

ARTICLE 7 CORRIDOR OVERLAY

East Johnston Street at Harris Street to I-75 Overlay District; Highway 83 North from Adams Street to City Limits Overlay District; and Highway 41 South from Harris Street to Highway 18 Intersection and Highway 18 East to City Limits Overlay Districts.

7.1 Purpose and Intent

The overall purpose and intent of Highway 83 North from Adams Street to City Limits Overlay District; Highway 41 South from Harris Street to Highway 18 Intersection and Highway 18 East to City Limits Overlay District; and the East Johnston Street at Harris Street to I-75 Overlay District are to permit the development of land in a manner consistent with the traditional, pedestrian-oriented, small-town feel of Forsyth. The Overlay Districts are intended to ensure that the corridors leading into Forsyth from the interstate are ones that welcome visitors and citizens alike, and portray a welcoming sense of place that is Forsyth to all who come.

(1) The properties within the Highway 83 North from Adams Street to City Limits Overlay District are a mix of, one and two-story commercial structures, fast food restaurants, gas stations and strip centers.

(2) The properties within Highway 41 South from Harris Street to Highway 18 Intersection and Highway 18 East to City Limits Overlay District are a mix of one and two-story homes, one and two-story commercial structures, the historic Mary Persons campus, and Monroe Academy.

(3) The properties within the East Johnston Street at Harris Street to I-75 Overlay District are a mix of one and two-story homes, one and two-story commercial structures, the historic brick depot, and the historic Tift College campus comprised of a variety of multi-storied brick buildings.

7.2 Objectives

In accordance with the Forsyth Redevelopment Strategy, these regulations are intended to implement the following objectives:

7.2.1 Promote redevelopment. To provide for and promote the rehabilitation, revitalization and redevelopment of vacant and underutilized properties in the district.

7.2.2 Promote development of vacant parcels in keeping with the vision of the corridor. To provide for and promote the development of vacant properties within the District in a manner and style consistent with these regulations (See Section 7.11.3.9)

7.2.3 Improve streetscapes. To implement various recommendations in plans, programs, studies, and strategies of the city, for aesthetic improvement of the overlay district. In order to improve the streetscape, additional provisions for private property improvements are required.

7.2.4 Coordinate private development with public street improvements. To provide for development that considers the future need to improve highway corridors and facilities within rights-of-way, and to provide alternative public or private ways, where possible, in a manner that minimizes disruption to existing businesses and that reduces public costs of ill-timed or uncoordinated public and private improvements. Public efforts may be combined with private redevelopment proposals in order to provide access roads or private ways to increase access and connectivity.

7.2.5 Consolidate driveways. To help facilitate and require the consolidation of driveways for purposes of (a) improving public safety and vehicular access; (b) making room for improving sidewalks and pedestrian amenities and installing pedestrian-friendly and transit infrastructure; (c) adding landscaping along the highway corridor; and (d) connecting to other access points.

7.2.6 Promote specific designs. To encourage development and redevelopment to occur in a manner consistent with the community's expectations for superior design and development characteristics that promote quality of place. Such expectations include: a. Human-scale development and pedestrian-friendly places, including generally the principles of neo-traditional development. b. Development that is sensitive to, and that extends design principles characteristic of the city's historic characteristics. c. New non-residential development using design principles consistent with late 19th century-early 20th century architectural style in order to recreate the original small town feel of the commercial business district by using "commercial block" patterns with common side walls, building fronts abutting the sidewalk and on street parking. d. Breaking up "super-blocks" (large parcel development patterns) and optimizing connectivity. e. Installing small public gathering places and pocket parks in redeveloped areas. f. Ensuring quality construction that will avoid construction of buildings with limited life spans.

7.3 Boundaries

The Highway 83 North from Adams Street to City Limits Overlay District corresponds generally with properties fronting or within a 200-foot setback from property right of way on Highway 83(North Lee Street/Cabiness Road) from Adams Street to City Limits. This area shall be referred to as the Highway 83 North from Adams Street to City Limits Overlay District area and shall be so designated on the Official Zoning Map. This district shall include those properties as shown on the Official Zoning Map of Forsyth referenced and adopted in Section 3 of this Zoning Ordinance.

The Highway 41 South from Harris Street to Highway 18 Intersection and Highway 18 East to City Limits Overlay District corresponds generally with properties fronting and within a 200-foot setback from property right of way on Highway 41 South. This area shall be referred to as the Highway 41 South from Harris Street to Highway 18 Intersection and Highway 18 East to City Limits Overlay District area and shall be so designated on the Official Zoning Map. This district shall include those properties as shown on the Official Zoning Map of Forsyth referenced and adopted in Section 3 of this Zoning Ordinance.

The East Johnston Street at Harris Street to I-75 Overlay District corresponds generally with properties fronting on Johnston Street and Tift College Drive from Harris Street to I-75 and within a 200-foot setback from property right away on East Johnston Street and Tift College Drive. This area shall be referred to as the East Johnston Street at Harris Street to I-75 Overlay District area and shall be so designated on the Official Zoning Map. This district shall include those properties as shown on the Official Zoning Map of Forsyth referenced and adopted in Section 3 of this Zoning Ordinance.

7.4 Amendments to Boundaries.

The boundary of the Overlay Districts may be amended in accordance with Article 30 of this Zoning Ordinance.

7.5 Relationship to Underlying Zoning District Provisions.

The land use regulations applicable to the underlying zone remain in full force and effect except where superseded herein. Where there is a provision not expressed in the underlying zone, or where a provision hereof is in conflict with the underlying zone, the provision of the overlay district shall be controlling.

7.6 Applicability.

7.6.1 All further development of property in the Overlay Districts shall conform to the standards adopted for the Districts, regardless of any change in ownership.

7.6.2 The violation of any provisions of Overlay District standards as submitted and approved under the provisions herein, shall constitute a violation of these regulations.

