

Town of Braselton
SR 53 Corridor Overlay District

DEVELOPMENT CODE AMENDMENT

Adopted: May 12, 2008

ARTICLE XIX SR 53 CORRIDOR OVERLAY DISTRICT

19.1 Purpose

The Town finds that the S.R. 53 Corridor directly impacts the health, safety, and welfare of the Town as such area accounts for a significant amount of the Town's tax digest and economic viability. Existing, future or planned uses in this area will make this corridor one of the Town's largest commercial corridors. Moreover, it serves as a gateway to the Town. In order to maintain this area's viability, infrastructure demands, and to prevent blight and decreased property values, the Town believes that unique regulations may be warranted to address this area unlike those of other parts of the Town.

Left to its own workings, the real estate market has historically shown signs that it will produce development that is dominated by single-function land uses, buildings that are not coordinated with adjacent buildings and isolated from other uses, and circulation systems that do not provide inter-parcel access or serve exclusively the automobile. Absent the regulations and guidelines set forth below, future development will likely be self-contained, fragmented, compartmentalized without any relationship to a coordinated, pleasing, and sustainable built environment along property lines.

The regulations and guidelines set forth below will further various objectives which include but are not limited to:

- A. To promote the general health, safety and welfare of the community.
- B. To improve the efficient operation of traffic around the Town.
- C. To promote safe and efficient movement within the Overlay District for persons using all modes of travel – motorized vehicles, bicycles and walking.
- D. To create a sense of place that is aesthetically appealing and environmentally responsible.
- E. To encourage innovative development projects that set standards for landscaping, open space, community design and public amenities.
- F. 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 the SR 53 Corridor.

19.2 Design Guidelines

The SR 53 Corridor Overlay Design Guidelines are hereby adopted and made part of this Ordinance and shall apply to property in the SR 53 Corridor Overlay District. Within the SR 53 Corridor Overlay District, building design and construction that is not in substantial conformity with the SR 53 Corridor Overlay District Design Guidelines is prohibited. In cases of a conflict between the Design Guidelines and the text of this Article, the text of this Article shall govern.

19.3 Boundaries

This ordinance applies to land parcels of record within the Town Limits of Braselton having frontage on SR 53 as of the date this ordinance is adopted, with the exception of those parcels located within the Downtown Overlay District. This ordinance shall also apply to land parcels of record within the Town Limits of Braselton having a portion of said parcel fall within 750 feet of the centerline of SR 53 as of the date this ordinance is adopted, with the exception of those parcels located within the Downtown Overlay District. Any parcel subject to the ordinance on the date of adoption shall continue to be subject, even if the parcel is

subdivided in the future. Any annexed parcel meeting the criteria set forth above shall also be governed by this ordinance. Upon written application, the Director may grant exemptions from these requirements for parcels or portions of a parcel that would otherwise be included in the SR 53 Corridor Overlay District, based on one or more of the following findings:

- A. The subject property to be exempted lies more than 750 feet from the centerline of SR 53.
- B. The property to be exempted does not have access to SR 53 and will not require access to SR 53 when developed.
- C. Due to site topography development of the property to be exempted will not be visible from SR 53.
- D. Due to the location, size and shape of the property, development of the parcel under its current zoning and in conformity with the requirements of the SR 53 overlay would present a severe and unique hardship.

