:**

- i. Forty-five (45) mph design speed.
- ii. Minimum one hundred twenty-foot right-of-way.
- iii. Ten-foot (minimum) wide landscaped strip located outside of planned right-of-way (both sides of street), including a ten-foot wide sidewalk.
- iv. Pedestrian lights are required in landscaped strip on both sides of arterial.
- v. Street trees are required in landscaped strip on both sides of arterial.

b. **Collector:**

- i. Thirty-five (35) mph design speed.
- ii. Minimum eighty-foot right-of-way.
- iii. Depending on adjacent land use, lanes shall conform to one (1) of the following two (2) options:
 - aa. Two (2) travel lanes at twelve (12) feet with center turn lane at fourteen (14) feet in commercial areas.
 - bb. Two (2) travel lanes at twelve (12) feet with turn lane at intersection provided between intersections for planned developments or residential areas.
- iv. Twenty-four-inch wide curb and gutter.
- v. Eight-foot (minimum) wide landscaped strip along outside curb (both sides of street).
- vi. Five-foot (minimum) wide sidewalk outside landscaped strip (both sides of street).
- vii. Streetlights and pedestrian lights are required in landscaped strip on both sides of collector. On roads posted at thirty (30) mph or greater, streetlights and pedestrian lights shall be placed per chapter 5 of the GDOT Design Policy Manual.
- viii. Street trees are required in landscaped strip on both sides of collector. On roads posted at thirty (30) mph or greater, street trees shall be placed per chapter 5 of the GDOT Design Policy Manual and the GDOT Policy for Landscaping.

c. **Local streets:**

- i. Twenty-five (25) mph design speed.
- ii. Minimum fifty-foot right-of-way.
- iii. Two (2) travel lanes at eleven (11) feet each.
- iv. Twenty-four-inch wide curb and gutter.
- v. Eight-foot (minimum) wide landscaped strip along outside curb.
- vi. Five-foot (minimum) wide sidewalk outside landscaped strip.
- vii. Streetlights are required in landscaped strip on both sides of local street.
- viii. Street trees are required in landscaped strip on both sides of local street.

d. **Nonresidential access street:**

- i. Twenty-five (25) mph design speed.
- ii. Minimum fifty-foot right-of-way.

- iii. Two (2) travel lanes at eleven (11) feet each.
 - iv. Eighteen-inch wide curb and gutter, twenty-four (24) inches if public right-of-way.
 - v. Five-foot (minimum) wide landscaped strip along outside curb, eight-foot if public right-of-way.
 - vi. Five-foot (minimum) wide sidewalk outside landscaped strip.
 - vii. Street trees are required in landscaped strip on both sides of local street.
- e. *Underground utilities are required for all street frontages.* Upon written application pursuant to chapter 11, an exception may be granted by the zoning advisory board in cases where, due to unique topography or the presence of rock, the installation of underground utilities would present a severe and unique hardship.
2. *Network standards.*
- a. *Connectivity.* Within all nonresidential or multifamily developments or any single-family residential development of five (5) or more acres, the following standards shall apply unless a variance is sought and obtained from the zoning advisory board pursuant to chapter 11 due to unusual topography or environmental constraints such as major streams and rivers that create a severe and unique hardship:
 - i. No local street may be longer than six hundred (600) feet without an intersection with another local through street. Cul-de-sac streets shall not count as through streets.
 - ii. Continuous pedestrian walkways shall be provided to connect building entrances to required sidewalks along street frontage.
 - iii. A cul-de-sac street that ends within two hundred (200) feet of the right-of-way of an adjacent collector or arterial street shall provide a five-foot wide sidewalk in a ten-foot wide easement connecting the sidewalk on the cul-de-sac to the sidewalk on the adjacent collector or arterial street.
 - iv. Dead-end streets, including cul-de-sac streets, shall not exceed three hundred (300) feet in length and shall not serve more than thirty (30) dwelling units.
 - b. *Vehicular access points:* Minimum number of driveways or streets required per table below.