7.6.3 Any application for rezoning to an Overlay District classification shall also be submitted in accordance with Article 30 of this ordinance.

7.6.4 To assure that development and redevelopment within the Overlay District are consistent with the goals of this Article, the following reviews and reports will be required prior to the issuance of building permits by the City:

1. Completion and submission of Overlay District Development Plan Report and Site Plan to the Design Review Board. This Report shall contain the following information: a. General description and location of project. b. Description of measures taken to maintain architectural character and integrity of the district or structure. c. A plan of proposed landscaping of project. d. Additional relevant information as required by the Design Review Board or City Council.

2. The required Site Plan shall include, at a minimum, the following information:

- (a) survey of the property indicating all property dimensions, property size, adjoining owners, scale, north arrow, and tie point to a known location (road intersection, land lot corners, etc.).
- (b) proposed subdivision of property, streets, ingress and egress to building site(s), off-street parking areas, and public facilities and open space as applicable.
- (c) Storm water detention areas, where applicable.
- (d) The proposed architectural style and siting of structure(s).
- (e) Lot line, sizes and setbacks; proposed location, shape, size, height, and lot coverage of the structure.
- (f) Floor plans and elevations of the structure(s).
- (g) Other information as required in this Section of the Ordinance.

3. The Zoning Administrator shall review, at the direction of the Design Review Board or the City Council, Concept Reports and Site Plans for conformance with the provisions of this District. If sufficient information has been submitted to the Zoning Administrator to determine that the proposed project meets the purpose and intent of this Section, then the Zoning Administrator will notify the Design Review Board, in writing, that the Report and/or Plan is in conformance and the Design & Review Board shall make recommendations to City Council on all matters coming before that Board. The City Council shall review the findings of the Zoning Administrator and the Design & Review Board and shall issue final approval of the project. Upon obtaining approval from City Council and satisfying all other requirements of the City, the developer may obtain the necessary site and/building permits prior to commencing any activity on the site.

7.7 Definitions.

The following definitions are to be used within this Section (7.11), unless otherwise expressed elsewhere in this Ordinance, and should be used within the context of this Section.

Connectivity: Development achieves “connectivity” when one or more land uses and parcels within the development have direct accommodations for both vehicles and/or pedestrians to travel between or among those land uses, and direct vehicular and pedestrian connections with compatible land uses on abutting properties. Direct accommodations for vehicles means that there is one or more alley, road, or driveway connection between the uses on the development site and among compatible uses on abutting sites (parcels), so that a vehicle can exit one development and enter the other development (i.e., cross property lines) without exiting onto a public street that provides principal access to the developments. Direct accommodations for pedestrians’ means that there are one or more sidewalks or other approved paths that allow a pedestrian to go from one development or parcel to another without using the sidewalk along a public street that provides principal access to the developments.

Development – The conversion of raw or vacant land into a different use. Converting a vacant lot into an office is an example of the process of development.

Lane: A public or private street designed for primary access to no more than 25 residential dwelling units, where the residential environment is dominant and traffic is completely subservient.

Pedestrian-friendly: A term which refers to development and features of developments that are designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than an exclusive focus on auto access and parking. Buildings are generally placed close to a street, and the main entrance is oriented to a street sidewalk. Building façades and other development features along a street are oriented and scaled to the pedestrian.

Rehabilitation: The improvement of an existing building or structure, which may or may not involve a change in use. Street furniture: Those features associated with a street that are intended to enhance the street’s physical character and are used by pedestrians, such as benches, bus shelters, trash receptacles, planting containers, pedestrian lighting, kiosks, etc. Advertising on street furniture is not allowed.

Streetscape: The appearance and organization along a street of paving, plantings, street hardware, street furniture, and miscellaneous structures.

Through-street: A public or private street within a large-parcel redevelopment that connects a transit corridor to: (a) another public or private street within the large-parcel redevelopment; (b) a public or private street abutting the site; or (c) another property with through-access to another public or private street.

7.8 Use Requirements

Permitted Uses.

(a). All uses that are permitted in the underlying zoning district(s).

Conditional Uses. The following uses shall be Conditional Uses, unless they are designated as a permitted use in the underlying district:

(b). All conditional uses in the underlying zoning districts except for metal fabrication shops.

7.9 Amortization of Nonconforming Uses.

When a nonconforming use is abandoned or discontinued for a period of 180 consecutive days, any subsequent use of the property thereafter must comply with the applicable regulations of the Forsyth Zoning Ordinance regarding the use of the property.

7.10 Building, Lot Size and Orientation Requirements.

7.10.1 All lots shall share a frontage line with a street.

7.10.2 Large-scale, single use facilities (conference spaces, theaters, athletic facilities, for example) shall generally occur behind or above smaller scale uses of pedestrian orientation. Such facilities may exceed maximum first floor area standards if so sited.

7.10.3 Building Orientation. The main entrances of all principal structures shall front on the street, with the main entrance accessible from the public sidewalk.

7.10.4 Building Height. Structures shall comply with the height requirements of the underlying zone.

7.11 Linkage and Circulation.

All development proposals shall coordinate pedestrian and vehicular circulation patterns with adjacent buildings and sites.

7.11.1 Street/Sidewalk Continuity. New projects shall interconnect with existing sidewalks. Where new projects adjoin undeveloped properties abutting public road frontage, the sidewalks installed with the new project shall terminate at the property line at a point where the next project can continue the sidewalk along the public road with little difficulty with slope and grade transitions.

7.11.2 Connectivity.

(a). Pedestrian and Visual Paths. Clear pedestrian and visual paths between neighboring buildings, pedestrian circulation, and parking

(b). All development proposals shall accommodate safe, attractive pedestrian circulation to and through parking areas.

(c). Pedestrian circulation patterns shall be simple and easily comprehended by the user.

7.12 Sidewalks and Walkways.

The minimum width for sidewalks within the District shall be 5.5 feet with a 5-foot landscaped strip from face of curb to the edge of the sidewalk.