19.4 Effect of SR 53 Corridor Overlay District Provisions

- A. Application. This Overlay District is supplemental to the underlying zoning district classifications established in the Town of Braselton Development Code governing all properties and approvals within this Overlay District. The provisions of this section shall be overlaid upon and shall be imposed in addition to said underlying zoning regulations and other Town of Braselton ordinances. The Director is authorized to promulgate and enforce such rules, regulations, guidelines and standards as may be reasonably necessary or desirable to give effect to the regulations of this Article.
- B. Relationship to Underlying Zoning District Standards. In any case where the standards and requirements of the SR 53 Corridor Overlay District conflict with those of the base zoning district, the standards and requirements of the SR 53 Corridor Overlay District shall govern.
- C. Exceptions.
 - 1. Completion of work subject to preliminary plats, site development plans, construction plans, building permits, or interior finish permits submitted and accepted for review and approval prior to the effective date of this chapter.
 - 2. Improvements and additions that are made to single-family residences previously built in a subdivision of record with a final plat approved prior to enactment of this chapter shall not be subject to the provisions of this chapter provided that such improvements and additions are limited to the following actions:
 - a. additions of heated floor area less than 50 percent of the existing floor area; or
 - b. construction of an accessory structure or garage not to exceed 500 square feet in floor area; or
 - c. improvements to outdoor space, such as swimming pools, courts for basketball, tennis or handball, gazebos, trellises, patios, decks, balconies, and similar non-occupied structures.
 - 3. 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 chapter, 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.
 - 4. Construction, rehabilitation, restoration, repair of a non-residential structure, interior renovations or interior finishes within an existing structure, or addition to an existing non-residential structure that was permitted prior to the enactment of this chapter shall not be subject to the provisions of this SR 53 Corridor Overlay District, provided that such construction is on a lot of record and does not affect a change to more than 20 percent of the existing permitted structure or 5,000 square feet, whichever is less.

D. Procedures for Appeals.

1. It is the intent of the Town Council that all development shall conform to the standards and procedures set forth in this Article. In the event that the intent of this Article can be achieved with minor deviations that do not substantially impair the purpose or intent of this Article, the Town of Braselton Planning Director has the authority to modify the specific provisions to allow for such minor deviations.
2. If substantial modifications or changes are necessary, any person, firm, group or organization may apply for relief from the requirements set forth in this article to the Town of Braselton Zoning Board of Appeals, unless otherwise specified in this Article.
3. Appeals from requirements set forth in this chapter pertaining to the TYPE of landscaping, lighting, tree planting, facades, and building architecture can be heard by the Zoning Board of Appeals through submittal of an Application for Modification of Overlay Standards. Any application for Modification of Overlay Standards shall be accompanied with the necessary information in order for the Zoning Board of Appeals to make a determination whether the alternate design proposal meets the intent of the requirements. The Zoning Board of Appeals, as part of an approval, may include conditions, modifications or requirements necessary to mitigate any part of their decision. The Planning Department shall determine the specific filing requirements as needed for each application. Appeals that request complete relief of landscaping, architectural, lighting, and tree planting requirements can be heard by the Zoning Board of Appeals through the submittal of a Variance Application. Appeals from all other property development and public improvement standards set forth in this article, unless otherwise specified in this article, can be heard by the Zoning Board of Appeals through the submittal of a Variance Application. All Variance requests shall adhere to the procedures and requirements set forth in Article XVIII.

19.5 Property Development Standards

A. Prohibited Uses

1. Junk yards.
2. Adult bookstore.
3. Adult entertainment outlet.
4. Sexually-oriented adult use.
5. Pawnbroker.
6. Boarding houses.

B. Conditional Uses - The following uses are allowed within 1,000 feet of the centerline of an access or exit ramp of I-85 and are allowed only as a conditional use elsewhere within the SR 53 Corridor Overlay district:

1. Restaurant, Drive in.
2. Automobile service station.
3. Convenience gas station.
4. Commercial outdoor recreation.
5. Car wash.
6. Mini-warehouse/self-storage facility
7. Automobile sales and service

If the uses listed above are not permitted in the applicable underlying zoning district, or require a conditional use, then the requirements of the underlying zoning classification shall govern.