Minimum Vehicular Access Points Table

Type of Development	Minimum Number of Vehicular Access Points to Public Streets* (so long as the minimum separation standards are met per ULDC 8.01.03.D.3.
Nonresidential, less than 50 required parking spaces	1
Nonresidential, 50-299 required parking spaces	2
Nonresidential, 300-999 required parking spaces	3
Nonresidential, 1,000 or more required parking spaces	4 or more

- c. Utilization and provision of connections to and from adjacent developments and developable parcels.
 - i. All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.
 - ii. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred (600) feet along each development plan boundary that abuts potentially developable or redevelopable land.
 - d. *Interparcel access.* For developments along an arterial or collector street, except where a variance is sought and obtained from the zoning advisory board pursuant to chapter 11 because of topographic or other site-specific constraints that create a unique and severe hardship, compatible developments, as determined by the planning director, shall provide a network of nonresidential access streets that meet the following:
 - i. Access streets shall be constructed for a commercial or multifamily residential development that abuts another commercial or multifamily residential development, whether existing or planned. The development of the site shall incorporate the following:
 - aa. Continuous non-residential access street, where necessary to connect adjacent parcels along the thoroughfare.
 - bb. Driveway aprons, stub-outs and other design features to indicate that abutting properties may be connected to provide cross access.
 - ii. New commercial or multifamily property that abuts a planned, new or existing multifamily residential property shall provide for a five-foot wide sidewalk connecting the two (2) uses.
 - iii. New multifamily residential development that abuts a planned, new or existing commercial property shall provide for a five-foot wide sidewalk connecting the two (2) uses.
 - e. *Crosswalks:*
 - i. All intersections on streets posted at twenty-five (25) mph or less shall contain crosswalks that connect to sidewalks in all quadrants. For streets posted at over twenty-five (25) mph, crosswalks shall be placed when determined as warranted by engineering study by a professional traffic operation engineer and such studies are subject to City of Stockbridge review and approval.
 - ii. Crosswalks shall be either demarcated with high-reflectivity thermoplastic paint or brick pavers, as determined by City of Stockbridge.
3. *Street trees.* Subject to City of Stockbridge DOT's review and approval, canopy trees shall be provided in street rights-of-way including medians and required landscaped strips adjacent to all streets. For roadways/streets either classified as collector or above, or posted at thirty (30) mph or greater, the tree types, sizes, and lateral offset to trees are to be governed by chapter 5 of the GDOT Design Policy Manual and the GDOT Policy for Landscaping. Trees and vegetation shall be located such that such vegetation shall not be located within the required sight lines necessary for intersection sight distance based on the road's posted speed limit.
- a. Appropriate street tree species include the following:
 - i. Large trees—Average spacing forty (40) feet on center:
 - Nuttall Oak
 - Shumard Oak
 - Willow Oak
 - Ginkgo (Variety: President, Autumn Gold, male gender)
 - Princeton Elm
 - Chinese Elm (varieties Allee, Athena, Drake, Bosque)
 - Bald Cypress (variety: Shawnee Brave)
 - Zelkova (variety Green Vase or Village Green)

- Northern Red Oak
 - Red Leaf Maple
- ii. Small trees—Average spacing twenty (20) feet on center:
- Crepe Myrtle
 - Saucer Magnolia (variety: Butterflies)
 - Chinese Fringe Tree
 - Golden Rain Tree
 - Texas Redbud (*Cercis reniformis*)
 - Kousa Dogwood
 - Washington Hawthorn 'Princeton Sentry'
 - Zelkova (variety: Wires)
- b. No more than twenty-five (25) (or twenty-five (25) percent of the total number, whichever is greater) of the trees installed may be of any one (1) genus.
- c. No more than twenty-five (25) percent of the street trees used in a single development shall be of the small tree species, unless limited by roadway classification or posted speed limit that affect tree type placement.
4. *Improvement guarantees.* At the option of City of Stockbridge, the developer may be required to provide to the City financial security to guarantee the installation of project improvements required in this ordinance [section]. The developer's financial guarantee may be any of the following:
- a. An escrow of funds with the City;
 - b. An escrow of funds with a bank upon which the City can draw;
 - c. An irrevocable letter of credit or commitment upon which the City can draw;
 - d. A performance bond for the benefit of the City upon which the City can collect; and
 - e. Any other form of guarantee approved by the board of commissioners that will satisfy the objectives of this subsection.

The guarantee shall be in an amount sufficient to secure the full costs, as determined by the City of Stockbridge Community Development Director, of the construction cost of the improvements, based on the most recent edition of Georgia Department of Transportation "Item Means Summary" or other comparable standardized cost estimation procedure.