

**ADOPTED  
MARCH 27, 2017**

# STATE ROUTE 119 OVERLAY DISTRICT





# STATE ROUTE 119 OVERLAY DISTRICT

This project was supported by funding from the Regional Planning Commission of Greater Birmingham (RPCGB) and the Birmingham Metropolitan Planning Organization (MPO) Building Communities Program. The contents of this document do not necessarily reflect the official views or policies of the Birmingham MPO or the RPCGB. For more information on this program, please visit <http://www.rpcgb.org> or call (205) 251-8139.

This plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), MPO and RPCGB as a requirement of Title 23 USC 134 and subsequent modification under Public Law 114-94 (FAST Act) December 2015. The contents of the plan do not necessarily reflect the official views or policies of the USDOT.

# ACKNOWLEDGMENTS

Marty Handlon, Mayor

## **Alabaster City Council**

Sophie Martin, Ward 1

Rick Ellis, Ward 2

Stacy Rakestraw, Ward 3

Greg Farrell, Ward 4

Russell Bedsole, Ward 5

Scott Brakefield, Ward 6

Kerri Pate, Ward 7

## **Planning and Zoning Commission**

Mike Allen

Jeff Anthony

Mark Harris

Kerri Pate

Calvin Rumph

Tommy Ryals, Council Member

Robert Shinpaugh, Chairman

Mike Whitaker

Gary Wright

## **Regional Planning Commission of Greater Birmingham**

Charles Ball, AICP, Executive Director

Scott Tillman, Director of Planning and Operations

Lindsay S. Puckett, AICP, Project Manager

Brett Isom, GIS Manager

Mikhail Alert, Senior Planner

Maria Hines, Community Planner

Hunter Garrison, Community Planner

Anthony Alston, Urban Planner

Samuel Parsons, Planning Intern

# TABLE OF CONTENTS

<b>INTRODUCTION .....</b>	<b>7</b>
Background .....	8
What is the intent of the State Route 119 Overlay District? .....	8
What is an Overlay District? .....	9
Design Standards and Guidelines .....	11
Establishment of Overlay District Boundaries / Applicability .....	11
How to Use this Document .....	12
<b>CONTEXT .....</b>	<b>13</b>
State Route 119 Corridor Today.....	14
Planned Widening of State Route 119.....	16
Existing Zoning.....	18
Future Land Use .....	20
<b>DESIGN STANDARDS + GUIDELINES .....</b>	<b>23</b>
Establishment of District Boundaries.....	24
Intent .....	24
Applicability .....	24
Compliance .....	26
Development Plan .....	29
Permitted Uses .....	30
Special Exception Uses .....	31
Prohibited Uses .....	31
Modifications.....	31
Building Standards .....	32
Architectural Treatment Standards.....	36
Access Standards.....	39
Parking Standards.....	40
Screening, Fence and Wall Standards .....	44
Grading and Drainage .....	46
Standards .....	46
Streetscape Zones .....	47
Sidewalks .....	49
Street Furniture .....	50
Additional Regulations.....	51
Glossary .....	51

# FIGURES

Figure 1.1: Typical Site Design in the State Route 119 Corridor Today .....	8
Figure 1.2: Overlay District Diagram .....	9
Figure 1.3: State Route 119 Overlay District Boundary Map .....	10
Figure 2.1: Existing Land Use Map .....	15
Figure 2.2: State Route 119 Planned Widening Diagram .....	16
Figure 2.3: State Route 119 Planned Widening Map .....	17
Figure 2.4: State Route 119 Existing Zoning Map .....	19
Figure 2.5: State Route 119 Future Land Use Map .....	21
Figure 3.1: State Route 119 Overlay District Boundary Map .....	25
Figure 3.2: Setbacks Diagram .....	33
Figure 3.3: Cross and Joint Access Diagram .....	40
Figure 3.4: Typical Parking Lot Configuration Diagram .....	41
Figure 3.5: Preferred Parking Location Diagram .....	41
Figure 3.6: Preferred Interior Parking Lot Landscaping Diagram .....	42
Figure 3.7: Streetscape Zones Diagram .....	47

# TABLES

Table 2.1: Existing Land Uses in the State Route 119 Corridor .....	14
Table 2.2: Existing Zoning in the State Route 119 Corridor.....	18
Table 2.3: Future Land Uses in the State Route 119 Corridor .....	20
Table 3.1: Existing Zoning Districts within the State Route 119 Overlay District .....	24
Table 3.2: Compliance and Applicability .....	27
Table 3.3: Building Standards Table by Building Type.....	35

# CHAPTER 1: INTRODUCTION

## 01 INTRODUCTION

### BACKGROUND

The Regional Planning Commission of Greater Birmingham (RPCGB) recently completed a Comprehensive Plan Update for the City of Alabaster, which was adopted on March 16, 2016. Recognizing the impact of the appearance of major corridors and their importance to the local economy, one of the primary recommendations in the *Alabaster Forward Comprehensive Plan* was that the City establish overlay districts and design guidelines along the State Route 119 and U.S. 31 Medical Mile corridors in Alabaster.

The City of Alabaster has recently adopted a Medical Mile Overlay District. This document will focus only on an overlay district and design guidelines for the State Route 119 Corridor.

### WHAT IS THE INTENT OF THE STATE ROUTE 119 OVERLAY DISTRICT?

Recognizing the special nature of certain thoroughfares and the impact of the appearance of corridors and their importance to the local economy, the intent of the State Route 119 Overlay District is to establish minimum development standards and regulations for properties within the State Route 119 Overlay District regarding

building development, building design and orientation, land uses, site development, landscaping, buffering and screening, access and parking. In general, the State Route 119 Overlay District is intended to encourage the improvement of the architectural and visual character of the corridor.

The overlay district standards and regulations shall be so applied as to accomplish the following purposes:

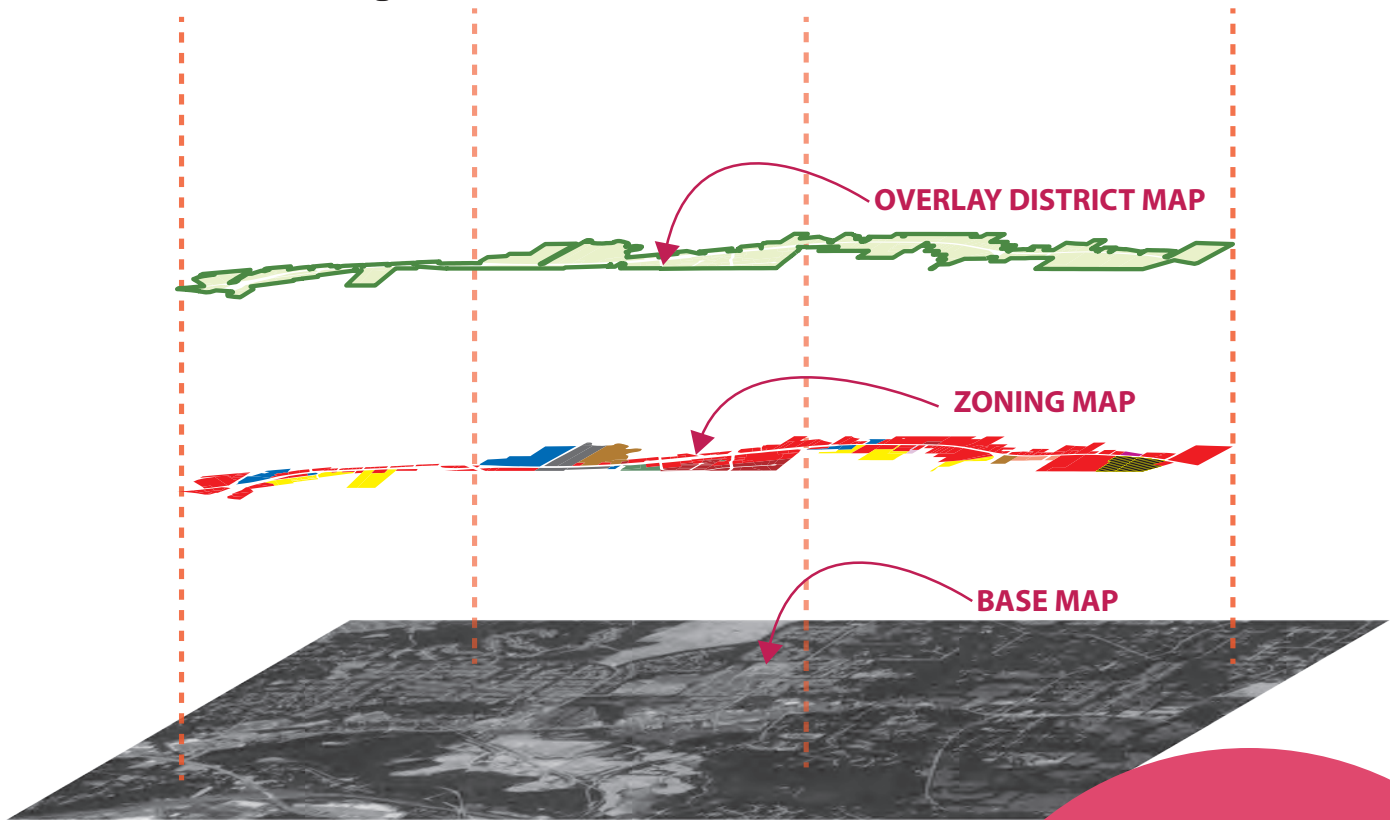
1. To ensure that State Route 119, as one of Alabaster's primary traffic corridors, is developed and maintained in a harmonious and compatible manner in order to promote the economic development, general welfare and safety of the community;
2. To ensure creativity and compatibility of the planning and design among land uses in the corridor, as well as to encourage a responsible land ethic;
3. To minimize congestion by incorporating access management principles into site design;
4. To guide the placement, size, arrangement and articulation of buildings;
5. To encourage reuse and redevelopment of existing buildings and building lots; and
6. To enhance property values through high-quality design and cohesive placemaking.

**FIGURE 1.1:** Typical Site Design in the State Route 119 Corridor Today





FIGURE 1.2: Overlay District Diagram



## WHAT IS AN OVERLAY DISTRICT?

An overlay district is a zoning tool that encourages a more uniform and aesthetically pleasing appearance by establishing land development standards that vary from the underlying base zone district standards. The overlay zoning district is placed “over” the current base zoning in the corridor in order allow for development standards above and beyond those in the base zoning, and in effect, it guides future development in a manner that would not otherwise be ensured by the development standards in the base zoning districts.

To create a more uniform and aesthetically pleasing appearance along the corridor will involve numerous design decisions that will be made by a wide range of people at different stages in the permitting and development process. These decision makers include property owners and tenants, developers, architects, landscape architects, engineers, traffic planners, and the Alabaster planning staff and zoning commission who are responsible for issuing

zoning and building permits. An overlay district will help to coordinate the design decisions made by all participants to achieve this vision.

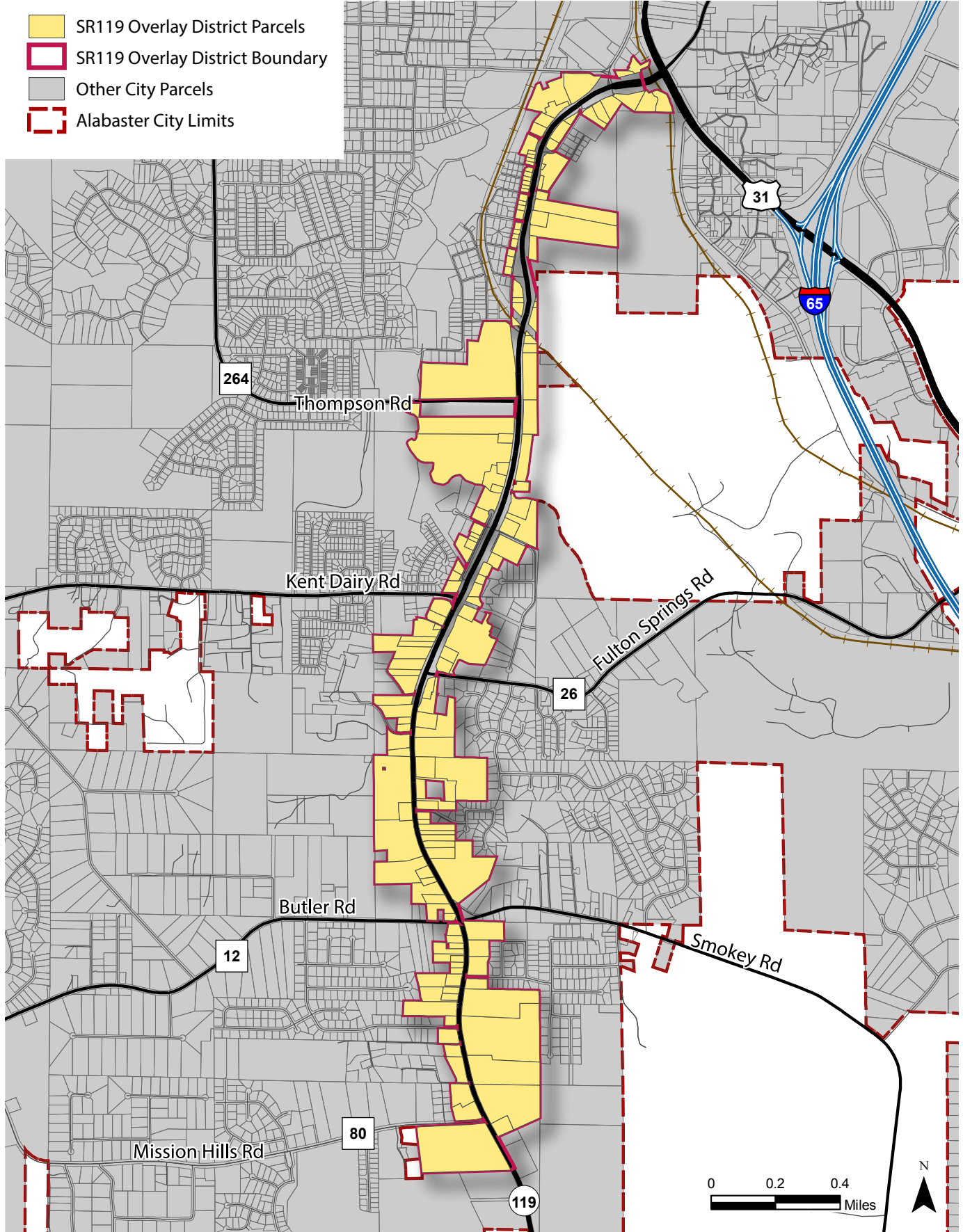
While an overlay district establishes limits, its purpose is to ensure that design decisions complement each other and contribute to creating the quality of place envisioned in the plan. An overlay district is not intended to stifle creativity, or to limit a property owner’s opportunity to maximize the value of his or her property. Rather, it recognizes the variety and energy that different designers bring to a corridor like State Route 119, and encourages innovative and unique design solutions. By establishing an overall standard of design quality, an overlay district helps to avoid the visual

*The overlay zoning district is placed “over” the current base zoning in the corridor in order allow for development standards above and beyond those in the base zoning, and in effect, it guides future development in a manner that would not otherwise be ensured by the development standards in the base zoning districts.*

# STATE ROUTE 119 OVERLAY DISTRICT

## 01 INTRODUCTION

**FIGURE 1.3: State Route 119 Overlay District Boundary Map**



chaos and functional inefficiencies of development where design decisions are made independently with little or no regard for how they affect a neighboring property, or the perception of the area.

