CITY OF MILTON, GEORGIA
HIGHWAY 9 DESIGN GUIDELINES

Prepared by the Highway 9 Design Guidelines Committee and The Community Development Department
with updates by UrbanCollage, Inc. and JB+a

Approved by City of Milton Mayor and City Council December 20, 2010 by Resolution 10-12-166








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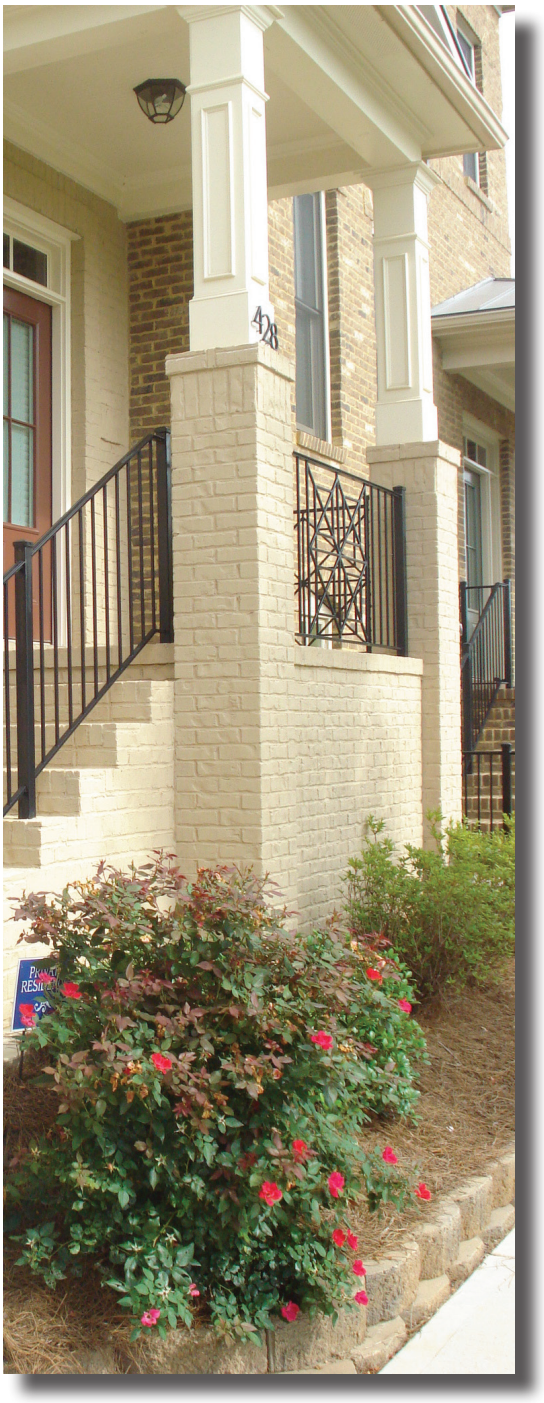
TABLE OF CONTENTS

1A. INTRODUCTION

These Design Guidelines for Highway 9 were initiated by the City of Milton Mayor and City Council in 2009 based on the desire to give this area of the City a more recognizable and cohesive appearance resulting from ongoing development and future redevelopment. Additionally, the purpose of the Design Guidelines is to achieve and maintain a unified, pleasing aesthetic quality in site planning, architectural styles, landscaping, hardscapes, signage, lighting, and amenities in keeping with Milton's equestrian atmosphere and small, rural town vision.



These Guidelines are important because the Highway 9 corridor and its contiguous parcels are the commercial and transportation core of the City of Milton where there is a mixture of commercial, office, residential, and institutional uses to serve the community. The Highway 9 corridor is the major employment center and provides services to both commuters and local residents.

In creating these guiding principles, the authors have sought to emphasize several factors that shape one's impression of the City, including.

- Consistent development themes that readily identify Milton from its surroundings.
- Pleasing architecture and design that invite visitation.
- Ease of access and proximity of multi-use facilities that promote pedestrian traffic.

Furthermore, these Design Guidelines assist in reinforcing and interpreting the State Route 9 Overlay District but do not change any of the existing or future land uses for property within the City's Comprehensive Land Use Plan including the State Route 9 Overlay District (Article 12, Division 5 of the City of Milton Zoning Ordinance**)**. Property owners are encouraged to follow these guidelines implementing the overall streetscape program including sidewalks, located on their respective properties.

1B. BOUNDARY MAP

The map in Figure 1 depicts the boundaries for the Highway 9 Design Guidelines. The Guidelines are only for newly constructed or redeveloped commercial, office, institutional, mixed-use, and multi-family developments.

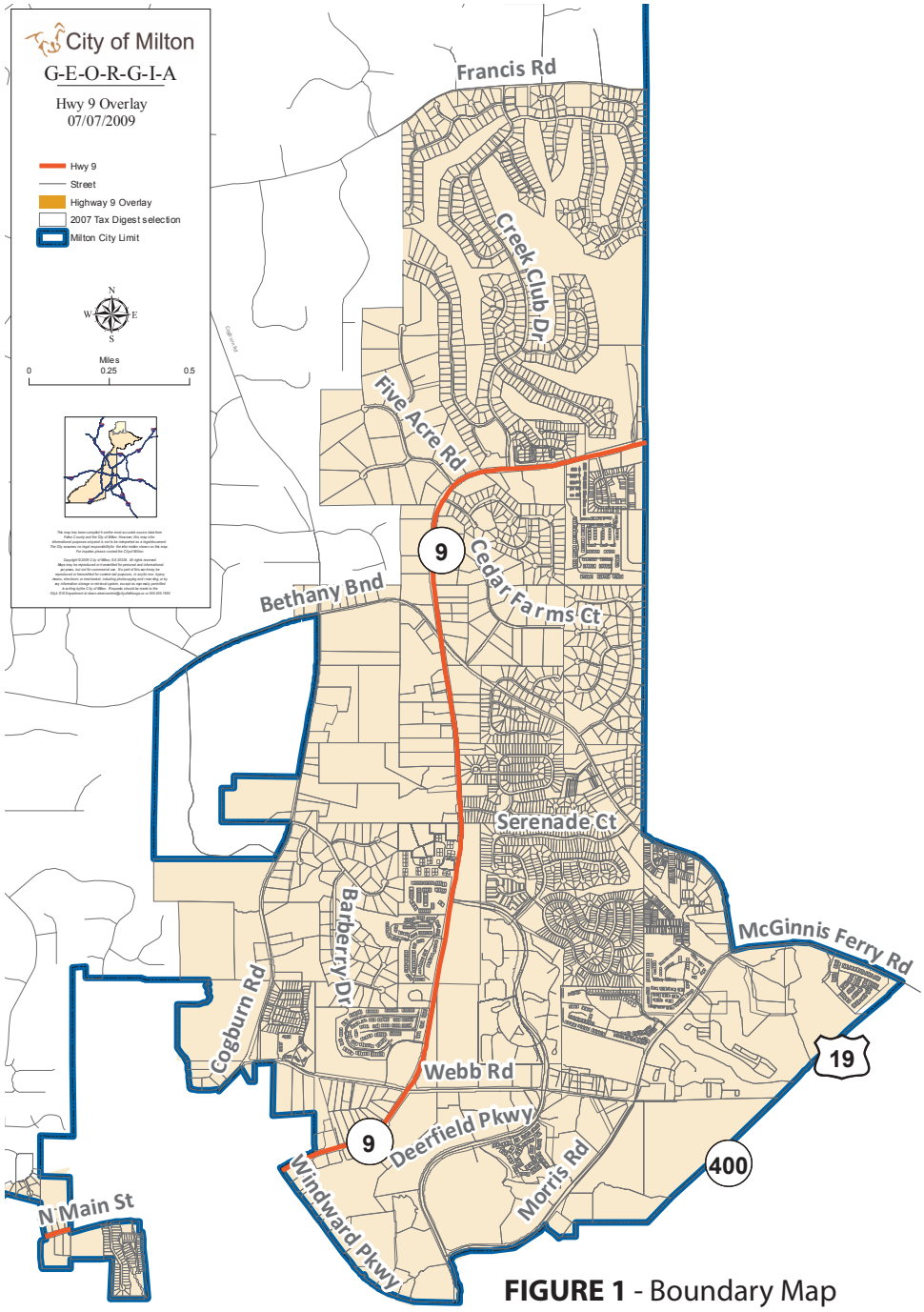


FIGURE 1 - Boundary Map

2A. ACCESS

As of the writing of these Guidelines, an access management program is being developed for Highway 9 beginning at Bethany Bend north to the Forsyth County line. Once this is finished it will provide both the Public Works and Community Development Departments a guide for approving new developments along this portion of the corridor.