- C. Outdoor storage - Outdoor storage or sales displays shall be prohibited from front yards and shall be screened from view from public streets and adjacent property by a permanent opaque enclosure consisting of a minimum 8-foot high solid fence or wall, except as follows:
1. Temporary sale of seasonal goods may be permitted on properties other than residentially zoned property, including outdoor display of such goods, if such temporary sales are authorized by the Planning Director for a period not to exceed 60 days, with up to a 30-day extension, to be approved no more than two times in a given calendar year. Such temporary sales shall be limited to sites that:
 - a. Provide adequate off-street parking on approved surfaces;
 - b. Provide safe and adequate vehicular access; and
 - c. Are not adjacent to residentially zoned property.
 2. Parking for outdoor sales and service areas shall provide an adequate number of parking spaces, as required in Sub section I of this Section, in addition to the minimum number of parking spaces required for indoor sales or service areas located on the same lot. Parking spaces obstructed by outdoor sales or service may not be used to meet the minimum parking requirements of Section 10.7 of the Town of Braselton Development Code.
- D. Lot Standards
1. Minimum commercial lot size: 1 acre (exception to this rule shall be granted for those properties zoned under the Planned Unit Development classification)
 2. Minimum commercial lot frontage: 175 feet along arterial
 3. Non-residential lots shall be generally rectangular with a ratio of depth to frontage not greater than 4:1.
 4. Reverse-fronting lots are required for residential subdivisions along streets classified as Arterials or Collectors. 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 20 feet in depth and include one of the following:
 - a. A continuous 4 foot high solid wall constructed entirely of brick or stone masonry, or
 - b. A 4 foot high fence constructed of a combination of brick or stone masonry pillars with wooden or iron pickets.
 - c. A vegetated strip of canopy trees, shrubs, and groundcover. The trees and shrubs shall be at least 4 feet high at the time of planting and provide a visual screen.
- E. Access Management Standards. – If any access management standards set forth below are less restrictive or in conflict than those set forth by the Georgia Department of Transportation for S.R. 53 or by the County on County maintained roads, than those standards set forth by the Georgia Department of Transportation and/or County shall apply.
1. Driveways and curb cuts accessing S.R. 53 shall be permitted through the Georgia Department of Transportation and must meet all applicable Georgia Department of Transportation design standards and the requirements set forth below.
 - a. Driveway connections shall not be permitted within the controlled access zone of an intersection. (See SR 53 Corridor Overlay District Design Standards.)

- b. Driveways shall not be located within 190 feet of the centerline of an intersecting collector.
- c. Driveways shall not be located within 100 feet of the centerline of an intersecting local street.
- d. Driveways for commercial properties on the same side of a public street shall be spaced a minimum of 175 feet apart on center.
- e. Out parcels with less than 175 feet of road frontage are restricted to internal access only.
- f. Driveways shall intersect roads or streets at an angle between 75 and 105 degrees.
- g. Driveways that enter a major thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 11 feet in width, and one inbound lane with a maximum width of 11 feet.
- h. No residentially developed property may have a curb cut in excess of 30 feet in width, and no non-residential property may have a curb cut in excess of 40 feet without approval of the Planning Director.
- i. Except for single-family and two-family residences, driveway grades shall conform to all applicable requirements of the Georgia Department of Transportation Design Standards.
- j. Except where driveways are on opposite sides of a raised median, driveways on opposite sides of a street should either directly align or have offsets of a minimum of 125 feet, as measured between the extended centerlines of such driveway, unless granted by the Planning Director.
- k. Whenever possible, driveways on undivided arterials, collector streets or local streets should align with driveways (if any) on the opposite side of such street.
- l. 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, unless permitted by the Georgia Department of Transportation.
- m. 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 19.5.1 are generally acceptable guidelines intended for the major entrance driveway of a commercial development. (See SR 53 Corridor Overlay District Design Guidelines.)

Table 19.5.1: Driveway Throat Length for Commercial Centers

Commercial Center Total Gross Floor Area	Throat Length of Principal Driveway**
Under 25,000 square feet	40 feet – 60 feet
25,000 -50,000 square feet	60 feet – 85 feet
51, 000 - 100,000 square feet	85 feet – 195 feet
101,000 – 190,000 square feet	195 feet – 180 feet
191,000 – 200,000 square feet	180 feet – 200 feet
Over 200,000 square feet	*200 feet or more