## DESIGN STANDARDS AND GUIDELINES

An overlay district typically includes both mandatory (standards) and advisory (guidelines) design principles:

- **Standards** are specific development controls that govern quantitative and measurable design objectives, such as the placement and height of buildings or the dimensions and lighting of signs. They are expressed with terms like “shall” and “must”, and are often described in tables and diagrams that show precise dimensions or fixed limits within which a proposed design must fall.
- **Guidelines** provide direction on more subjective or qualitative design objectives, such as the architectural character of buildings, materials and colors. Guidelines are open to interpretation and admit a variety of solutions that support the general design intent of the overlay district. They are expressed with terms like “should” and “encouraged”, and are illustrated with examples from other communities.

Implementation of some of the design standards and guidelines in the Overlay District are site specific or area wide and are dependent upon infrastructure design, construction, and operation, such as those impacting the public right-of-way and stormwater. The City of Alabaster will determine whether or not to implement these standards and guidelines through the applicable laws, policies and actions of various government departments and agencies.

## ESTABLISHMENT OF OVERLAY DISTRICT BOUNDARIES / APPLICABILITY

The State Route 119 Overlay District shall be defined as all properties in the corporate limits of the City of Alabaster located on lots, parcels and tracts that have frontage upon the right-of-way along State Route 119 from U.S. 31 to Mission Hills Road (County Road 80). To determine whether the overlay district applies to a property, please refer to the properties identified on the State Route 119 Overlay District boundary map in **Figure 1.3**.

This document establishes the development standards and regulations that vary from the underlying base zone district standards for the properties within the State Route 119 Overlay District. All provisions described are regulatory in nature and have the same force and effect as, but are variations from, the standards set forth for the base zone districts in the zoning ordinance of the City of Alabaster Code of Ordinances. Any final development construction plans submitted for approval under the State Route 119 Overlay District will be reviewed for adherence to these provisions and to the provisions of the base zoning that are not varied by the State Route 119 Overlay District.

## 01 INTRODUCTION

### HOW TO USE THIS DOCUMENT

Government officials, property owners, developers, design consultants, and other stakeholders will use this document to prepare improvement plans that are consistent with the City of Alabaster's Future Land Use Plan along State Route 119. The standards and guidelines apply to all residential and non-residential new construction and redevelopment improvements in the State Route 119 Overlay District that require building permits.

To prepare a development proposal for a specific property, participants should first familiarize themselves with the Future Land Use Plan for the State Route 119 corridor as described in the Chapter 2 (**Figure 2.5**). The chapter describes the Future Land Use Plan illustrating the City's long range vision for State Route 119. The Future Land Use Plan specifically identifies the appropriate location for residential, commercial, and park/open space uses along the corridor.

Chapter 3, Design Standards and Guidelines, begins by describing the overlay district's boundaries, the intent and applicability of the overlay district, then goes on to explain how compliance will be based on two trigger mechanisms (the physical expansion /renovation or the value of improvements to a property). The requirements for the submittal of a development plan are listed, along with a detail list of permitted, special exception and prohibited uses, and a description of criteria for modifications to the overlay district standards.

Chapter 3 then organizes the overlay district standards and guidelines into the following topics: Building Standards, Architectural Treatment Standards, Access Standards, Parking Standards, Screening, Fence and Wall Standards, Grading and Drainage Standards, Streetscape Zones, Sidewalk Program, and Additional Regulations. Again, the standards and guidelines apply to all properties in the State Route 119 Overlay District boundary map. Understanding the standards and guidelines well, and adhering to them closely, is paramount not only to the success of the application process but to the future of the corridor itself.

Applicants are encouraged to work with City staff early in the design and development process. City staff and the City of Alabaster Planning and Zoning Commission (or a newly appointed Design Review Board) are responsible for approving plans and issuing the required development permits in the overlay district area. Where obvious physical constraints exist on a site within the overlay district, City staff and the Planning and Zoning Commission will review alternative design solutions relative to the intent of the standards and guidelines.

The overlay district works in conjunction with the City's base zoning districts and other development regulations. Anyone involved in the design or review of a development proposal should consult this document in combination with all other City laws, policies and standards governing development and physical improvements along State Route 119.

# CHAPTER 2: CONTEXT



## 02 CONTEXT

### STATE ROUTE 119 CORRIDOR TODAY

The State Route 119 corridor, which extends from U.S. 31 to Mission Hills Road (County Road 80), is a 3.78-mile long principal arterial that runs north-south through the heart of the city and serves as one of Alabaster’s main transportation corridors. In 2003, the roadway was widened from two (2) lanes to (4) lanes with a center turn median between 6th Avenue SW and Fulton Springs Road (County Road 26). The additional roadway capacity helped to alleviate congested travel conditions and to accommodate additional residential and retail development along the corridor.

The following is a range of 2014 average daily traffic counts along the segment of State Route 119 (according to 2014 Alabama Department of Transportation traffic counts):

- 25,370 just south of 1st Street SW
- 24,480 just north of Kent Dairy Road
- 20,000 between County Road 12 and Cherry Drive

Today, the State Route 119 corridor features a typical suburban pattern of development. While the general pattern of development is low density, development density tends to be focused at intersections with major roads, such as at the intersections with U.S. 31, Thompson Road and Kent Dairy Road. Prominent existing developments along State Route 119 include churches, the Thompson 6th Grade Center and Intermediate School and the White Stone Shopping Center.



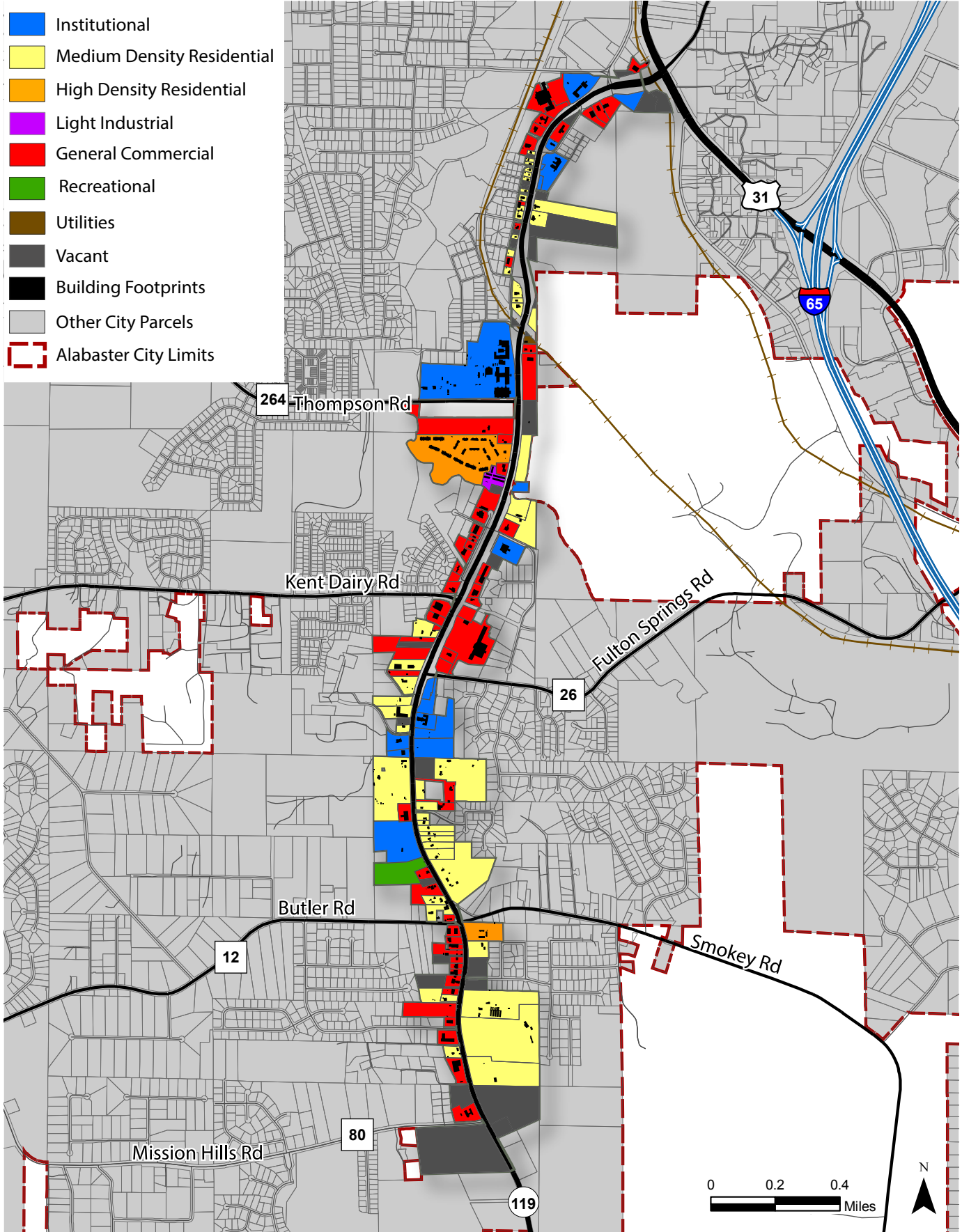
**Figure 2.1** shows the existing land uses throughout the corridor. Approximately 32.2% of the existing land today consists of single-family residential (mostly to the south of Kent Dairy Road), and an additional 18.2% of the land is vacant. As an emerging corridor along one of the primary growth axes of the city, State Route 119 faces a number of changes in the coming years as properties are being rezoned from single family to commercial, properties will become subdivided and change ownership, the proposed road widening will affect development, and as redevelopment of lower value properties occurs.