Every new development goes through a development review process prior to the issuance of a Land Disturbance Permit (LDP). It is at this point that the Transportation Engineer within the Public Works Department would require every new development to comply with the current regulations such as the Georgia Department of Transportation Engineering Manual, City of Milton Right-of-Way Ordinance as well as other transportation standards.

VEHICLE CIRCULATION AND INTER-PARCEL ACCESS

Internal access and rear service drives should be designed to join together existing streets and to connect adjoining properties. Vehicular circulation between parcels should be encouraged by inter-parcel access in order to minimize traffic on streets and to encourage pedestrian traffic between parcels. (Figure 2)

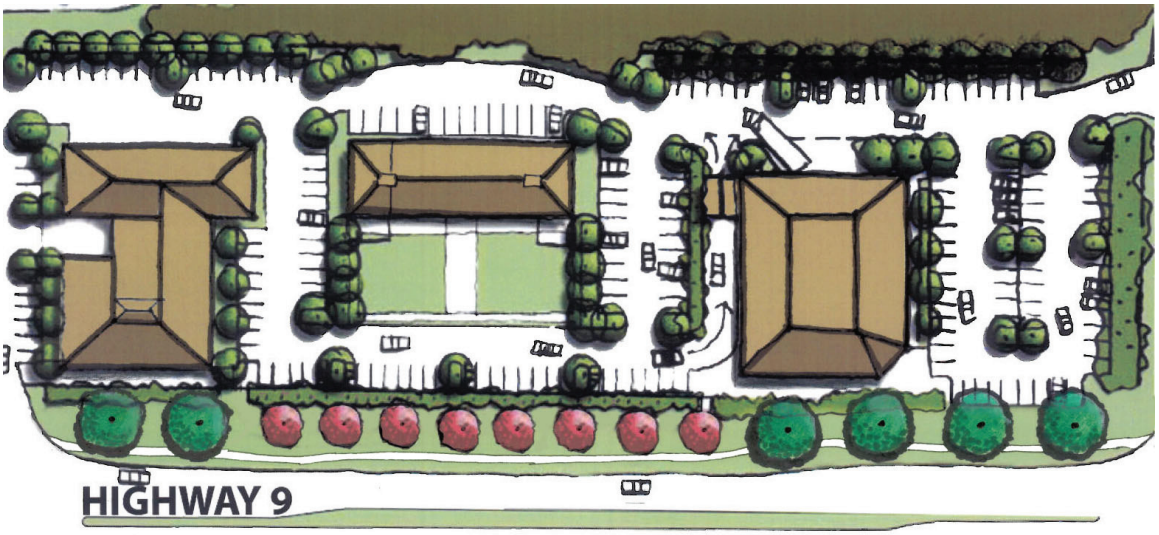


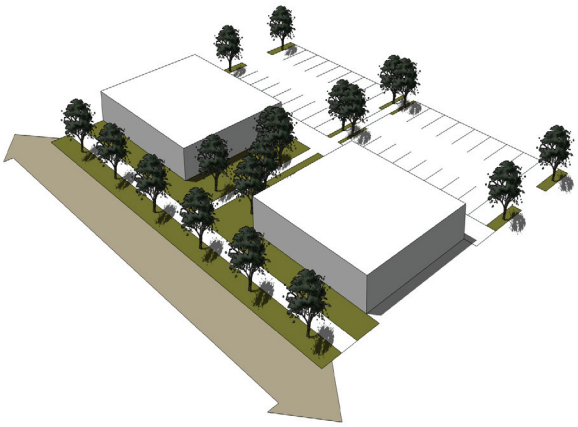
FIGURE 2 - Example of typical intra-parcel access - not to scale

2B. BUILDING PLACEMENT

Placement/orientation of buildings on the site should front the street with parking to the side and to the rear of the building to create a town-like feel. Additional buildings should be located to allow open spaces such as plazas and courtyards as well as space for outdoor dining.

For buildings located at major street intersections of arterials, the majority of the building shall be placed at the corner. To maximize the street frontage of buildings and minimize the street frontage of parking lots, buildings should be placed so that the long side of the building front the arterial street.

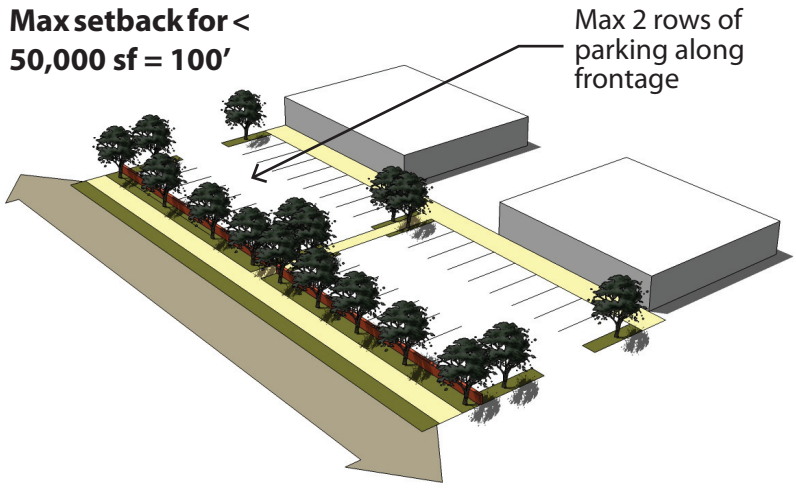
Preferred Building Placement



The city should consider maximum setback requirements, per the following:

For buildings less than 50,000 square feet, the maximum setback from S.R.9 right of way shall be 100 feet. A maximum of two rows of parking may be provided between the building and S.R. 9.

Max setback for < 50,000 sf = 100'



For buildings over 50,000 square feet, the maximum setback from S.R.9 right of way shall be 300 feet. All buffers and landscaping required shall apply.

Max setback for > 50,000 sf = 300'

2C. LANDSCAPE BUFFERS

In addition to streetscape requirements (Section 3A), a 20-foot wide landscape buffer (from back of sidewalk) shall be provided along State Route 9, Windward Parkway, Deerfield Parkway, Cogburn Road, Webb Road, Morris Road, and Bethany Bend. All remaining non-residential properties located within the State Route 9 Overlay District are required to provide a 10-foot minimum (from back of sidewalk) landscape buffer along all public and private road frontages. The State Route 9 Overlay District requires a minimum 10-foot wide landscape buffer along any interior property line adjacent to a nonresidential zoning and/or use. Approved plant materials to be used in these buffer zones are listed in the *City of Milton Tree Preservation Ordinance*.

The City should consider maximum setbacks in commercial areas along State Route 9.

2D. PARKING & PAVING

PARKING

As mentioned previously, on-site parking should be located to the side and rear of buildings so as not to create a sea of parking in front of buildings. Newly-developed streets should be designed to accommodate on-street parking. The type of on-street parking, parallel or angled should be determined at the time of development. See section 3D for specifics regarding on-street parking.

On-site shared parking should be encouraged to help with reducing the number of parking spaces required to be developed. In addition, the City of Milton Zoning Ordinance allows a 10 percent parking reduction and is strongly encouraged which can be granted by the Community Development Director.

Loading areas shall be located in the rear or side yards with vegetated screenings or other approved methods per the ordinance. Neither parking lots nor areas immediately adjacent to a building shall be used for long-term or permanent storage or sale of goods.

PAVING

It is highly recommended that any new development or redevelopment within the State Route 9 Overlay District minimize the amount of impervious paving materials used when possible. The use of permeable paving materials appropriate to service use is highly recommended.

Landscaped parking islands are required every 6 spaces in the State Route 9 Overlay District.

Example of pervious grass paver

2E. OPEN SPACE AND SITE AMENITIES

Public spaces are imperative for the long-term viability of the State Route 9 Overlay District and the City of Milton. Public open spaces should be buffered from passing cars so users can enjoy and relax within the space. These spaces may be visible from streets and internal drives but should not be wholly exposed to them. Open spaces should be defined by buildings, landscaping, or hardscaping.

Areas between the landscape strip and buildings should be designed to incorporate pedestrian courtyards and defined entries into individual tenant spaces as well as areas for outside dining.

Outdoor seating, trash receptacles, bicycle racks and other site furnishings should be provided throughout the development. These furnishings should be of uniform design and color and shall not include advertising. One bike parking rack must be provided on each non-residential development site. Bike racks should be located close to building entrances.

Pedestrian circulation should be an integral part of the overall development of the area. Whenever pedestrian access points traverse internal roadways, driveways or curb cuts, a highly visible or raised crosswalk shall be provided. They should contrast with vehicular surfaces such as concrete in asphalt, stamped asphalt, unit pavers in concrete, etc.