7.13 Crosswalks.

Extensive use of crosswalks shall be incorporated within the project, at intersections, within parking lots, or other needed pedestrian connections. Crosswalks shall be so configured to be a design feature of the development, i.e. heavy painted lines, concrete or brick pavers, edges, and other methods of emphasizing pedestrian use. Bump-outs and other pedestrian design shall be used to shorten walking

distances across open pavement. Medians shall be used in appropriate areas to encourage walking and to act as a 'refuge' for crossing pedestrians.

7.14 Other Forms of Transportation.

All forms of ground transportation shall be considered within and outside the District with the intent to improve convenience and reduce automobile trips. All forms of transportation should be encouraged, including bus, bicycle, and pedestrian. Access connections shall be required where deemed essential to provide circulation or access to churches, schools, playgrounds, shopping centers, transportation, and other community facilities. Inter-parcel access shall be provided for vehicles and other forms of transportation between all compatible abutting properties unless an alley, service road, or other road right-of-way is provided at the rear of the property with appropriate fire department access.

7.15 Outdoor Lighting.

Lighting practices include indirect lighting, which minimizes light pollution such as glare and light trespass. Carefully designed exterior lighting plans are required to provide the best balance between site safety, security, and appearance considerations. Restrained lighting patterns and fixture selection for commercial development will help prevent commercial lighting from adversely impacting residential properties. Lighting standards are generally applied and recommended by the Illuminating Engineers Society of North America.

7.15.1 General.

Shielding. Exterior lighting shall be of low intensity and shielded so that light will not spill out onto surrounding properties or project above the horizontal plane of building walls. All fixtures shall be full cut off.

Color. Warm lighting colors are encouraged, such as incandescent, halogen, metal halide, and color-corrected sodium as last choice. The blue-white colors of fluorescent and mercury vapor lamps are prohibited. Lamps emitting a color temperature in excess of 4,000 Kelvin are not allowed.

Reduced Light Output. The amount of light produced by exterior light sources shall be reduced to that necessary to maintain a minimum comfort level for safety and security purposes. Most lights on or within buildings shall be extinguished after hours, and the use of motion sensors is encouraged on exterior lights.

(a). In parking lots, a minimum foot-candle of 0.5 at the perimeter and between light sources, and 5.0 under light fixtures is recommended. It is suggested that rather than illuminate the whole lot after hours when most businesses are closed, a higher level of illumination only in the vicinity of the businesses still active is encouraged. When all businesses are closed, it is recommended that only a minimum of security lighting shall be maintained. No light sources are allowed higher than 175 watts.

(b). Under gas station canopies, the maximum foot-candle shall be 5.0.

7.15.2 Parking Area Lighting.

Appropriate Location. Minimum adequate exterior lighting shall be provided in all parking areas, with particular emphasis placed on appropriate lighting at the parking lot walks, entrances, exits, and

barriers. Lighting shall be of low intensity, with downward shielding to prevent glare. Lights shall not be located within the buffer.

Integration with Landscaping. All parking lot lighting shall be integrated with landscaping.

Height. The height of light fixtures in parking lots shall be in proportion to the building mass, and no more than 16 feet high. Parking lights along walkways shall be eight to twelve feet high. Low light bollards ranging from two to eight feet should be avoided, as they provide more glare than useful light.

Multi-Family Residential Lighting. Fixtures shall be located to eliminate interference with windows adjacent to the parking area.

7.15.3 Site Lighting Fixtures. Lighting fixtures shall be compatible with the architectural character of existing buildings and the proposed development.

7.15.4 Parking Structures Lighting. Lighting within the parking structure shall provide safety and security and be integrated into the architectural character, both in terms of illumination and fixtures. Light spillage out of structure is discouraged. The color of light within a parking structure shall be compatible with the outdoor lighting in adjoining areas. All outdoor lighting shall be directed away from the property lines.

7.16 General Principles of Landscape Design.

7.16.1 Landscape Plan. Comprehensive landscape plans shall be prepared and presented with all development proposals. The plans shall show all existing trees and significant shrub clusters to be removed or to remain, species and size of all new planting materials, and the location of a permanent low water-use irrigation system.

7.16.2 Preservation of Existing Vegetation and Topographic Features. Existing vegetation can provide a sense of place, permanence, and continuity to a new development. Mature trees and shrub masses take years to establish, while removing them from a site and replacement or transplantation is a difficult and expensive process. Therefore, existing vegetation (as well as rock outcroppings, washes, and other natural features) should be recognized early in the design development process and utilized as a valuable determinant in site design and layout.

7.16.3 Tree Protection Zone Requirements. Maintaining open space around the base of a tree is one of the most important factors in promoting the health and longevity of the tree. The root system within the drip line is generally considered to be the critical root zone.

A permanent tree protection zone surrounding both preserved and planted trees shall be established to protect the critical root zone. This tree protection zone shall apply during the construction phase, as well.

Tree protection zones should vary according to the species, size, location, and health of a tree and be designed for maximum flexibility of shape and minimum effectiveness of size. However, where compelling information to the contrary regarding a particular tree in its particular setting is not available the minimum tree protection zones shall be established as follows:

(a). For Existing Trees. A circle with a radius of one foot for every inch of DBH or five feet, whichever is greater (the circle of protection may be offset as much as two-thirds of its total diameter).

(b). For Newly Planted Trees

(1) Understory tree: A circle with a radius of two feet.

(2) Overstory tree: a circle with a radius of three feet.

3. The size of the protection zone may be reduced, the shape adjusted, or other encroachments may occur within the zone where any of the following measures or techniques are deemed to sufficiently mitigate such a change and certified as acceptable by a certified arborist:

(a) Limb and root pruning; (b) Fertilization; (c) Aeration; (d) Irrigation; (e) Restoring the natural grade of the soil; (f) Tree feeders; (g) Porous paving materials; (h) Tree well.