23.7 percent of the land today is developed for general commercial uses, and this trend is expected to triple under the vision of the Future Land Use Plan. The acreages of the existing land use development categories are listed in **Table 2.1**.

**TABLE 2.1: Existing Land Uses in the State Route 119 Corridor**

Existing Land Use Category	Acres	% of Total Overlay District
<b>Single-Family Residential</b>	133	32.2%
<b>General Commercial</b>	98	23.7%
<b>Vacant</b>	75	18.2%
<b>Institutional</b>	71	17.3%
<b>Multi-Family Residential</b>	27	6.4%
<b>Recreational</b>	6	1.5%
<b>Light Industrial</b>	2	0.5%
<b>Utilities</b>	1	0.1%
<b>TOTAL</b>	414	100.0%

**FIGURE 2.1: Existing Land Use Map**



## 02 CONTEXT

The uses in the corridor, for the most part, are stand-alone, self-contained buildings that have little relationship to the street or to each other. The existing commercial mix, the distance between uses, and the deep setback of buildings behind surface parking lots does little to encourage pedestrian activity, and the jumble of architectural styles, lighting and inconsistent landscaping creates a chaotic and confusing environment.

In general, individual developments along the corridor are often not connected to adjacent developments by either pedestrian or roadway connections. Thus, to access virtually all developments, an automobile trip or a relatively long and often dangerous pedestrian trip must be made. Furthermore, to access an adjacent development, one must first exit the development, cross traffic onto State Route 119 and then enter the next development, even though the developments are adjacent.

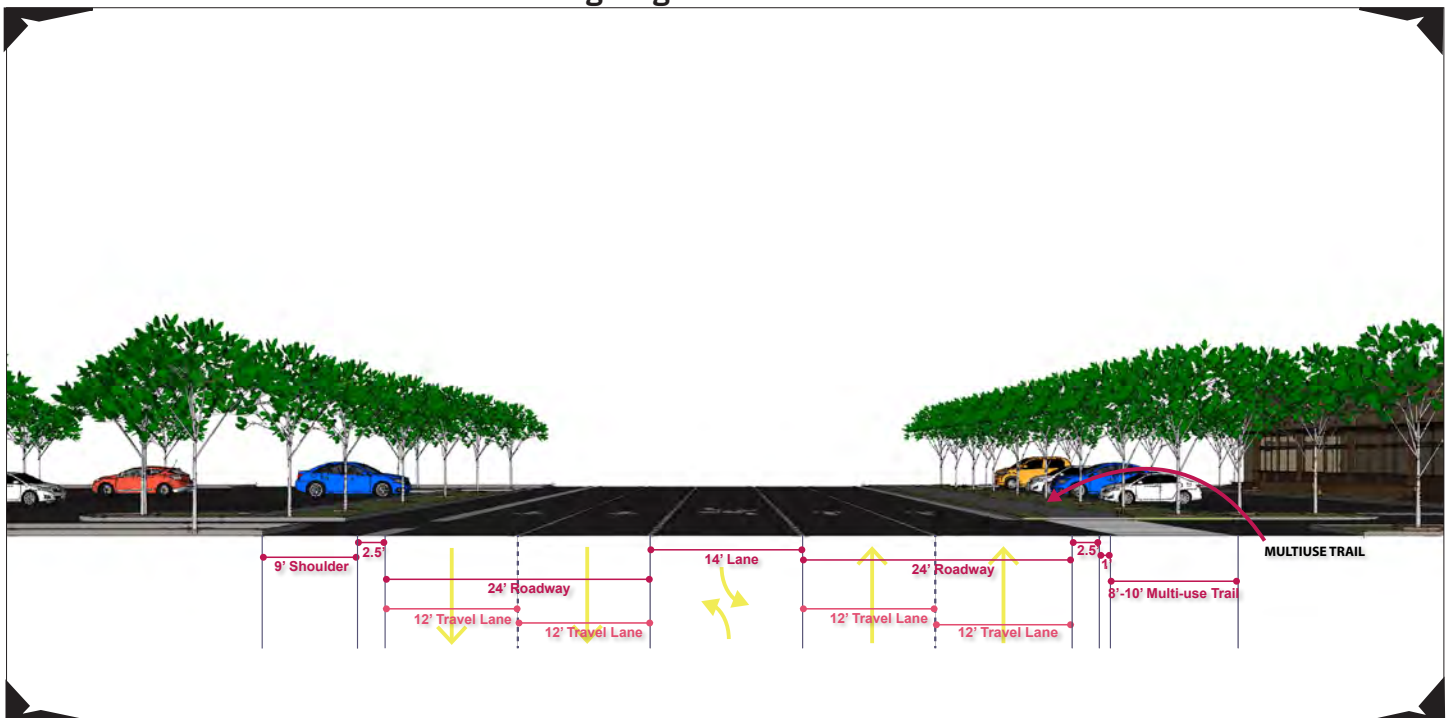
## PLANNED WIDENING OF STATE ROUTE 119

Despite the 2003 widening, Alabaster elected officials and residents continue to express frustration with the

increasingly congested conditions along State Route 119, specifically between Fulton Springs Road (County Road 26) to just south of the entrance to Veterans Park. The City of Alabaster has secured \$10 million in funding through the Alabama Department of Transportation's Alabama Transportation Rehabilitation and Improvement Program (ATRIP) and has plans to widen the current two (2) lane segment to five (5) lanes, allowing for four (4) travel lanes with a two-way left turn, and the inclusion of a 8-10 foot multi-use trail lane (see **Figure 2.2**). This segment of State Route 119 would connect with the existing five (5) lane segment north of the widening project location, and will address an existing bottle neck where the five (5) lane section narrows to two lanes just north of Fulton Springs Road (County Road 26).