Outdoor seating areas encourage pedestrian activity and social interaction.

A bike parking rack must be provided on each development site.

Pedestrian courtyards and outdoor seating areas are elements of design that enhance visual appeal and invite visitation.

2F. SERVICE AREAS

In order to provide and maintain a high quality design aesthetic for the State Route 9 Overlay District, service areas for new development and redevelopment should be screened and be inconspicuous whenever possible.

SCREENING AND DUMPSTERS

Utility equipment such as HVAC and other mechanical equipment should be designed and located in a manner to be as hidden as possible. Screens which are used for exterior equipment should exceed the height of the equipment itself and should not interfere with the operation of the equipment. Additionally, screens which are used for exterior equipment must utilize building materials that are used on the exterior of the building.

Utility equipment and facilities such as electric, cable, telephone, gas, or any other similar utilities shall be screened to the best extent possible with evergreen and other plantings as determined by the Department of Community Development. Utility meters which are mounted on building exteriors should be located to the side or rear of the building and be painted to match the color of the building.

Similarly, heating and air cooling units, exhaust hoods and fans, vent piping, satellite dishes, antennae, solar panels, and other appurtenances on the roof of a building should not be visible from the ground by the general public and must be permanently screened. Condensate of any roof top HVAC units should be internally drained allowing for capture and reuse.

Dumpster enclosures shall be placed in the least visible location from public streets and be enclosed on 3 sides with opaque walls. Dumpster walls shall be constructed of non-combustible brick or stone that is compatible with the design and color selections used on the principle building. Interior dumpster walls should be painted to match the exterior color of the enclosure. Dumpster enclosures must contain gates which are made from non-combustible material and remain closed when the dumpster is not being used. Additionally, dumpster gates must be maintained and kept in working order.

Black four-board fencing. See Section 3I.

Utility meters should be painted to match the color of the building.

Dumpster walls shall be constructed of non-combustible brick or stone and is compatible with the design and color selections used on the principle building.

2G. STORMWATER MANAGEMENT FACILITIES

Care should be taken to locate storm water detention or retention areas in the least conspicuous areas of the project site or design them to create a natural look. Utilization of the retention or detention pond as an attractive site feature is the preferred alternative if concealing the feature is not possible. Care should be taken to mitigate the visual intrusion of detention or retention areas through the use of heavy landscaping or concealing these areas underground.

(Ramsey-Washington Metro Watershed District)

Because the road character of State Route 9 within the City of Milton varies widely, its future design should respond accordingly. The corridor today can be segmented into three different "Character Areas", including:

1) Commercial Areas - Sections of the corridor that are predominated by existing and anticipated future large-scale commercial uses. As shown in red on the map to the right, such areas include the stretch between Windward and Deerfield Parkways as well as centered around the S.R.9/Bethany Bend intersection.

These areas typically include wider roadways, accel/decel lanes and are adjacent to parking zones. The design of the corridor in these areas should accommodate secondary vehicular access between parcels as well as incorporate generous pedestrian and bicycle amenities.

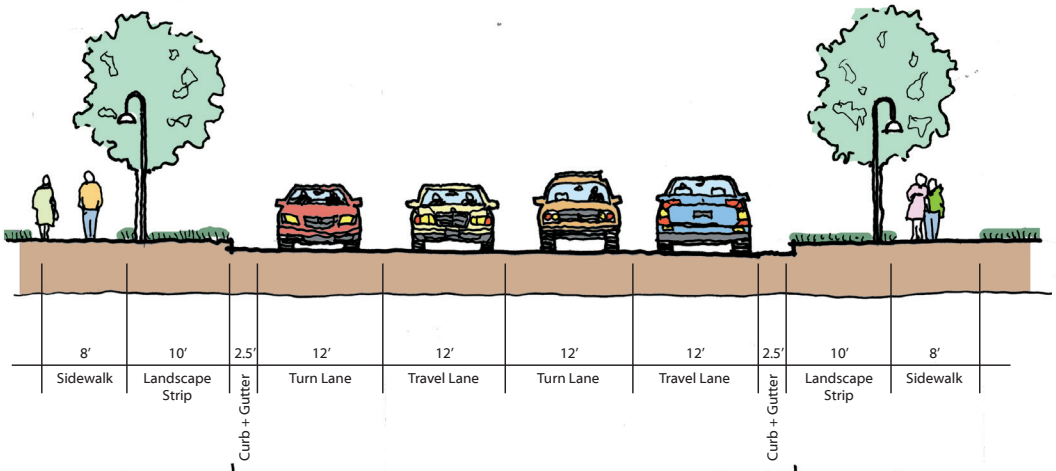
2) Non-Commercial Areas - Stretches of the corridor that are made up of uses other than commercial, as shown in yellow on the map to the right. This includes the stretch between Deerfield Parkway and the Bethany Bend commercial area adjacent to primarily residential neighborhoods. It also includes the existing residential and future office areas north of Bethany Bend stretching to the City limits.

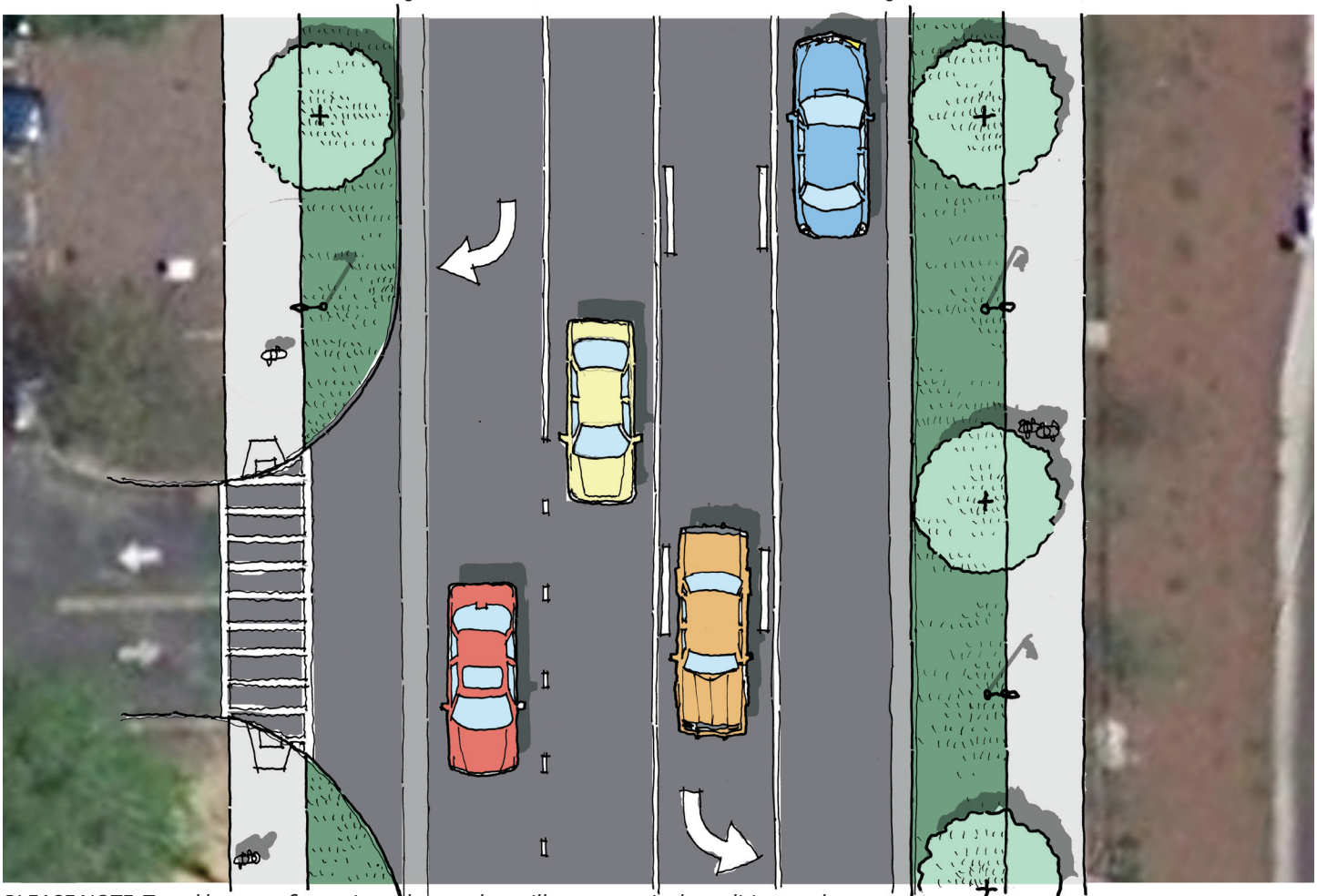
These areas are currently characterized by more narrow roadways as well as fewer center turn lanes and accel/decel lanes. The design of the corridor in these areas should accommodate pedestrian connections to adjacent commercial uses as well as anticipate recreational pedestrian and bicycle usage of sidewalks and multi-use trails.