4. In general, tree wells are discouraged, but if they are used, a well should encompass at least half the area beneath the canopy of the tree and extend in every direction no less than half way from the trunk to the tree's dripline.

5. Prior to commencing construction or any site alterations a conspicuous barrier sufficiently prominent visually to prevent encroachment by people and vehicles shall be erected around the protection zone and approved by the Administrator. The barrier shall be a minimum of four feet in height. Tree protection barriers may consist of chain link, wood, orange polyethylene safety fencing or other material approved by the administrator. Tree protection material shall be securely fastened to wood or steel posts spaced no more than six feet apart. Barriers may be erected around groupings of trees, where feasible. The barrier shall remain in place until the certificate of occupancy is issued.

6. Passive forms of tree protection - such as continuous rope or flagging - may be utilized to mark tree save areas which are remote from areas of land disturbance, if approved by the Administrator. Signage designating such areas shall be put in place.

7. No building materials, dirt, debris, oils, paints, or any other materials, equipment, or vehicles shall be placed or deposited within the protection area nor shall any trenching or paving be done within the protection area.

8. No change in grade shall be permitted within the tree protection zone except for a two-inch cut or two-inch fill of topsoil, sod or mulch.

9. Underground utility lines shall be routed around and away from tree protection zones. Necessary installation through protection zones shall be accomplished through tunneling rather than cutting open trenches (which sever tree roots).

10. Where machinery must pass within a tree protection zone during construction, approval shall be required from the Administrator. To protect tree roots from excessive compaction during construction, special cushioning measures may be required by the Administrator such as a heavy layer of chip mulch or pine straw or a "bridge" of boards.

11. Remedial site reclamation and tree care procedures (such as those mentioned above), may be required at the reasonable discretion of the Administrator when encroachment or construction activity within protective zones has caused damage to either a tree or tree growing site. Any such treatment shall be in accordance with accepted International Society of Arboriculture practices. Such treatment

shall occur prior to the issuance of a certificate of occupancy. At the discretion of the Administrator, the planting of additional trees may be required if trees are damaged or destroyed.

7.16.4 Landscape Design. The primary goals of landscape improvements on a new development project are to help preserve and restore the scenic qualities of the natural landscape, to improve comfort, mitigate building and parking lot impact, add aesthetic charm, interest and character, and improve the functional use of a site.

7.16.5 Landscape Continuity

Four Season Character. All new developments shall use, in conspicuous places, some of the following or similar plant materials:

- (1) Cherry
- (2) Crepe Myrtle
- (3) Red Maple
- (4) River Birch
- (5) Wax Myrtle
- (6) Red Oak

This will help to establish a subtle unifying character and enhance the seasonal changes.

1. Size, Spacing and Scale. Size and spacing of landscape elements shall be consistent with the size of the development, relate to any identifiable streetscape, and be appropriate to the scale and character of the proposed new structures.

2. Street Trees/Traditional Trees. All new development shall consider using Red Oak trees as a street tree or in other areas of the project. Red Oaks are an integral part of the history and development of the City of Forsyth.

7.16.6 Other Landscape Design Principles

Hardscape. Landscape shading shall minimize large areas of unshaded pavement. Pavement materials shall be chosen for minimal reflected light and glare. The use of pervious materials is required to reduce surface water flows.

Safety. Along streets and highways, plant materials must be selected and placed to avoid blocking sight lines at intersections and curb cuts. Along utility rights-of-way, planting shall not disrupt service or access to overhead or underground equipment and lines.

Maintenance. All irrigation systems shall be designed with no over-spray on pedestrian or vehicular travel ways.

Site Furniture. Benches, fixed and moveable seating, with and without tables, low walls, fountains, are encouraged landscape and street furniture. They add a variety of social opportunities and provide pedestrians with natural places to pause and rest. Site furniture shall contain no advertising.

7.17 District Parking Requirements.

7.17.1 Parking Requirements for properties within the districts: For parcels, lots or building sites where on street parking is not allowed, the required number of parking spaces shall be provided in the side or rear of the property. The provisions of Article 22 may be applied where all required parking cannot be provided on the lot in question.

7.17.2 n-Street Parking Requirements

1. Development proposals in the district shall provide on street parking spaces along the entire property frontage, except for approved driveway openings or where parking spaces will interfere with turning movements at intersections.
2. On-street parking spaces provided by the developer adjacent to their project shall be counted towards the minimum number of spaces required. Sharing of parking spaces may be allowed and is encouraged.
3. Properties forming commercial blocks, where the building extends from side lot line to side lot line, may provide parking in the rear of the buildings, on the corner of such block or “pooled parking” at an adjacent public/private lot. The applicant shall show proposed “pooled” parking areas in their development plans before any such requests shall be approved.
4. Where on street parking is provided, the front building line may be reduced to zero (0) feet for non-residential uses or eight (8) feet for residential uses.
5. Parallel on-street parking will be allowed east of the railroad tracks in the East Johnston Street at Harris Street to I-75 Overlay.

7.17.3 -Street Parking Design

1. Off-street parking areas should be designed to minimize breaks in the pedestrian environment along the public street and create safe and comfortable passage for pedestrians. The following standards shall therefore be met:
 - (a) Parking lots shall be placed behind buildings; side of the building parking will only be permitted if the lot is too shallow to preclude parking in the rear. Off-street parking is not permitted in front of the primary building façade.
 - (b) Parking lots are to be treated as enclosed rooms for cars, with enclosure provided by tree and shrub plantings. For parking lots, landscaping shall be required at the perimeter.
 - (c) Landscaped islands shall be included within the parking lot every 10 spaces.
 - (d) Parking lots shall be designed to allow pedestrians to safely move from their vehicles to the building. Corridors within the parking area should channel pedestrians from the car to the perimeter of the lot or to the buildings.
 - (e) To maintain pedestrian comfort and calm the speed of entering traffic, driveways to parking areas should be no wider than 24 feet.
2. Landscaping of parking lots. Perimeter landscaping of parking shall meet all standards below:

Screening shall be provided by installing along the perimeter of the parking lot a continuous row of evergreen shrubs max. separation of 4 feet on center (with a minimum height of 2 feet at installation, expected height at maturity at a maximum of 4 feet along public rights of way). This screen may be penetrated for access between parking lots. The screening shall have a minimum 50 percent opacity with the shrub coverage.