2. Sight Distance

- a. Intersections shall be designed with adequate sight distance for each street. The minimum corner sight distance from the approaching street shall be equal to or exceed 10 times the regulated speed of the intersecting street. Sight distance shall be measured from the center of the approaching street in both directions along the right-of-way line of the intersecting street. As an alternative, the minimum corner sight distance requirement may be calculated using AASHTO “Policy on Geometric Design of Highways and Street” Chapter 9 (at-grade intersections), latest edition. The sight distance shall provide clear visibility of an object 4 feet above the paved surface of the intersecting street viewed from the centerline of the approaching street at the right-of-way line of the intersecting street, at a height of 3.5 feet above the ground.
- b. Sight Triangle from Intersecting Street or Driveway - On any corner lot, and on either side of any driveway entering an arterial or collector street, there shall be a triangular area of the lot without obstructions except tree trunks and sign or light posts that would obstruct vision between a height of 3 feet and 19 feet, as measured from the grade of the driveway or intersecting street. This triangular area shall be formed by a line connecting a point 25 feet along the right of way line of the primary street and a second point located 25 feet along the right-of-way of the intersecting street or the edge of pavement of the driveway.

3. Deceleration Lanes

- a. A major driveway entering a street with a regulated arterial speed greater than 35 miles per hour shall be required to provide a 10 foot wide deceleration lane a minimum of 100 feet in length plus a minimum taper of 50 feet.
- b. An acceleration or deceleration lane that would begin or end within 75 feet of another driveway or intersecting street shall be lengthened so that it connects with the adjacent street or driveway.

4. Interparcel Access. Interparcel access, joint driveways, cross access drives and access easements shall be provided for adjacent development along an arterial or

collector street, except where the Director determines that they are unfeasible because of topographic or other site-specific constraints:

- a. Joint driveways and cross access easements shall be established for non-residential development that abuts other non-residential development, whether existing or planned. The building site shall incorporate the following:
 - i. Continuous cross-access drive located in a cross-access easement, where necessary to connect adjacent parcels along the thoroughfare. (See Figure 3 of SR 53 Corridor Overlay District Design Guidelines)
 - ii. A design speed of 19 mph and a two-way travel aisle with a minimum paved width of 22 feet (back of curb to back of curb). Paving, base and curb specifications shall meet the Town's standards for public streets.
 - iii. Driveway aprons, stub-outs and other design features to indicate that abutting properties may be connected to provide cross access via a service drive.
 - iv. A 5 foot wide sidewalk on one side of the cross-access drive.
- b. New commercial property that abuts residential property shall provide for a 5 foot wide sidewalk connecting the two uses.
- c. New residential development that abuts commercial property shall provide for a 5 foot wide sidewalk connecting the two uses.

F. Parking Lot Setback and Screening

1. Where a parking lot for a commercial, industrial, or institutional use is located in the front yard, it shall be set back from the S.R. 53 right-of-way at least 30 feet. The parking lot shall also be screened as described in paragraph a. or b. below:
 - a. A landscaped berm not less than 24 feet wide and 3 feet high shall be placed between the parking lot and the street right of way. Such berm shall be continuous except for perpendicular crossings of sidewalks, driveways and above-ground utilities. Landscaping shall consist of dense evergreen shrubbery at least 3 feet high placed on the berm and small trees spaced an average of 20 feet on center. Types and placement of landscaping materials shall be approved by the Director. (See Figure 4 of SR 53 Corridor Overlay District Design Guidelines.)
 - b. A vegetated strip of trees, evergreen shrubs, and groundcover and a minimum 4 ft. high masonry wall or fence constructed of a combination of brick, stone, or concrete masonry units pillars with wooden or iron pickets, as shown in Figure 5 of the SR 53 Corridor Overlay District Design Guidelines.

G. Landscaping Requirements for Off-Street Parking Lots

1. Off-street parking lots which are required to contain more than 5 off-street parking spaces shall contain landscaping and plantings as follows:
 - a. For double rows of parking, planter islands may be arranged according to two different options:
 - (i) Planter islands shall be located at the terminus of each parking row. Each planter island shall be a minimum of 400 square feet. Planting strips with a minimum width of six (6) feet shall run continuously between the planter islands located at the terminus of each parking row. Each planter island shall contain two (2) trees. If trees in the small tree category (see below) are used, planting strips shall contain trees every twenty (20) feet. If trees in the large tree category are used, the planting strips shall contain trees located every forty (40) feet.