3) Secondary Areas - Existing and future "side streets" or collector roads that serve to connect adjacent neighborhoods to S.R.9. These areas are typified by lower speed limits, lower handling capacities and smaller roadways, as shown in blue on the map to the right. Future design of these areas should accommodate a balance of vehicular, bicycle and pedestrian circulation patterns.

3B : S.R. 9 STREETSCAPE IN COMMERCIAL AREAS

The desired right-of-way through commercially-dominated areas along State Route 9 includes a 10′ wide landscape strip between the back of curb and 8′ wide sidewalk. Trees and lights are to be placed at 8′ from face of curb and 60′ apart within this landscape strip. Lights are to be alternated between pedestrian and street light (see section 3H). These guidelines are illustrated in the diagrams below and are contingent upon the speed limit along S.R.9 being re-designated as 35 MPH.

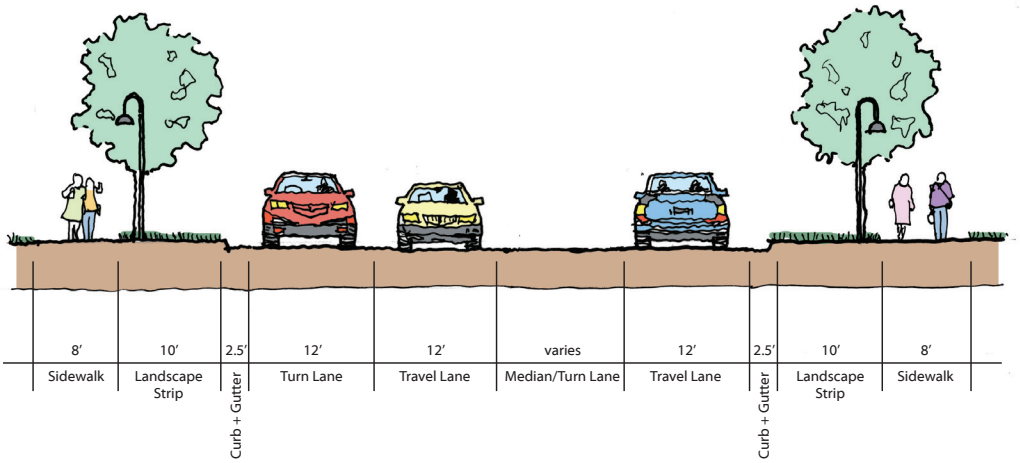


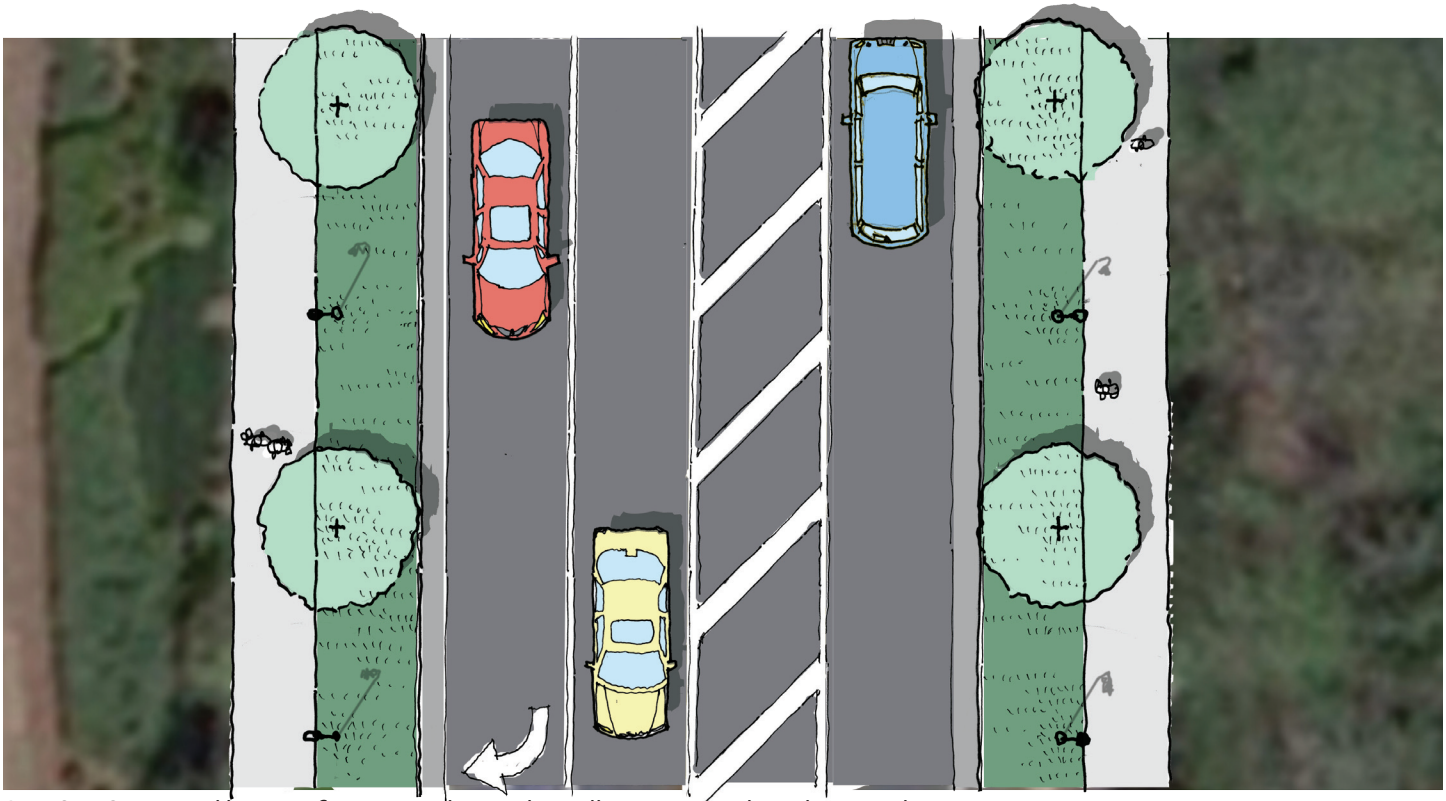


PLEASE NOTE: Travel lane configurations shown above illustrate typical conditions only. Actual configurations are determined by DOT requirements and are subject to change based on future DOT plans.

3C : S.R. 9 STREETSCAPE IN NON-COMMERCIAL AREAS

The desired right-of-way through non-commerical areas along State Route 9 includes a 10′ wide landscape strip between the back of curb and 8′ wide sidewalk. Trees and lights are to be placed at 7.5′ behind the curb and 60′ apart within this landscape strip. Lights are to be alternated between pedestrian and street light (see section 3H). These guidelines are illustrated in the diagrams below and are contingent upon the speed limit along S.R.9 being re-designated as 35 MPH.