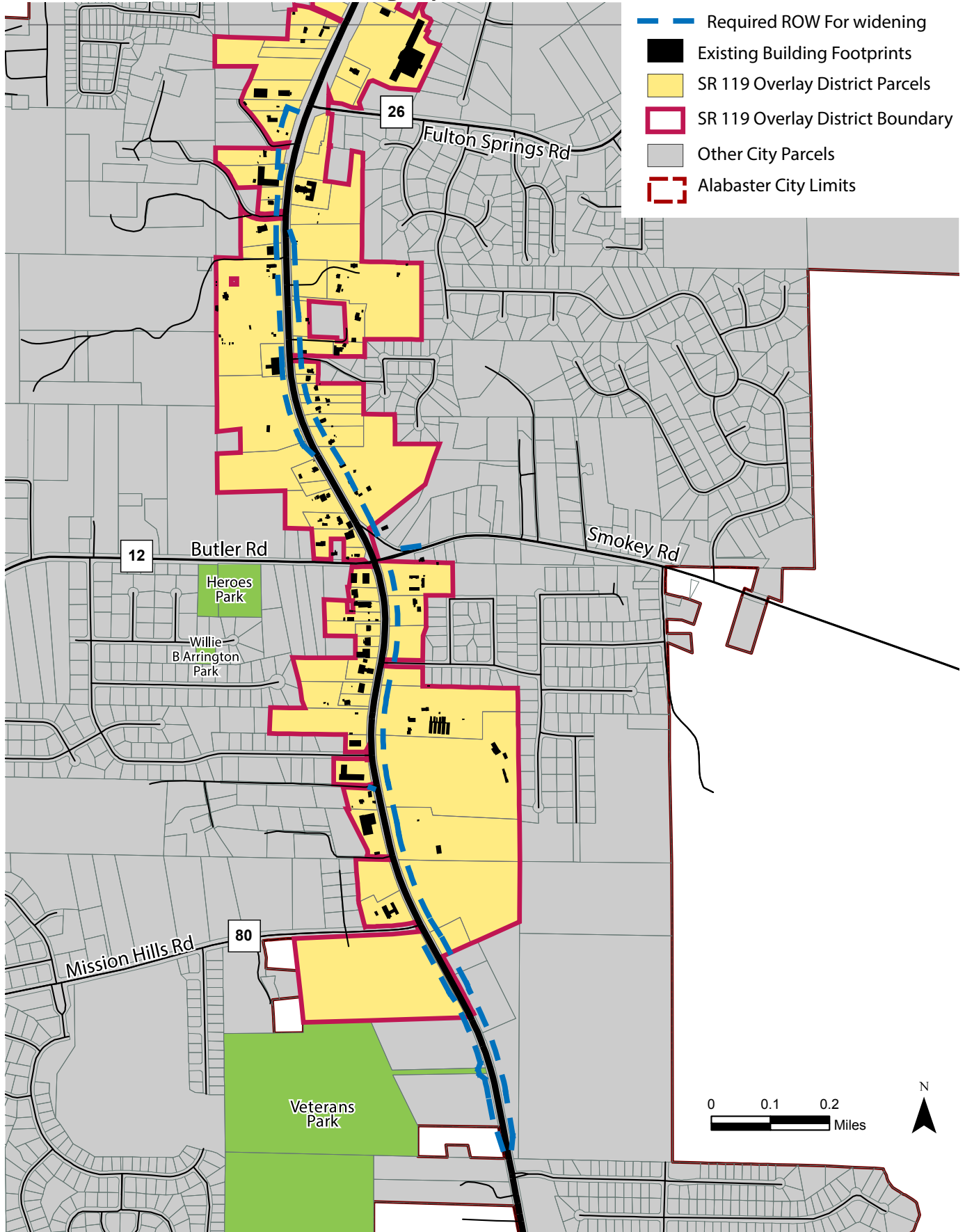
The additional capacity would also address the ever increasing congestion along State Route 119 resulting from additional residential development in the cities of Alabaster and Montevallo. According to the Birmingham Metropolitan Planning Organization's Transportation Improvement Program (TIP), the widening project has a total project cost of just over \$11.2 million, with \$175k that was used for the initial corridor study, \$250k going towards preliminary engineering, \$532k going towards right-of-way acquisition, and \$10.3 million going towards construction.

**FIGURE 2.2:** State Route 119 Planned Widening Diagram





**FIGURE 2.3: State Route 119 Planned Widening Map**



## 02 CONTEXT

### EXISTING ZONING

Figure 2.4 shows the Existing Zoning for the corridor. As broken down in Table 2.2, commercial zoning consists of 60.2% of the corridor, residential zoning represents 22.3%, institutional zoning represents 11.2%, Municipal Reserve land represents 4.0%, agricultural land represents 1.6%, and industrial land represents 0.8% of the land.

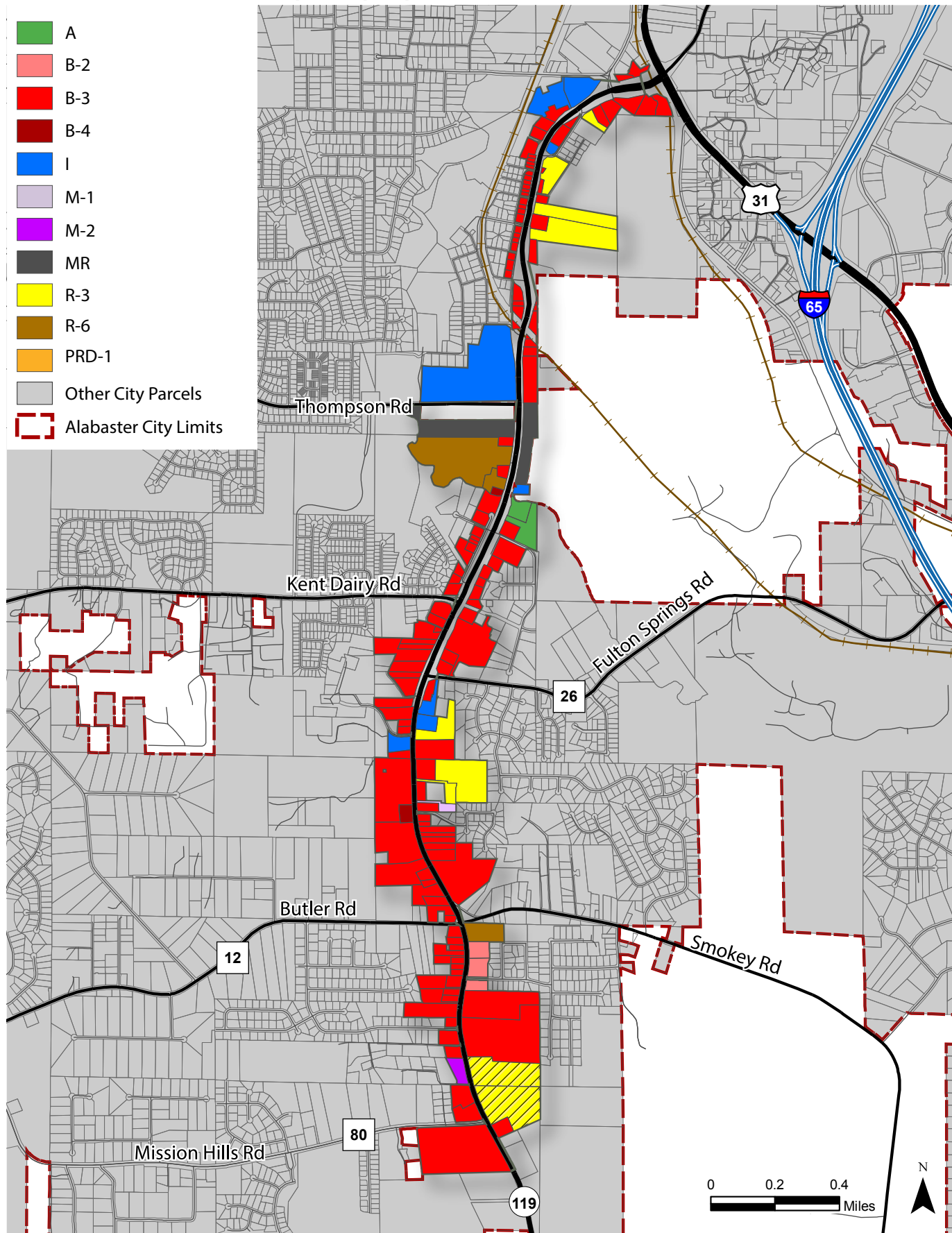
The development of all commercial properties fronting this segment of State Route 119 falls under either the B-2 (Neighborhood Business District), B-3 (Commercial Business District) or B-4 (General Business District), with 58.4% of the total amount of land zoned under the B-3 (Commercial Business District). Intensive commercial use sometimes abuts a single-family (R-3) residential zoning district. Residential properties range from single family (R-3 and PRD-1) to multi-family (R-6) zoning districts.