(ii) Planter islands shall be located at the terminus of each parking row and no further apart than every: seven (7) parking spaces if trees in the small tree category are used or nine (9) parking spaces if trees in the large tree category are used. Each planter island shall be a minimum of 400 square feet. Each planter island shall contain two (2) trees. This option is only available when a sidewalk is located between rows of parking.

b. For single rows of parking around the exterior of parking lots and/or directly adjacent to buildings, planter islands shall be located at the terminus of each parking row and no farther apart than every seven (7) parking spaces. Each planter island shall be a minimum of 200 square feet and contain 1 tree.

H. Tree Species and Spacing

1. Appropriate Tree Species for Parking Lots and Landscape Strips Include the Following:

Large trees – average spacing 40 feet on center:

- Nuttall Oak
- Shumard Oak
- Willow Oak
- Gingko (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
- Autumn Maple

Small trees – average spacing 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)

2. Trees shall be at least 6 ft. in height and 3 inches in caliper at the time of planting.
3. Maintenance. All landscape materials required by the S.R 53 Overlay District or other sections of the Town of Braselton Development Code and placed on private property shall be maintained by the property owner or property owner association that requires mandatory membership of all property within the development.

I. Parking requirements. Off-street parking shall be required as in Section 10.7 of the Town of Braselton Development Code, except as provided in this subsection:

1. Minimum Required for Commercial Uses and Services.
 - a. Commercial, retail, and service uses: 1 space per 250 square feet.

- b. Restaurants, full service: 1 space per 75 square feet of seating area.
 - c. Accessory commercial uses: 1 space per 250 square feet.
 - d. Professional office uses: 1 space per 250 square feet.
2. Shared parking. The Director may approve a reduction of up to 25 percent in the number of parking spaces required for a specific use where inter-parcel access is provided and a shared parking analysis approved by the Director demonstrates that adequate parking will be provided with the approved reduction.
 3. Maximum number of parking spaces. The maximum number of parking spaces that may be constructed on impervious surfaces shall be no more than 125 percent of the minimum number of required parking spaces. Parking spaces in excess of 125 percent shall be constructed on pervious surfaces recommended in paragraph 5b of this subsection.
 4. Pedestrian circulation. Parking areas shall be designed to facilitate safe and convenient use by pedestrians. Commercial and multi-family 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. (See the SR 53 Corridor Overlay District Design Guidelines.)
 5. Paving materials for parking lots.
 - a. All parking areas shall be paved with asphalt, concrete or pervious materials approved by the Director.
 - b. Pervious paving. Recommended pervious paving materials include those described in Volume 2 – Technical Handbook of the Georgia Stormwater Management Manual (First Edition, August 2001) as the Porous Concrete or Modular Porous Paver Systems under the Limited Application Stormwater Structural Controls.
 - c. Paving areas shall be of sufficient size and strength to support the weight of service vehicles.
- J. Dumpsters.
1. Location. Dumpsters shall be enclosed either within a building and out of sight from public streets or located outside to the rear of the principal building.
 2. Pad
 - a. Dumpsters shall be placed on concrete pads of sufficient size and strength to support the weight of service vehicles.
 - b. 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.
 3. Screening. Dumpsters shall be screened on three sides by a wall enclosure that is a minimum of 8 feet in height, accessed by an opaque steel gate. The wall shall be constructed of an identical material that is used as the primary material of the building for which it serves.
- K. Lighting.
1. Streetlights.
 - a. Streetlights shall be provided for automobiles on all public streets. Spacing as approved by the Planning Director. See Design Guidelines.
 - b. Separate streetlights shall be provided for pedestrians. See Design Guidelines.
 2. Parking Lot and Building Illumination.
 - a. Lighting shall be designed to preclude light spillover on to adjacent properties. All lighting shall be fully shielded, have recessed luminaires 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.
- b. Only metal halide may be used. The same type of lighting must be used for the same or similar types of lighting on any one site.
- L. Architectural standards – All newly constructed non-residential buildings shall meet the architectural standards set forth in Article X of the Development Code and in addition adhere to the following requirements.
1. Street orientation. Principal building entrances shall be oriented to public streets.
 2. Building massing and modulation. (See SR 53 Corridor Overlay District Design Guidelines.) The massing of building facades longer than 190 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.
 - a. Building facades that are less than 500 feet long shall be modulated at intervals no greater than 100 feet in length.
 - b. Building facades that are more than 500 feet long shall be modulated with intervals no greater than 20 percent of the length of the façade.
 3. All buildings less than 7,500 square feet of gross floor area shall be designed with pitched roofs, minimum pitch of 4:12. For buildings over 10,000 square feet of gross floor area in which a flat roof is used, view of the flat roof on all sides shall be screened by a parapet wall.
 4. Roofing materials for pitched roofs shall be limited to the following:
 - a. metal standing seam of the colors black, bronze, copper, silver, dark green or burgundy.
 - b. tile, slate, or stone.
 - c. wood shake.
 - d. textured composition shingles with a slate, tile, or metal appearance.
 5. Building design shall include minimum one foot deep cornices along the entire front façade of buildings and extending for a distance of at least 10 feet along the sides of buildings.
 6. Front and side walls, and rear walls visible from streets or parking areas shall incorporate changes in building material/color or varying detail such as windows, trellises, false windows or recessed panels reminiscent of window, door or colonnade openings every 75 linear feet.
 7. 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 10 feet along the sides of buildings.
 8. Fuel canopies used to shelter pumps at gas stations and convenience stores shall use brick or decorative stone around the entire face of its support columns.
 9. Satellite Dish Antennae. No satellite dishes shall be permitted within view from public streets.
 10. 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.