PLEASE NOTE: Travel lane configurations shown above illustrate typical conditions only.
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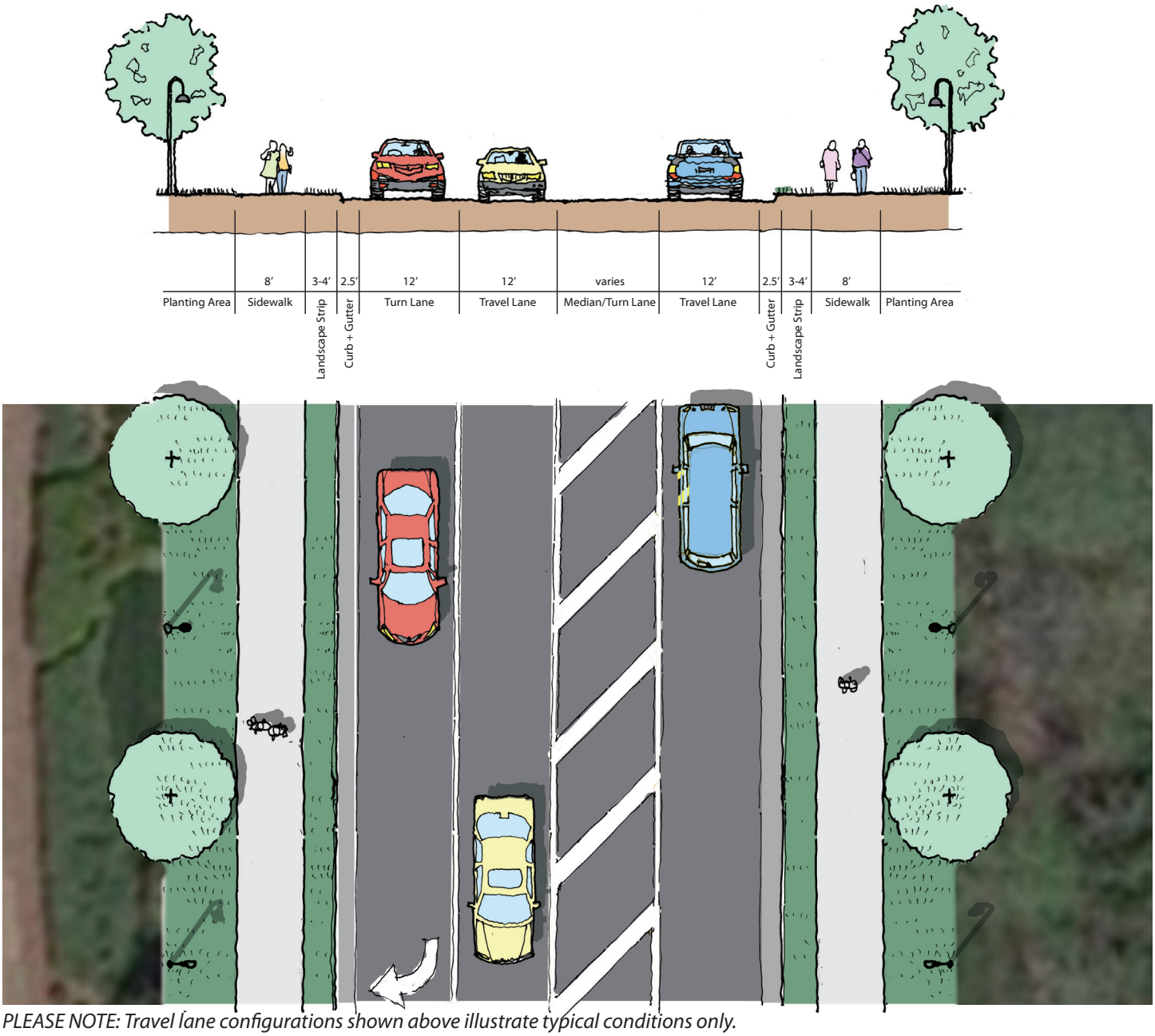
3C :
S.R. 9 STREETSCAPE IN NON-COMMERCIAL AREAS (Alternate Scenario)

In the case that the S.R.9 corridor cannot be re-designated as 35 MPH, vertical elements such as lights and trees will be required to be set back at least 14' from the curb. As shown in the diagram below, this alternate streetscape scenario within non-commercial areas includes a 3-4' landscape strip behind the curb with an 8' sidewalk behind the landscape strip. All lights and trees would be placed behind the sidewalk at 60' spacing. Lights are to be alternated between pedestrian and street light (see section 3H).



PLEASE NOTE: Travel lane configurations shown above illustrate typical conditions only.
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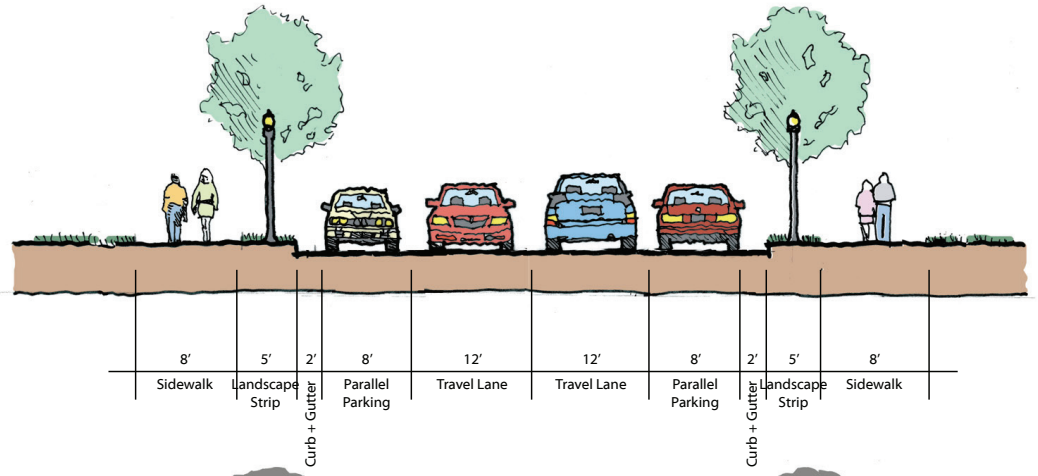
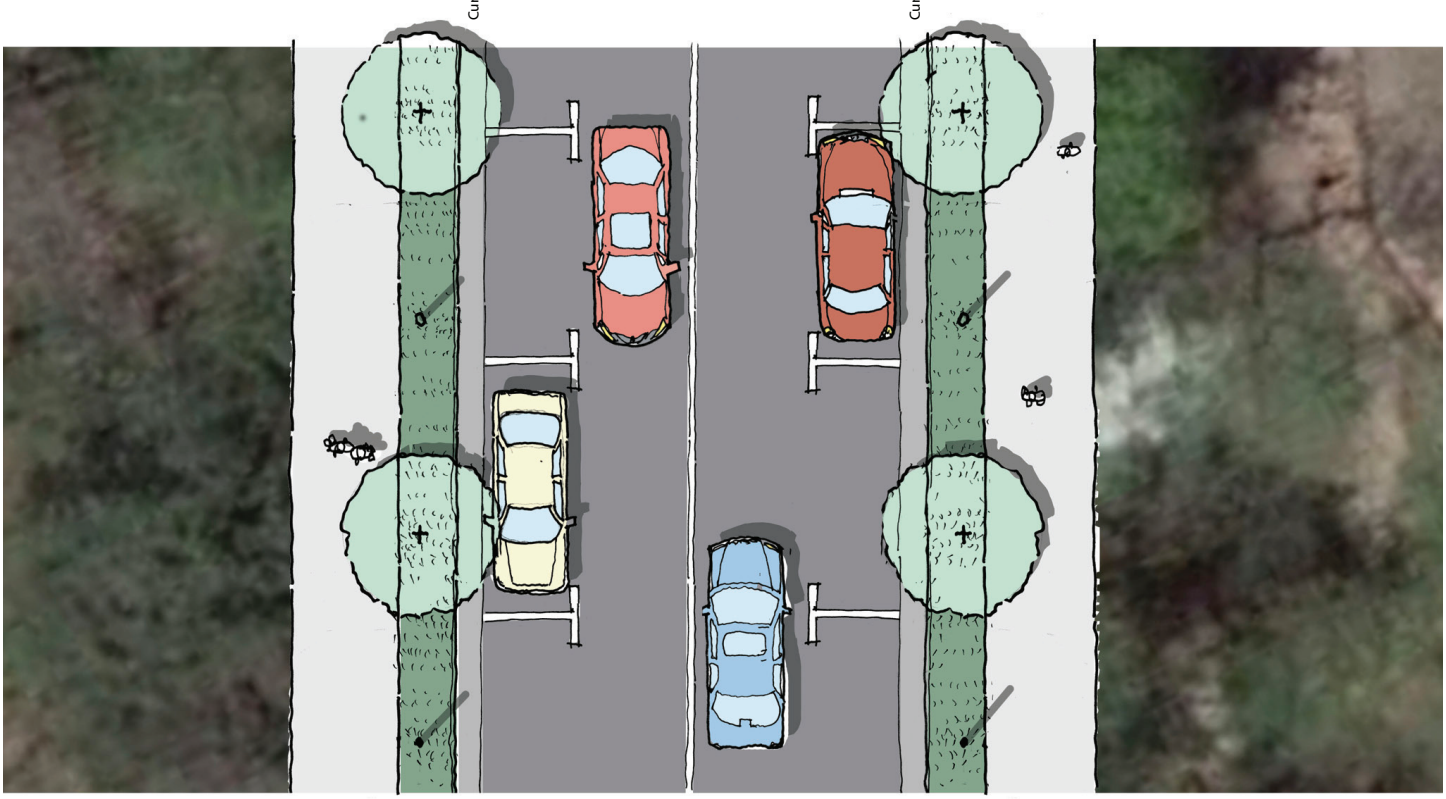
3D : STREETSCAPE ON SECONDARY STREETS (Commercial)

The desired right-of-way configuration along secondary streets in commercial areas intersecting State Route 9 includes 8'-wide on-street parking and a 5' wide landscape strip between the back of curb and 8' wide sidewalk. Trees and lights are to be placed at 2.5' behind the curb and 60' apart within this landscape strip. Lights are to be alternated between pedestrian and street light (see section 3H). These guidelines are illustrated in the section and plan diagrams below.