**TABLE 2.2: Existing Zoning in the State Route 119 Corridor**

Zoning Classification	Acres	% within Total Overlay District
<b>Residential Districts:</b>		
Single-Family District (R-3)	39	9.4%
Multi-Family District (R-6)	29	6.9%
Planned Single Family Residential District (PRD-1)	24	5.9%
<b>Commercial Districts:</b>		
Neighborhood Business District (B-2)	6	1.4%
Commercial Business District (B-3)	241	58.4%
General Business District (B-4)	2	0.5%
<b>Industrial Districts:</b>		
Light Industrial District (M-1)	1	0.3%
Heavy Industrial District (M-2)	2	0.5%
<b>Other Districts:</b>		
Institution District (I)	46	11.2%
Agriculture District (A)	7	1.6%
Municipal Reserve (MR)	17	4.0%
<b>TOTAL</b>	<b>414</b>	<b>100.0%</b>

**FIGURE 2.4:** State Route 119 Existing Zoning Map





## 02 CONTEXT

### FUTURE LAND USE

The Future Land Use Plan, adopted in March 2016, as a part of the *Alabaster Forward Comprehensive Plan* illustrates the community’s vision for the future of the City and the State Route 119 corridor and answers two fundamental questions: how much commercial, residential and open space should there be along the corridor? And, where should those uses be located? Unlike a zoning map which assigns zoning districts to all properties and establishes development regulations, such as the size and placement of buildings, a Future Land Use Plan the City’s vision for the future in 10-20 years from today. It is one tool government officials use to determine if a rezoning request is consistent with the City’s vision.

In some cases the recommended future land use is the same as the existing land use. However, in certain locations throughout the corridor, the Future Land Use Plan contains areas where existing uses are proposed to change in land use, or be redeveloped. In either case, it is not the intent of the Future Land Use Plan to place existing uses in a situation where their value or the quality of life of residents is adversely affected. Rather, the intent is to demonstrate to potential purchasers or developers the City’s long range view of how particular properties should be reconfigured and used should it become feasible to do so.

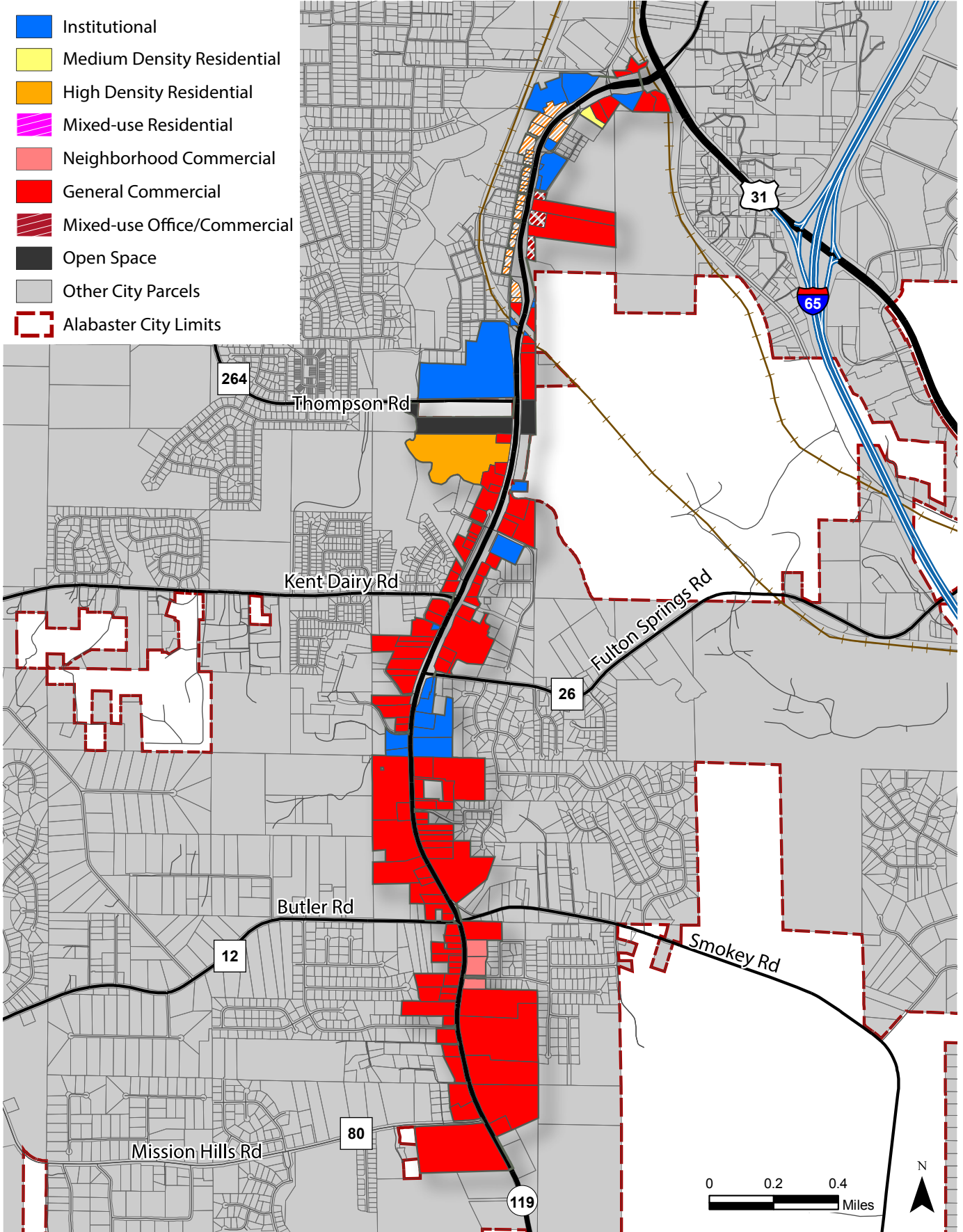
As illustrated in **Figure 2.5**, the Future Land Use Plan calls for 69.4% of the State Route 119 corridor to be General Commercial development, 16.4% to be Institutional development and 5.4% to be High Density Residential development. The remaining development categories are listed in **Table 2.3** and full land use category descriptions are listed below.