In addition to screening, large maturing canopy trees shall line the parking lot; they shall be planted at a maximum of 30 feet on center. Tree planting strips at the perimeter of lots shall be a minimum of 10 feet in width. Only where pre-existing overhead utility lines prevent use of large maturing trees as approved by Design and Review Board may three small maturing trees 20 feet on center be substituted.

Existing vegetation that meets, in whole or in part, the purposes of perimeter landscaping above, may be applied toward requirements, with approval from Design and Review Board.

3. Parking Area Interior Landscaping Requirements

a. No parking space shall be closer than 55 feet from the trunk of a broadleaved overstory tree. Coniferous trees shall not be substituted.

b. Landscaped islands and medians shall be established as follows:

(1) Landscaped Islands. Landscaped islands measuring at least nine feet by 18 feet shall be established parallel to parking spaces and at the end of the parking aisle in order to separate the last space from any adjacent driveways. At least 1 shade-type variety tree with a minimum caliper of two and one-half inches at planting and an expected height at maturity of at least 30 feet shall be provided within each terminal island. The number of continuous parking spaces in a row not interrupted by a landscaped island shall not average more than 10 over the entire parking lot and shall not be greater than 12 in any one place.

(2) Landscaped Medians. With respect to parking spaces on the interior of parking lots, a landscaped median at least four feet wide shall be installed between all "head-to-head" parking.

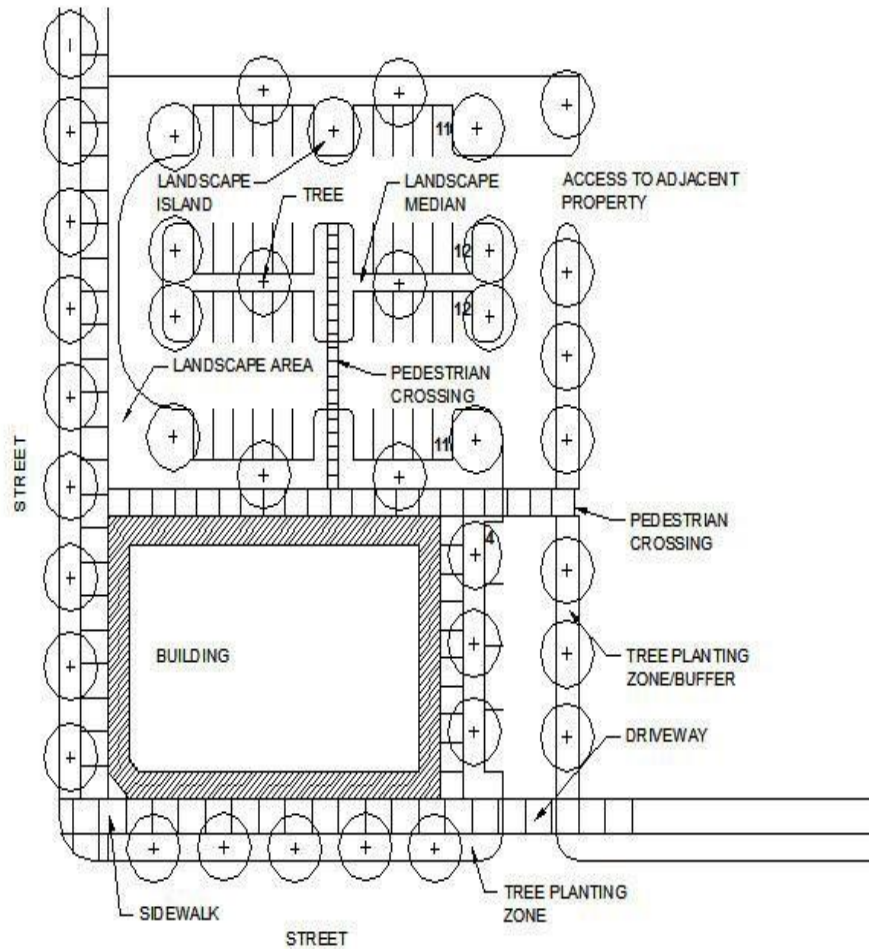
(3) Shrub coverage in the medians and islands shall be at least 50 percent.

(4) Any on-site driveway leading to a parking area but not providing direct access to parking spaces within that parking area shall be separated from the parking area by a landscaped median with a protected width at least six feet wide and have at least 50 percent shrub coverage.

c. Wheel stops shall be provided in all parking facilities to protect landscaped areas.

d. At least one delineated pedestrian crossover should be placed in each median or as needed according to expected pedestrian circulation from parking areas to buildings.

(3) Landscaped Islands and Medians shall be constructed out of curbed concrete or approved brick material.



7.17.3 Parking Structures (Decks).

1. Short Dimension on Street Frontage. Parking structures, which must be located on public street frontages, shall minimize the street frontage of the structure by placing its short dimension along the street edge.
2. Activity Space at Ground Level. The parking structure shall contain commercial space along the ground level of street frontage.
3. Lighting. Lighting within the parking structure shall provide safety and security, and be integrated into the architectural character, in terms of illumination and fixtures. Light spillage out of structure is discouraged on first floor and prohibited on upper floors. A lighting plan is required to be submitted to the Design Review Board.
4. Queuing. Parking structures shall be designed to accommodate queuing for 6 cars within internal driveways, rather than on the main pedestrian street.
5. Exit and Entrance Design. Appropriate and safe view angles and pedestrian crossings at exits and entrances shall be provided.