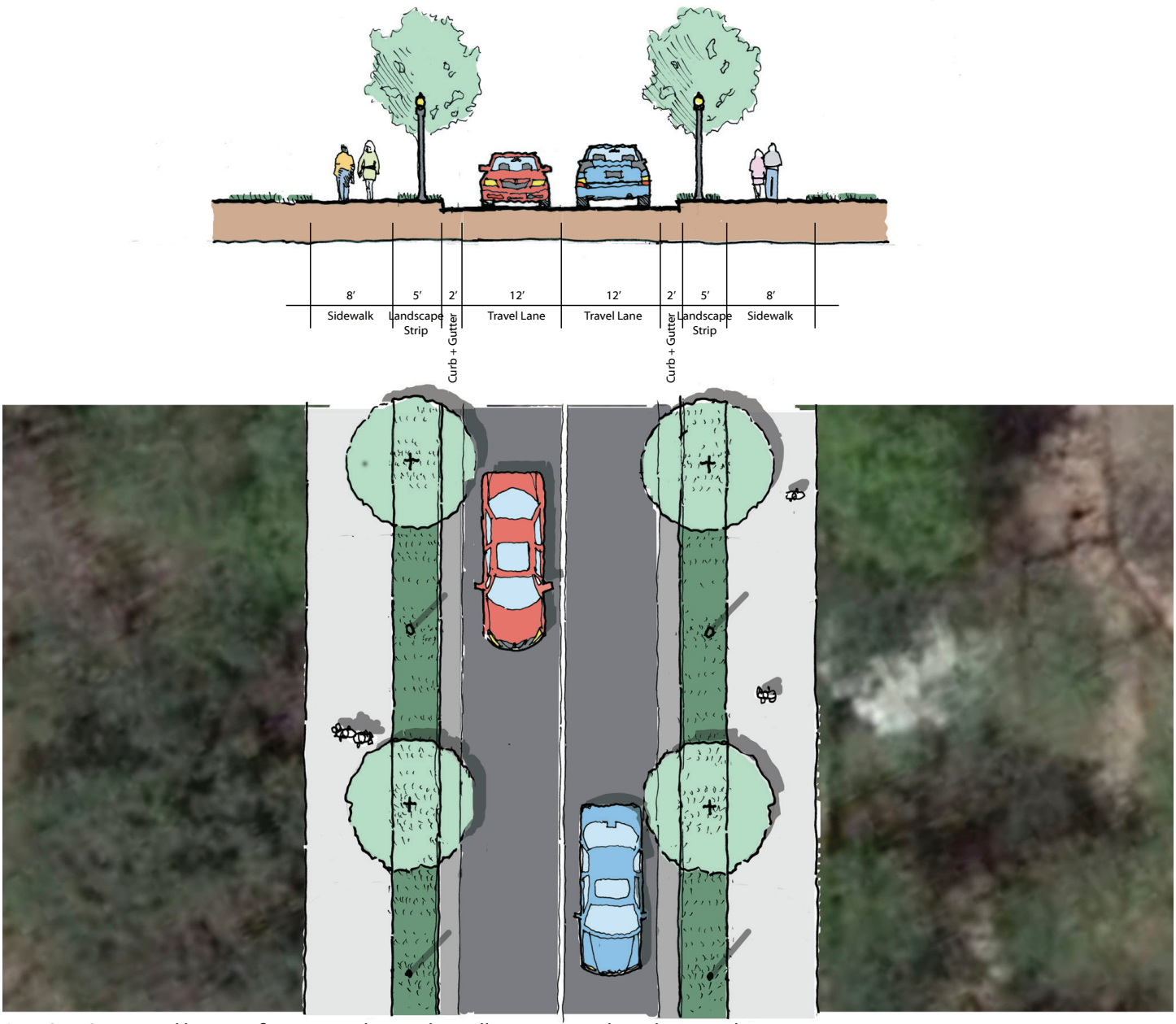




PLEASE NOTE: Travel lane configurations shown above illustrate typical conditions only.
Actual configurations are determined by DOT requirements and are subject to change based on future DOT plans.

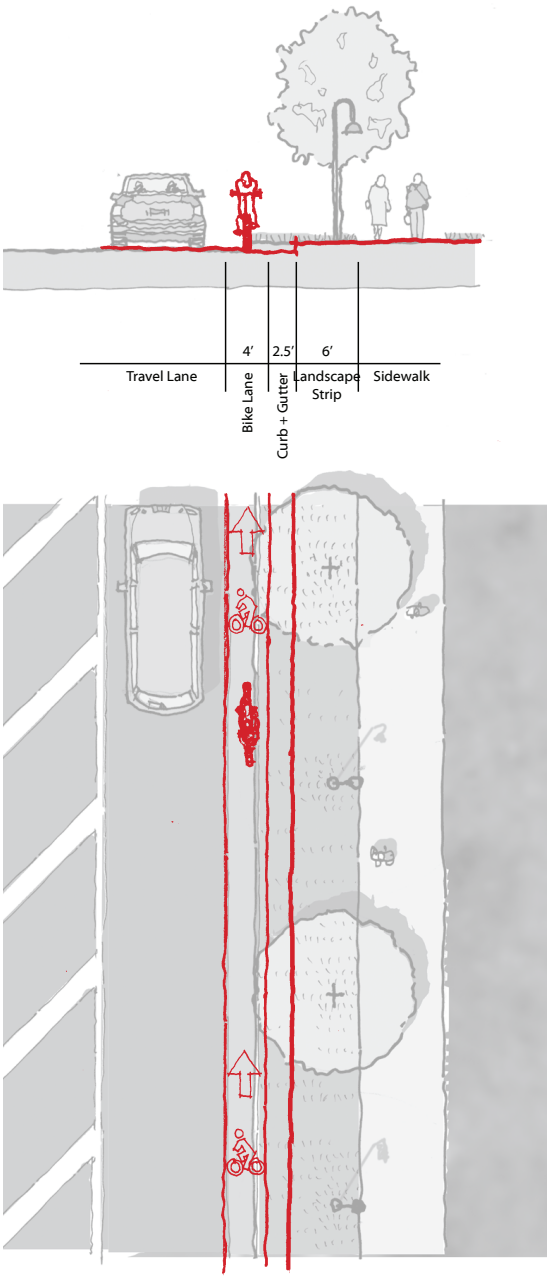
3E : STREETSCAPE ON SECONDARY STREETS (Non-Commercial)

The desired right-of-way configuration along non-commercial secondary streets intersecting State Route 9 includes a 5' wide landscape strip between the back of curb and 8' wide sidewalk. Trees and lights are to be placed at 2.5' behind the curb and 60' apart within this landscape strip. Lights are to be alternated between pedestrian and street light (see section 3H). These guidelines are illustrated in the section and plan diagrams below.



PLEASE NOTE: Travel lane configurations shown above illustrate typical conditions only.
Actual configurations are determined by DOT requirements and are subject to change based on future DOT plans.

Bicycle routes are important future components of the S.R.9 corridor, especially as population growth and associated auto traffic congestion are sure to increase. There are several options for accommodating such routes. Any of the sidewalk areas within any of the cross sections shown on the previous pages can be widened to 10' and converted to multi-use trails. Another option (as shown in the diagram to right) is to install 4' wide bike lanes within the roadway between the vehicular travel lanes and the curb/gutter. Installation of bike lanes would affect curb and gutter placement, but would not impact lights and trees.



3G : STREET FURNITURE

The bench, trash receptacle and pedestrian street light which are required for future streetscape improvements along State Route 9 are shown in the photos and descriptions below.