**TABLE 2.3: Future Land Uses in the State Route 119 Corridor**

Future Land Use Category	Acres	% of Total Overlay District
General Commercial	287	69.4%
Institutional	68	16.4%
High Density Residential	22	5.4%
Open Space	14	3.3%
Mixed-use Residential	13	3.1%
Medium Density Residential	6	1.4%
Neighborhood Commercial	3	0.8%
Mixed-use Office / Commercial	1	0.3%
<b>TOTAL</b>	<b>414</b>	<b>100.0%</b>

**FIGURE 2.5:** State Route 119 Future Land Use Map





# STATE ROUTE 119 OVERLAY DISTRICT

## 02 CONTEXT



- **Open Space** – This land use category consists of undeveloped natural lands or environmentally sensitive areas that are not suitable for development.
- **Medium Density Residential** - Medium Density Residential properties are single-family residential properties that offer smaller lots than their Low Density Residential counterparts, ranging in a residential density of 2 to 4.5 dwelling units per acre.
- **High Density Residential** - The High Density Residential category is intended to create the opportunity for neighborhoods to offer a variety of lot sizes, housing unit types, and ownership options. This category could include townhomes, condominiums and apartment communities.
- **Mixed-use Residential** - The Mixed-use Residential category is intended to create and incorporate a variety of housing types, such as single-family attached residences that include duplexes and townhomes, garden homes, and live/work units. The term “live/work units” is applied to buildings with commercial occupancy on the ground floor and usually a single residential unit above.
- **Mixed-use Office / Commercial** - The Mixed-use Office/Commercial category is intended to provide an integrated mix of commercial and office land uses within a pedestrian oriented environment, by allowing for the mix of uses to be vertical (one use located above another) or horizontal (side-by-side).
- **Neighborhood Commercial** - The Neighborhood Commercial land use category intends to provide spaces for small scale retail and service developments that serve the convenience needs of neighboring residents.
- **General Commercial** – The General Commercial land areas are intended to serve the day-to-day commercial needs of surrounding neighborhoods, or to serve as regional commercial areas, drawing from a service area of five miles or more, depending on the actual use.
- **Institutional** - The Institutional land use classification includes both public and privately owned or operated civic and institutional uses. Civic uses include public buildings and institutions, owned and operated by governmental or other public agencies.

# CHAPTER 3: DESIGN STANDARDS + GUIDELINES

## 03 DESIGN STANDARDS + GUIDELINES

### ESTABLISHMENT OF DISTRICT BOUNDARIES

The State Route 119 Overlay District shall be defined as all properties in the corporate limits of the City of Alabaster located on lots, parcels and tracts that have street frontage upon the right-of-way of State Route 119, or along a frontage road that abuts State Route 119, from U.S. 31 to Mission Hills Road (County Road 80).

To determine whether the overlay district applies to a parcel, please refer to the parcels identified on the State Route 119 Overlay District boundary map in **Figure 3.1**.

### INTENT

The intent of the State Route 119 Overlay District is to improve the architectural and visual appearance of the State Route 119 corridor by establishing minimum development standards and regulations for properties within the overlay district.

### APPLICABILITY

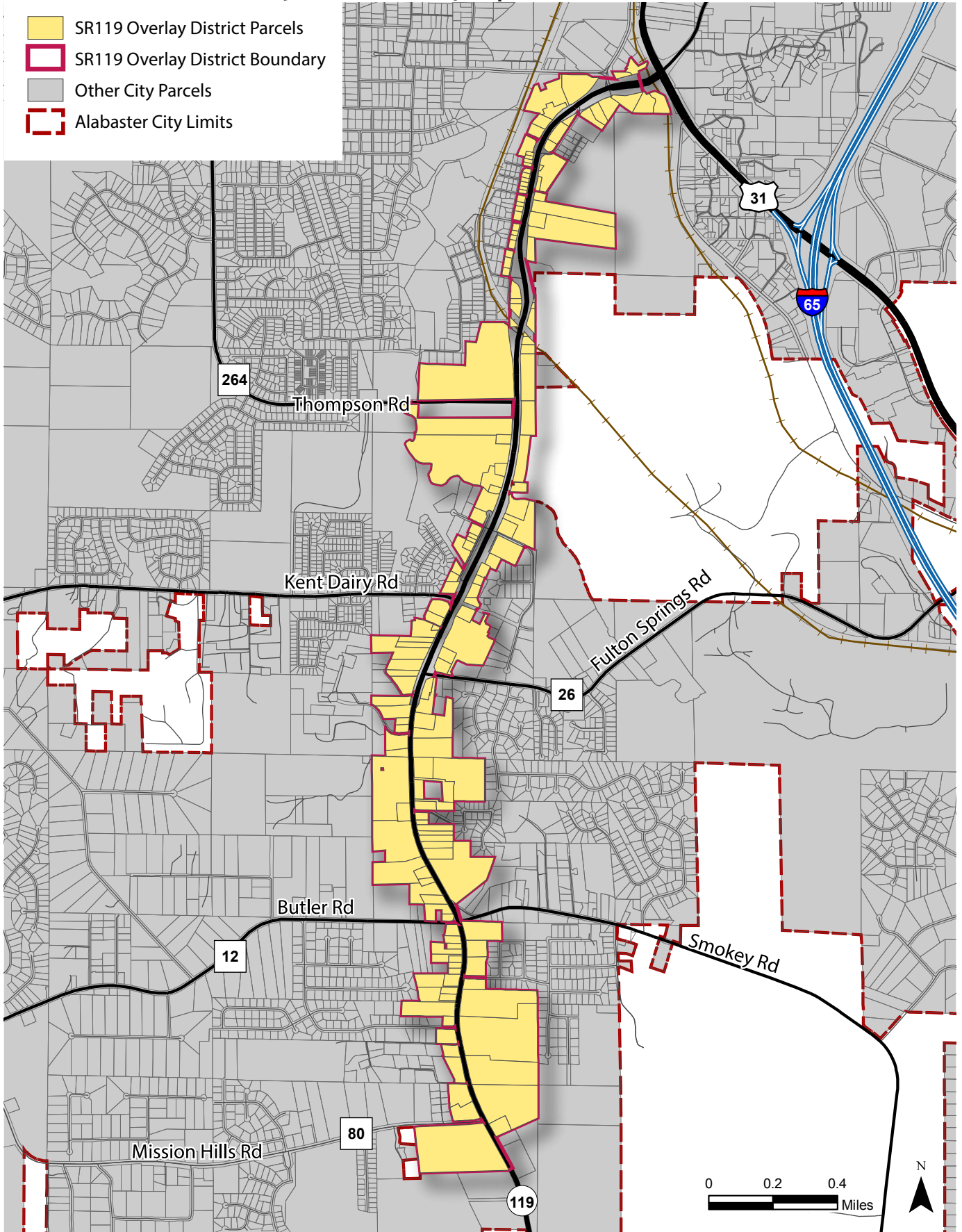
The State Route 119 Overlay District is intended to serve as an overlay district to the established base zoning districts in the City of Alabaster Zoning Ordinance. Base zoning districts within the State Route 119 Overlay District are listed in **Table 3.1**. Except as modified by the State Route 119 Overlay District, the provisions of the base zoning district shall apply to all development within the boundary of the State Route 119 Overlay District. In cases where any of the State Route 119 Overlay District requirements conflict with base zoning requirements, the applicable State Route 119 Overlay District requirements shall apply.

**TABLE 3.1: Existing Zoning Districts within the State Route 119 Overlay District**

Zoning District	Zoning Abbreviation
<b>Agriculture District</b>	A
<b>Neighborhood Business District</b>	B-2
<b>Commercial Business District</b>	B-3
<b>General Business District</b>	B-4
<b>Institutional District</b>	I
<b>Light Industrial District</b>	M-1
<b>Heavy Industrial District</b>	M-2
<b>Municipal Reserve</b>	MR
<b>Planned Single Family District</b>	PRD-1
<b>Single Family District</b>	R-3
<b>Multi-Family District</b>	R-6



**FIGURE 3.1: State Route 119 Overlay District Boundary Map**



## 03 DESIGN STANDARDS + GUIDELINES

### COMPLIANCE

The standards and guidelines apply to all new construction and redevelopment improvements in the State Route 119 Overlay District that require building permits, as well as any other parcel that is aggregated for development with a parcel shown in **Figure 3.1**.

These provisions shall not apply to public schools, nor to previously approved projects regarding preliminary site development plans or construction plans.

Overlay compliance will be based on two triggers- the physical expansion /renovation of the building and the value of building improvements:

- **Physical expansion / renovation** - the percentage of increase of the building(s) total gross floor area in relation to the existing square footage. A renovation is any structural alteration, expansion, enlargement or remodeling; or
- **Value of improvements** - the percentage of the value of building improvements in relation to the assessed values of all buildings.
- NOTE: Repairs or reconstruction to existing building components, including AC repairs, water/wastewater/drainage repairs, and roof repairs do not account to be considered as expansion/value of improvements.