6. Integration with Site Structures. The parking structures shall be integrated with the form and materials of the buildings on or adjacent to site in scale, form, and materials.

7.18 Architectural Character and Building Form

7.18.1 Architectural Character and Style. The purpose of this section is to present an architectural vocabulary that will provide a general guideline for the development of the Forsyth Redevelopment Overlay District including commercial, public, and residential buildings. In general, Forsyth requires turn-of-the-century (1880-1930) architectural styles, themes, massing and details. Inspiration shall be drawn from the character preference favorite images in the Overlay document. The Overlay images reflect a variety of architectural styles and forms that complement Forsyth's unique character. Any literal transplant of architectural styles not indigenous or compatible to this area is not acceptable. Similarly, a structure, monumental in scale or unduly formal or modern in character, and any corporate signature buildings or structures are not acceptable within the Overlay District.

7.18.2 Diversity and Individual Expression. To allow for diversity and individual expression, and to avoid shallow imitations of "styles," the primary criteria for determining the character and style of a building shall simply be that it harmonizes with the architectural styles of adjoining buildings that have demonstrated similar sensitivity. While some simple and consistent architectural principles are defined, variety and individual expression within this framework is encouraged.

7.18.3 Proportion and Scale.

1. Proportion. All development proposals shall indicate that the applicant has studied and reconciled the scale and proportions of buildings in the following situations:

- a. Project site
- b. Adjacent and neighboring properties
- c. Major streets from which the project will be accessed or viewed
- d. Special district considerations. Elevation drawings, photographic montages, and other graphic studies are encouraged and may be required to illustrate or fully explain how the development will address the situations mentioned above.

2. Horizontal Emphasis.

Building proportions with horizontal emphasis are generally discouraged, but may be approved by the Design and Review Board. Vertical proportions are encouraged, as they emulate the 2-story buildings of downtown Forsyth.

3. Sensitivity to Adjacent Buildings. Along shopping walkways, where one building abuts another, the new development shall attempt to show elements of "continuous connection" to neighboring buildings. Through the use of common parapet heights, covered walkway fascia, similar materials and/or forms, a sense of "belonging" can be achieved.

4. Scale: Scale may be defined as the relationship of spaces and structures to human size. Building elements and façades, especially at the ground or pedestrian level, should be kept intimate and close to human size, so as to achieve a sense of human scale and interest.

7.18.4 Corner Sites. Corner sites are important places visually, and create challenges relative to pedestrian and vehicular circulation. All corner projects shall show evidence of coordination with adjacent developments, and development on each of the other corner sites. Specific consideration shall be given to the following:

(a). Corner Buildings. Corner buildings should make a strong tie to the building lines of each street. In general, the primary mass of the building should not be placed at an angle to the corner. However, this does not preclude angled or sculpted building corners or an open plaza at the corner.

(b). Vertical focal points to visually “anchor” corners are encouraged.

7.18.5 Building massing. All new development proposals shall incorporate means of reducing the apparent size and bulk of the building. The following methods for reducing the apparent size and mass of larger buildings are suggested and are encouraged. Any other approaches that achieve the same objectives are also required.

1. Coherent Building Design. All sides of a building may impact on their surroundings and should be coherently designed and treated.

2. Coherent Design. A façade not related to the rest of the building (such as a false front) is strongly discouraged. A consistent level of detailing and finish on all sides of a building is encouraged.

3. Horizontal Composition

a. Continuous Building Wall Surfaces. Large or long continuous wall surfaces shall be relieved with a change of wall plane that provides strong shadow and visual interest.

b. Building Base. The building base shall be a shaded element that establishes a strong connection to the ground and site.

c. Break Up Building Masses. Every building shall reduce its perceived height and bulk by dividing the building mass into smaller scale components. Building wall offsets, including projections, recesses, and changes in floor level shall be used in order to add architectural interest and variety, and to relieve the visual effect of a simple long wall. Similarly, roofline offsets shall be provided, in order to provide architectural interest and variety to the massing of a building, and to relieve the effect of a single long roof.

d. Building Upper Levels. Attractive roof terraces are encouraged.

4. Visual Patterns and Color. The visual patterns of light and shadow give buildings depth, substance, and interest. Every building shall have shadow relief, by use of one or more of the following:

a. Shade and Shadow. Recesses and projections to divide horizontal surfaces of buildings into smaller scale elements to produce strong shade and shadow.

b. Recesses. Recesses may be used to define courtyards, entryways, window openings, etc. along the exterior of the building.

c. Projections. Projections may be used to emphasize important architectural elements such as stairs, towers, balconies, entrances, bays, etc.

d. Reduce Unrelieved Building Mass. The use of covered walks, arcades, loggias, patios, trellises, recesses for plantings, wide roof overhangs, etc. is encouraged to produce interesting shadow effects and reduce unrelieved building mass.

5. Building Materials. Red brick and wood siding are the most common traditional building materials in the Forsyth area. Red Brick is the preferred exterior material. Materials having a wood siding appearance, such as hardiboard and hardiplank, are compatible substitutions provided that the proposed reveal is similar to that of existing historic examples. Aluminum/metal and vinyl siding are not permitted, nor are buildings with EFIS or stucco exteriors.

6. Encouraged Materials and Methods of Use: Walls

(a) Bright Accent Colors

(b) Lighter Colors on Trim

(c) Red Brick

(d) Colorful Awnings (Coordinate with neighbors)

(e) Door Highlighted with Color

(f) Bright Accent Color on Frame

(g) Brick. The use of compatible red tone.

(h) Stone. The use of natural stone from this area, like that on the building known as the Paul James Building on Harris Street is encouraged. Stacked stone is not permitted.

(i) Windows and Glazing. To reduce glare, windows and large areas of glass shall be recessed 10% of the glass width to create deep shadows. Glass shall be non-reflective, and no more than 25% tinted in order to reduce mirror effects.