19.6 Public Improvement Standards

- A. All public road rights-of-way shall be improved to include sidewalks, street trees, and streetlights. See Design Guidelines Part I: Right-of-Way/Streetscape Improvements for detailed requirements. For private streets or for those public rights-of-way that are or to be maintained by a local government, the specifications for “Existing G.D.O.T. Urban Roads” shall apply.
- B. For those properties for which inadequate right-of-way exist to install the improvements as specified in this ordinance, additional right-of-way shall be dedicated to the applicable jurisdiction in order for the improvements to be installed. If such right-of-way is donated, the required parking lot setback may be reduced by an amount equal to additional right-of-way donated. In no case shall the parking lot setback be less than 5 feet.
- C. Network Standards.
 - 1. Connectivity. Within a development that includes more than 5 acres, the following standards shall apply to non-residential development unless waived or varied by the Planning Director:
 - a. No public street may be longer than 600 feet without an intersection with another public street.
 - b. Continuous pedestrian walkways shall be provided to connect building entrances to required sidewalks along street frontage.
 - c. A cul-de-sac street that ends within 100 feet of an adjacent collector or arterial street shall provide a 5-foot wide sidewalk in a 10-foot wide easement connecting the sidewalk on the cul-de-sac to the sidewalk on the adjacent collector or arterial street.
 - 2. Vehicular Access Points: Minimum number of driveways or streets required per table below.

Table 19.6.1: Minimum Vehicular Access Points

Type of Development	Minimum Number of Vehicular Access Points to Public Streets
Non-residential, less than 50 required parking spaces	1
Non-residential, 50-299 required parking spaces	2
Non-residential, 300-999 required parking spaces	3
Non-residential, 1,000 or more required parking spaces	4 or more

- 3. Crosswalks:
 - a. All intersections shall contain crosswalks that connect to sidewalks in all quadrants.
 - b. Crosswalks shall be either demarcated with high-reflectivity thermoplastic paint or brick pavers.

- D. Street Trees. Canopy trees shall be provided in street rights-of-way, required landscaped strips adjacent to all streets, and in parking lots.
1. Appropriate tree species include the following:
 - a. Large trees – average spacing 40 feet on center:
 - Nuttall Oak
 - Shumard Oak
 - Willow Oak
 - Gingko (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
 - Autumn Maple
 - b. Small trees – average spacing 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)
 2. No more than 50 percent of the trees used in a single development shall be of the small tree species.

19.7 Severability

If any provision of this Ordinance is deemed unconstitutional or unenforceable by a court of competent jurisdiction then the remainder of the Ordinance shall survive and be given full force and effect.