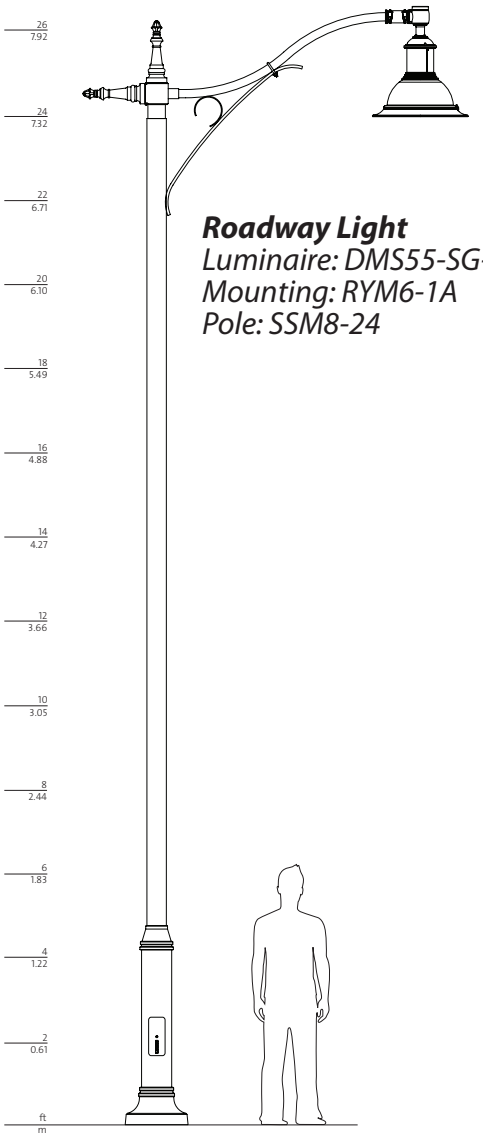
S.R.9 Lighting Specifications:
Lumec Domus Series
(see section 3H for examples)

As show in above photo, the specified S.R.9 streetscape bench is the Victor Stanley Classic Series CR-138 in black (with no center arm rest). The specified trash receptacle is the Victor Stanley SD-35 (side-opening) in black.

See City of Milton Public Works Department for specifications on Mast Arm poles for signalized intersections within the corridor.

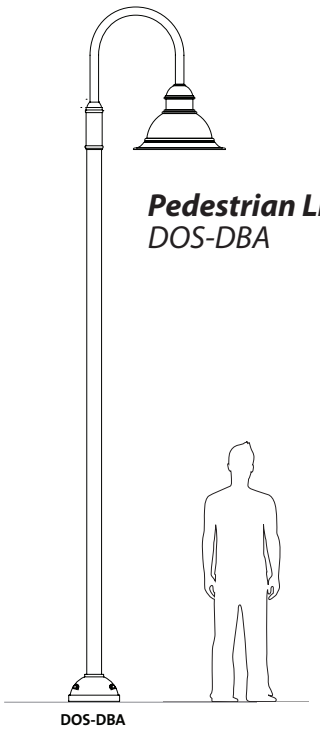
Lights shall be architecturally decorative, following the specifications below according to specific lighting application. The same type of design must be used along pedestrian pathways and/or common areas. Within these areas, lights should include decorative skirts or aprons. Shoe box, cobra lighting fixtures, and neon lighting are prohibited. Any lighting fixture must be a cutoff luminary whose source is completely concealed with an opaque housing. Fixtures must be recessed in the opaque housing. Drop dish refractors are prohibited. Light sources (lamps) shall be incandescent, fluorescent, metal halide, mercury vapor, natural gas, or color corrected high pressure sodium (CRI of 60 or better). Mounting fixtures must be modified in such a manner that the cone of the light is not directed at any property line. The minimum mounting height for a pole is 12 feet. The maximum mounting for a pole is 28 feet. Any fixture and pole located within 20 feet of a residential zoning shall be a type four or forward throw distribution.

Models other than the Domus Series are discouraged and must be approved by the S.R.9 Design Guidelines Committee.



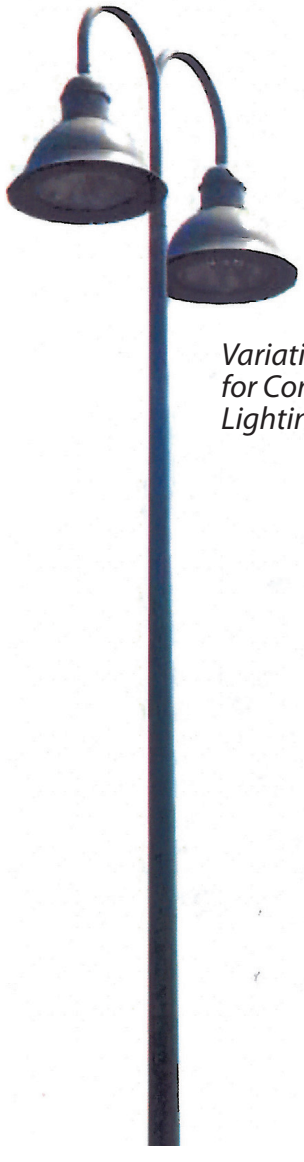
Roadway Light
Luminaire: DMS55-SG-SMB
Mounting: RYM6-1A
Pole: SSM8-24

Luminaire: DMS55-SG-SMB
Mounting: RYM6-1A
Pole: SSM8-24



Pedestrian Light
DOS-DBA

DOS-DBA



Variation of Domus for Commercial Lighting

FENCING MATERIALS AND SPECIFICATIONS

Along public streets, fencing materials should be primarily dark stained wood and could include accents of natural or man-made stone, brick, aluminum, ornamental or decorative wrought iron or architectural concrete. Unpainted pressure treated wood is prohibited. Fences adjacent to a public streets shall not exceed 55 inches in height measured from finished grade and are recommended to be of uniform design, materials and construction throughout a development.

Chain link fencing may be used along golf courses, play fields, and other recreational areas. All chain link fencing shall be black or hunter green vinyl coated. Chain link fencing is not allowed if it can be seen during any month of the year from the following streets: Windward Parkway, Deerfield Parkway, Cogburn Road, State Route 9, Webb Road, Morris Road, and Bethany Bend. Chain link fencing may be required around detention/ retention facilities.


three-board

cross-board

PREFERRED FENCING STYLES

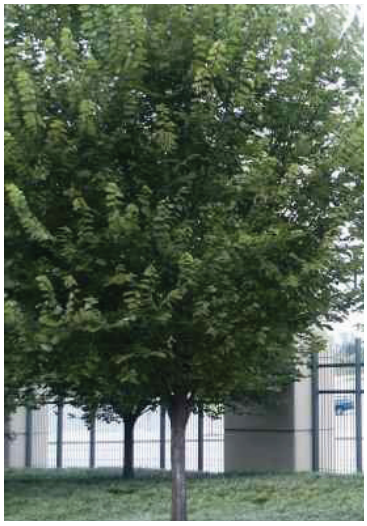
The equestrian and rural character of Milton is important to its identity as a city. New development and redevelopment in the State Route 9 Overlay District should provide fencing in keeping with one of the preferred styles pictured here.


four-board

3J : STREET TREES (within public right-of-way)

Trees within the streetscape landscape strip along State Route 9 shall vary by character area, both to delineate desired aesthetic treatments within specific zones and as a safeguard against any potential tree diseases. Desired street tree species are shown below. All street trees are to be limbed up to 7' after the first growing season.

Princeton American Elm *is the primary street tree for COMMERCIAL AREAS along S.R.9*


The Princeton Elm is a medium to large native tree characterized by large leathery foliage, resistance to Elm Leaf Beetle and Dutch Elm Disease and rapid growth. It's "vase" shape is particularly conducive to maintaining visibility for nearby commercial signage/storefronts. It's rapid growth and large adult size will add significant amounts of shade for pedestrians within commercial areas.
(Zelkova can be used as an alternate tree with permission from City Arborist)

'October Glory' Red Maple *is the primary street tree for NON-COMMERCIAL AREAS along S.R.9*