7. Encouraged Materials and Methods of Use: Roofs

a. Sloping roofs. Sloping roofs shall be non-reflective concrete or clay tiles, asphalt or metal shingles, thick textured composition shingles, and painted copper. Finished metal or other similar materials may be acceptable only where it can be demonstrated that their use will be in accord with the purposes of this manual, and as standing seam in light heat reflection tones.

b. "Flat" Roofs Flat roofs of any type are acceptable if not visible from adjoining developments.

8. Exterior Finishes that are not allowed. The following is a list of building materials that are not allowed in the district:

- Exposed plywood or particle board
- Exposed unfinished foundation walls
- Glass curtain walls
- Highly reflective, shiny or mirror-like materials

c. Unplastered exposed concrete masonry unit (CMU's)

9. Ground Texture. Ground texture is an important visual surface. Ground texture increases value. It is an important element in creating a pleasurable walking experience. When walking, humans tend to look down at a fifteen-degree angle. We pay considerable attention to the ground in front of us. A textured ground surface is more interesting and pleasing to the eye than the usual concrete sidewalk. There are many ways of creating a textured walking surface. One of the classic options is the use of brick or colored concrete pavers. Pavers come in a wide variety of shapes, sizes, and colors. They allow creativity in their application. It is true that pavers are an expensive option, but, when properly designed and constructed, a brick paver sidewalk is cheaper to repair and will last longer. A less expensive way of creating ground texture involves utilizing creative techniques in the use of concrete. Concrete sidewalks can be scored in interesting patterns, and can be colored to simulate natural materials. Concrete can also be used in conjunction with brick accents to create ground texture and define the sidewalk. The more visually interesting and engaging the ground texture and pattern, the more positive the visual experience will be. However, sidewalk design shall not distract shoppers from viewing store windows.

7.18.6 Architectural Details. Surface detail, ornament, and other elements that enrich the architectural

1. Integration of Details. Details shall be carefully considered before being integrated into the design concept of the building to add interest and humanize scale. All visibly exposed sides of a building shall have an articulated base course and cornice. The base course shall align with either the kick plate or sill level of the first story. The cornice or roof overhang shall terminate or cap the top of a building wall, may project horizontally from the vertical building wall plane, and may be ornamented with moldings, brackets, and other details.

2. Trim. The trim adds detail and character to the façade. It may include the eaves, corner boards, gable and eave boards, pediments, friezes, lintels, sills, belt courses, and balustrades.

3. Bays, Towers, Cross Gables, and Dormers. Cross gables and dormers can transform a stylistically simple building into one with a unique character, thereby distinguishing it from its neighbors. This architectural embellishment adds articulation and rhythm to the entire neighborhood.

5. Other Decorative Elements. Decorative building elements can include belvederes, cupolas, and pergolas.

6. Gutters. Roof gutters and down spouts shall be incorporated into the overall design. The type should be specified as to whether they are a "U", "K" or half-rounded. Indicate how they are attached; built-in or integrated with the trim.

7.18.7 Signage.

Permitted:

- Wall mounted sign that shall be integrated into the architecture of the building along the fascia.
- Awning or Canopy Signage may be applied directly onto a canopy or awning.
- Hanging signs, which hang perpendicular to the building, are also allowed, as long as the sign has a minimum clearance of eight feet above the sidewalk for public safety.

Not permitted:

- Internally illuminated signs are not allowed in the district.
- Roof signs, pole signs, and monument signs
- More than one sign per road frontage is not permitted

7.18.8 Building Equipment and Services.

a. Location to Minimize Visibility Nuisance. Locate service and loading zones to minimize both visibility from public streets and nuisance hazards to neighboring properties. Sharing of loading zones is recommended.

b. Location to Rear or Side. Service areas shall be located to the rear, side, or to an internal location where visibility from public streets and windows of neighboring buildings will be minimized.

c. Mitigate Impacts. Appropriate techniques to mitigate potential visual and noise impacts to adjacent properties shall be incorporated into the development proposal.

d. Enclose Dumpsters. Any refuse collection area(s) and/or dumpster(s), including grease traps, shall be enclosed by a screen wall of material that matches the primary structure. In addition, planting to screen views from streets and neighboring properties is also required. Trash facilities shall not be a visual focal point on an entrance driveway.

e. Mechanical and Electrical Equipment. Mechanical and electrical equipment, solar collectors, satellite dishes, and any other communications equipment shall be concealed from view of public streets and neighboring properties.

f. Screen Equipment. Rooftop and ground level mechanical and electrical service equipment shall be screened from public view, with materials architecturally compatible with the finishes and character of principal structures. All rooftop and ground level mechanical and electrical equipment (including satellite dishes) shall be screened to the height of the tallest equipment and/or integrated with the building design.

g. Exterior Vending Machines. Exterior vending machines (freestanding or attached) shall not be visible from the street or neighboring properties.

h. Public Amenities.

1. Overhangs, Canopies and Awnings. Overhangs, canopies and awnings for weather protection shall be integrated into the building design of all pedestrian ways.

2. Street Furniture. Comfortable and attractive street furniture shall be provided in public spaces for public enjoyment, comfort, and convenience. These may include seats and benches, drinking fountains, trash receptacles, information kiosks or directories, and public telephones. All exterior furniture shall be approved by the City for consistent design. Site furniture shall contain no advertising.