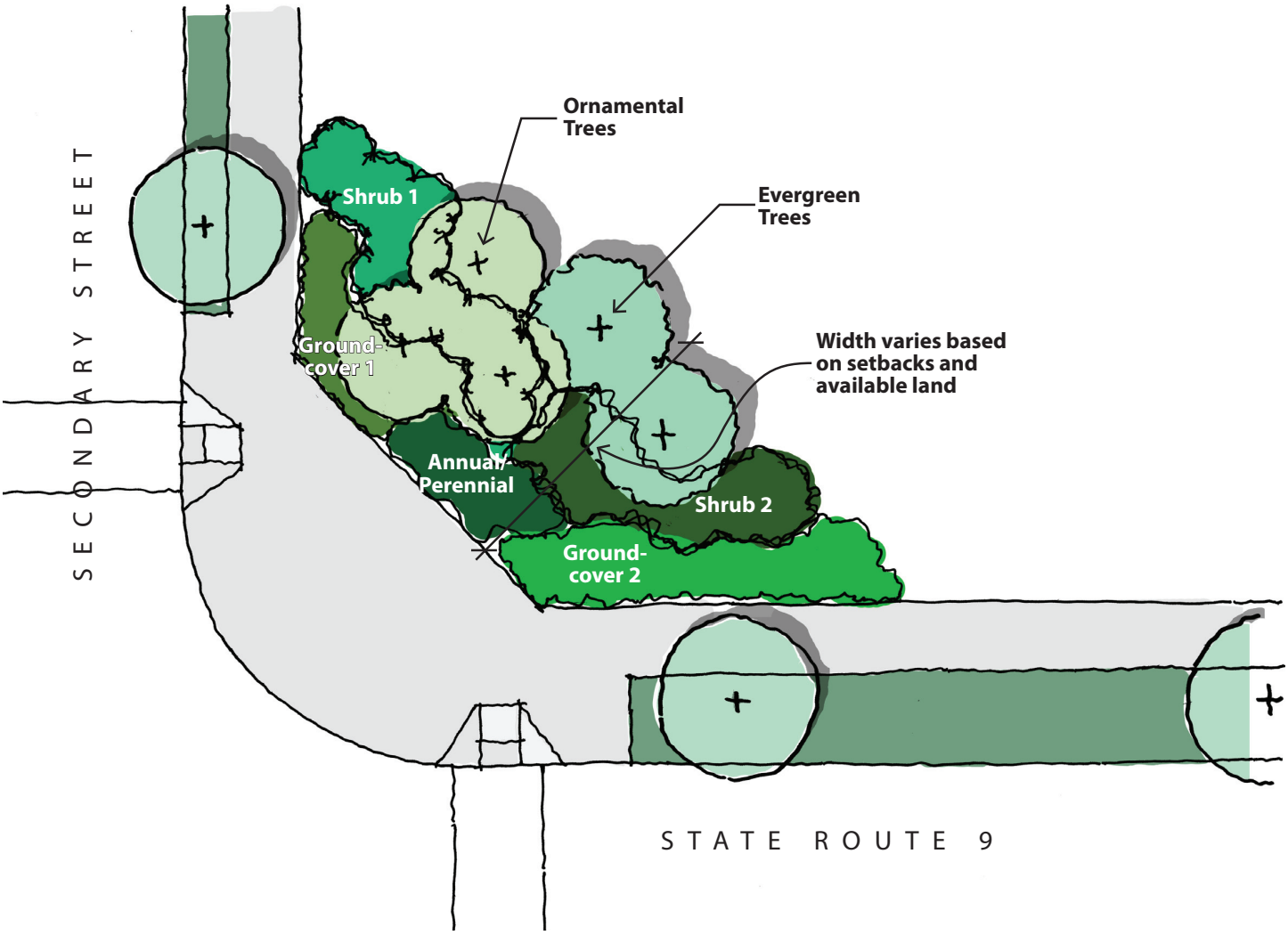


Red Maples are a medium-sized tree characterized by brilliant orange to red fall color and a particular suitability for the southeastern U.S. Their comparatively smaller size and slower growth pattern is appropriate for non-commercial areas along S.R. 9 where commercial signage is less of an issue.
('Autumn Flame' or 'Red Sunset' Maples can be used an alternate trees with permission from City Arborist)

Corners of street intersections, particularly gateways and site entrances should be distinguished by special landscape treatments including trees, shrubs, groundcover and annual color. The designs of such landscape areas shall be informal in nature and utilizing as many native plant species as feasible within the required landscape strips.

Trees shall be placed as required by the City of Milton Tree Preservation Ordinance and Zoning Ordinance. The City of Milton expects developers to preserve existing trees on the building site, particularly specimen trees.

EXAMPLE LANDSCAPE PLAN (Not to scale)



GROUNDCOVER / GRASSES


Muhly Grass
(Muhlenbergia capillaris)


Festuca Spring Blue,
'Elijah Blue'


Daylilies


Prince of Wales Juniper


Variegated Liriope


Big Blue Liriope


Daffodils
(can be combined with liriope)

SHRUBS

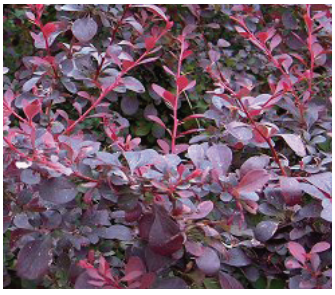

Dwarf Burning Bush


Dwarf Burford Holly


Abelia 'Sherwoodi'


Knockout Rose


India Hawthorne


Crimson Pygmy Barberry


Carissa Holly


Loropetalum

ORNAMENTAL TREES (NOT STREET TREES)


Dogwood


Crabapple
(as approved by Arborist)


Little Gem Magnolia


American Holly


Smoketree


Fringetree


Autumnalis Cherry

Article 26 of the Milton Zoning Ordinance outlines general provisions for the display of signs within the City of Milton as well as more specific regulations for the State Route 9 Overlay District. These regulations shall be followed to give the area a unified appearance.

New development as well as redevelopment within the State Route 9 Overlay District shall include architectural elements such as columns, arcades, covered entry-walkways, arches, facade offsets, windows, balconies, offset walls, clock towers, cupolas, and/or courtyards. The principle entry area of a building must be articulated and express greater architectural detail than other portions of the building. Additionally, all buildings shall be oriented to face a street or courtyard.

RESIDENTIAL

Building plans for townhouse and duplex developments shall exhibit differentiated exterior wall materials on the vertical wall faces within each grouping of units and architectural features such as porches, balconies, bay windows, stoops, which are consistent with one overall architectural theme.

EXTERIOR MATERIALS

The exterior wall materials of non-residential and multifamily units must consist of a minimum of 75% (per vertical wall plane) of the following: brick or natural stone. Accent building materials for non-residential and multifamily units are limited to a maximum of 25% brick, tile, non-reflective glass, natural stone or cultured stone with weathered, polished or fluted face, textured traditional cement stucco, architectural concrete masonry with fluted, split-face, or broken-face finish, Portland cement plaster and lath systems, architectural (either precast or tilt-up) concrete or Hardi-plank.

Deerfield Green on Webb Road

COMMERCIAL & OFFICE

Developments shall demonstrate a variety of appearances which are all compatible with one selected architectural theme. Buildings on street corners should be designed to address the street corner and engage the interest of pedestrians and drivers at the intersection. They should also provide a building entry, additional building mass, changes in roof line, or distinctive architectural elements facing the corner.

A 2 story, 30 foot height limitation is required in the State Route 9 Overlay District, excluding development on Morris Road and Deerfield Parkway. Building entrances and front exteriors shall be articulated and designed to create additional visual interest by varying architectural details, building materials, and by varying the roof line and building offsets. The State Route 9 Overlay District prescribes permitted colors for exterior walls, building components, and other accent and decorative elements.

WINDOWS

Storefront windows should be transparent. Mirrored glass with a reflection greater than 20% and faux or display casements are strongly discouraged in lieu of exterior window treatments for the frontage elevation.

Grouping of windows or architectural elements on elevations facing major thoroughfares or internal courtyards shall not exceed 15 feet in length. Wherever possible, long expanses of exterior wall should be broken with building offsets. Facades of multi-tenant building should be varied with building offsets and/or parapet height. Roof parapets should be articulated to provide visual diversity. Parapets should include articulation or architectural features at least every 100 feet.

Bethany Bend Village Office Park

The provision of amenities in the State Route 9 Overlay District will be imperative for the viability of the area. The City of Milton strongly encourages that developments (especially those over 75,000 square feet gross building area) furnish amenity areas such as pocket parks, plazas, public art, and walking and recreational trails.

Martin Family homestead relocated onto Webb Road

A. APPLICATION TO ONGOING DEVELOPMENT AND RE-DEVELOPMENT

While the Highway 9 Design Guidelines are intended to reinforce and interpret the State Route 9 Overlay District and applicable ordinances, it is the desire and intent of the City residents, Milton City Council and the City Design Review Board (DRB) that any person, company or entity engaged in property development or re-development within the Highway 9 corridor adhere to the letter and spirit of these Guidelines. Further,

- The applicant should use this guide as a reference during the conceptual stage of the project to assist with any design or aesthetic details,
- The applicant should have early discussions with City Staff on how these Guidelines are being implementated, and
- The applicant should utilize the construction/design details provided herein, or be prepared to discuss deviations with City Staff or the DRB.

B. GUIDELINE AVAILABILITY

Review of these Guidelines should accompany all projects within the Milton Highway 9 corridor. Copies of these Guidelines or additional information/answers to questions may be obtained from the Milton City website, www.cityofmiltonga.us, or by calling the Milton Community Development Staff at 678-242-2500.

C. GOVERNANCE

Ongoing oversight of and the responsibility to maintain these Guidelines reside with the Milton Community Development Staff and the City Design Review Board (DRB). Revisions will be posted as required and will be available as indicated under paragraph B. GUIDELINE AVAILABILITY above.