7.18.9 Required Design Elements for new construction on an existing site or Major Remodeling (25% or greater of value of the structure) of Existing Structures. The following design elements shall be required, and included in the final design for new construction or a remodel of an existing structure:

- (a). The front elevation of the structure shall appear similar in scale to those seen traditionally on the same block.
- (b). The building shall appear similar in height to those similar in scale within a two hundred (200) foot radius.
- (c). The home shall contain architectural features that provide visual interest to pedestrians.
- (d). Windows and doors on the front façade shall be similar in size and design as those seen in the immediate two hundred (200) foot radius.
- (e). When remodeling an existing structure, the new portion of the home shall use similar exterior materials, including similar window design and doors, as those of the existing home.
- (f). The use of dormers and other architectural feature elements upon the roof line, whether functional or not, is strongly encouraged.
- (g). All new detached residential structures shall have a front porch. Front porches must have a minimum depth of six (6) feet, and comprise a minimum of 50% of the width of a building's primary front façade (not including the attached garage). In no case shall the front porch be less than fifteen (15) feet in width. All other structures that are being remodeled are encouraged to install a front porch as described above where practical. Wraparound porches are encouraged on corner lots.
- (h). For lots with frontage less than fifty-five (55) feet, only a detached garage installed in the rear of the property shall be permitted. For lots with frontage equal to or greater than fifty-five (55) feet, all attached garages shall be off-set from the front setback of the home at least four (4) feet, so as to give a staggered appearance to the home. Garage doors shall not face the street.
- (i). All Roofs shall have a 4/12 pitch or greater.
- (j). Dwelling and garage gables shall face local streets and alleys.
- (k). Entry sidewalks shall connect directly to public sidewalks.
- (l). Two story dwellings are encouraged.
- (m). Shutters, dormers and other features of houses built in the late 19th and early 20th century are encouraged.

7.19 Open Space.

As a trade-off for increased density and building mass, usable open space shall be provided within the District, including but not limited to: commons, pocket parks, plazas, courtyards, landscape features, water fountains and features, greenbelts, and trail connections. The actual amount of open space provided shall be determined by the City Council based upon the size, scale, topography, and market niche of the proposed development. Design shall encourage comfortable and safe pedestrian use, including landscaping, seating areas, and lighting as appropriate. Areas of environmental concern or interest may be required to be preserved, i.e. drainages, steep slopes, trail systems, and water features. Unless otherwise specified through special agreement or understanding with the City, all open space areas shall be maintained by property owners or homeowner associations.

7.20 Utilities

All utilities shall be underground. No pipe, conduit, cable, line for water, gas, sewage, drainage, steam, electricity or any other energy or service shall be installed or maintained upon any lot (outside of any building) above the surface of the ground except for hoses, moveable pipes used for irrigation or other purposes during construction.

7.20.1 Transformers shall be grouped with other utility meters where possible and screened with vegetation or other appropriate method. Front setback locations, particularly on corners, are to be avoided.

7.20.2 Each applicant shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility. Prior to construction, contact must be made with the UPC to identify underground utility lines.

7.20.3 Street Tree/Street Light Coordination. Actual tree spacing during site plan review may be adjusted, as necessary, to match existing streetscape or to adapt to unique on-site conditions that would justify such, e.g. topography, street lights, power lines and poles, and other utilities. In some cases, street trees may need to be placed behind sidewalks, or eliminated, in order to accommodate on-site conditions. Parking strips on arterial and collector streets shall accommodate street trees, street lights, and other needed utilities. Street trees shall be placed such that the street lighting system functions properly.

7.21 Fences, Walls and Screening.

Many service uses, as well as certain unsightly but essential mechanical and electrical equipment, are necessary in new developments. However, these shall be screened from public view in order to preserve Forsyth's small-town character and scenic beauty.

7.21.1 Screening from Public Travel Routes. The primary need for screening will be based on views from public travel routes, highways, streets, walkways and adjacent uses at the same grade as the development site.

7.21.2 Integrate into Architectural Form. In the initial design stage of a development project, consideration shall be given to incorporating mechanical and electrical equipment into the architectural form and layout of the building to reduce the need for screening.

7.21.3 Uses and Equipment to be screened. The following equipment and uses shall be screened:

1. Trash and refuse collection areas.
2. Mechanical equipment such as air conditioners, pumps, and motors.
3. Fuel storage tanks shall be placed underground.
4. Electrical equipment, including switching equipment and transformers.
5. Valves, vents, and utility meters.
6. Satellite dishes.

7.21.4 Compatible Design. Walls and fences shall be designed to be constructed of materials from the surrounding landscape and architecture used on the building.

7.21.5 Allowed Materials. Following is a list of materials encouraged for use in wall/screening/fence installations:

1. Brick (highly encouraged)
2. Native stone
3. Vine-covered, wooden trellises

7.21.6 Unacceptable Materials. Following is a list of fence materials that are not allowed:

1. Razor wire or barbed wire
2. Corrugated metal
3. Bright colored plastic
4. Non-textured or unfinished concrete or block (CMU) walls

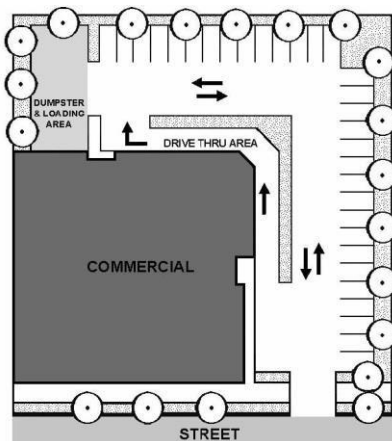
7.21.7 Drainage Ways. Fences and walls shall not impede or divert the flow of water in drainage ways.

7.21.8 Articulate Fences and Walls. Walls and fences greater than 40 feet in unbroken length shall be designed to increase shadow patterns, provide interesting visual effects, such as surface patterns, and reduce apparent mass. Walls and fences on slopes should follow the terrain.

7.21.9 Vegetative Walls and Fences. Where a new wall or fence would create a continuous surface greater than 20 feet in length, it should also be softened visually with pilasters, a break in the wall of depth 10% or more of the longest adjoining distance, and with trees, shrub, and vine plantings.

7.22 Provisions for specific uses.

7.22.1 Drive-Through Facilities. Drive-through facilities shall be located to the rear or side of the building.



7.22.2 Gas Station Pump Islands. Gas station pump islands, if permitted, must be located behind the principal building and substantially obstructed (except for as may be viewed through approved

driveway entrances and exits) from view from the corridor.