Compliance with the State Route 119 Overlay District standards and regulations shall be required as follows (and is outlined in **Table 3.2**):

1. Full compliance with the building, architectural treatment, access, parking, screening, fence, wall, grading and drainage development standards and streetscape zones shall be required when:
  - New construction occurs on vacant property;
  - A new structure is built on a lot with existing structures;
  - An existing building or structure is replaced after damage by fire or other cause, when the cost of the restoration is more than 50% of its current replacement value;
  - Renovations/ expansions that increase the existing building's total gross floor area by more than 50% than its existing gross floor area

(measured in square feet); or

- Renovations/ expansions where the value of the building improvements equates to more than 50% than the current assessed value of the building.
2. Compliance with the parking standards (except parking location standards) and the screening, fence and wall standards shall be required when:
    - Renovations/ expansions that increase the existing building's total gross floor area by 25% to 50% more than its existing gross floor area (measured in square feet)
    - Renovations/ expansions where the value of the building improvements equates to 25% to 50% more than the current assessed value of the building

**\*For example compliance scenarios, see page 28.**

### Grandfathered Dwelling Units

The provisions of this section shall not apply to any single-family dwelling unit legally existing on the effective date of this ordinance. Such a dwelling unit shall not be deemed nonconforming because of its inability to meet the requirements of this section.

### Nonconforming Uses

All nonconforming existing developments and businesses in the State Route 119 Overlay District on the effective date of this ordinance shall be continued and approved provided that:

- No change shall be permitted to allow any other nonconforming business type, building, or new business of a nonconforming use.
- A nonconforming use shall be required to comply with this ordinance if it has been abandoned for a continuous period of more than 180 days.

Section 119-39 of the Alabaster City Code of Ordinances (nonconforming uses of land and buildings) shall apply to this overlay district.

**TABLE 3.2: Compliance and Applicability**

Project Type:		Building Standards	Architectural Treatment Standards	Access Standards	Parking Standards (except parking location)	Screening, Fence, & Wall Standards	Grading & Drainage Standards	Streetscape Zones
New Construction	New construction on a vacant parcel	Applies	Applies	Applies	Applies	Applies	Applies	Applies
	New structure is built on a lot with existing buildings	Applies	Applies	Applies	Applies	Applies	Applies	Applies
Minor repairs & renovations	Renovations/ expansions that add less than 25% to the building's total gross floor area or that increase the building's current assessed value by less than 25%	Does not apply	Does not apply	Does not apply	Does not apply	Does not apply	Does not apply	Does not apply
Moderate Redevelopment	Renovations/ expansions that increase the existing building's total gross floor area by 25% to 50% more than its existing gross floor area (measured in square feet)	Does not apply	Does not apply	Does not apply	Applies	Applies	Does not apply	Does not apply
	Renovations/ expansions where the value of the building improvements equates to 25% to 50% more than the current assessed value of the building	Does not apply	Does not apply	Does not apply	Applies	Applies	Does not apply	Does not apply
Major Redevelopment	Renovations/ expansions that increase the existing building's total gross floor area by more than 50% than its existing gross floor area (measured in square feet)	Applies	Applies	Applies	Applies	Applies	Applies	Applies
	Renovations/ expansions where the value of the building improvements equates to more than 50% than the current assessed value of the building	Applies	Applies	Applies	Applies	Applies	Applies	Applies

### Example Scenario 1: Minor Repairs & Renovations

#### COMMERCIAL BUILDING MAKES INTERIOR REPAIRS/RENOVATIONS

**Current Conditions:**

- Building value by property appraiser: \$800,000
- Building size: 25,000 square feet

**Proposed Value of Improvements / Renovation:**

- Value of improvements: \$80,000 (or 10% of the assessed value of the building at the time of the proposed improvements)
- Additional floor area added to building: none

**No compliance standards are triggered by the improvements**

### Example Scenario 2: Moderate Redevelopment

#### COMMERCIAL BUILDING WANTS TO EXPAND BUILDING SIZE

**Current Conditions:**

- Building value by property appraiser: \$800,000
- Building size: 25,000 square feet

**Proposed Value of Improvements / Building Expansion (floor area):**

- Value of improvements: \$225,000 (or 28% of the assessed value of the building at the time of the proposed improvements)
- Additional floor area added to building: 6,500 square feet (or 26% of the existing square footage at the time of the proposed improvements)
- Total proposed building size: 31,500 square feet

**Needs to comply with the following standards:**

- Parking Standards (except Parking Location)
- Screening, Fence and Wall Standards

### Example Scenario 3: Major Redevelopment

#### COMMERCIAL BUILDING IS REDEVELOPED INTO A MIXED-USE DEVELOPMENT WITH OFFICE AND RETAIL USES

**Current Conditions:**

- Building value by property appraiser: \$800,000
- Building size: 25,000 square feet

**Proposed Value of Improvements / Building Expansion (floor area):**

- Value of improvements: \$225,000 (or 28% of the assessed value of the building at the time of the proposed improvements)
- Additional floor area added to building: 6,500 square feet (or 26% of the existing square footage at the time of the proposed improvements)
- Total proposed building size: 31,500 square feet

**Needs to comply with all of the standards:**

- Building Standards
- Architectural Treatment Standards
- Access Standards
- Parking Standards (except Parking Location)
- Screening, Fence and Wall Standards
- Grading and Drainage Standards
- Streetscape Zones

## DEVELOPMENT PLAN

An applicant should meet with City staff to discuss a proposed site plan for general conformance with the State Route 119 Overlay District and the *Alabaster Forward Comprehensive Plan* prior to preparation and submission of a site plan.

Prior to issue of a building permit, business license, or any subdivision or resurvey of existing property, each person, business, applicant or property owner desiring to locate a business, build or alter a structure, or subdivide or develop land within the State Route 119 Overlay District must submit to the building official for approval a development and/or business plan for each parcel or tract of land proposed to be developed or utilized.

A development plan containing the following information and the following additional items and information shall be filed with each application for the State Route 119 Overlay District. The following requirements are in addition to, and not in lieu of, the requirements of Section 111-13 (Zoning Amendments) in the City of Alabaster Zoning Ordinance:

- The specific location or the tract of property within the State Route 119 Overlay District.
- Names and addresses of all landowners whose property adjoins said parcel or tract, as shown in the tax assessor's records of Shelby County, Alabama.
- The location of all buildings proposed to be constructed within the tract, or the existing structures intended to be utilized.
- Existing and proposed access ways and roads, including means of vehicular ingress and egress from the public or private roads.
- The number of parking spaces and dimensions of all parking areas.
- The location, size and dimensions of functional open space and buffers.
- The location, building height, number of floors, and floor area of all buildings.
- The distance between each building and the front, rear and side building setbacks.
- Exterior lighting, fire hydrants and stormwater retention and detention facilities.
- Location of all existing and proposed public utilities as the same relates to the development of the property.

- Location and dimensions of all off-street parking spaces and loading facilities.
- Location of proposed screening, walls, fences and garbage storage facilities.
- Location of all existing and proposed easements.
- Location of all sidewalks or multi-use trail (if applicable).
- Parking, driveway and sidewalk paving materials.
- Sufficient information and detail to clearly demonstrate that all applicable requirements and standards of the State Route 119 Overlay District are fully satisfied.

The development/ site plan shall be accompanied by additional items and information:

- A current survey and legal description of the subject property.
- The proposed density of land use for the subject property with tabulations by acreage and the percentage of the property to be occupied by each use, including functional open space.
- A landscaping and buffer plan that shows the location and dimensions of all buffers and landscaping areas, as well as the type and size of plant material proposed for those areas.
- Proposed sign regulations and a signage plan that shows the type, size and location of all building wall and freestanding signs proposed for the development.
- When required by the city, a comprehensive traffic analysis indicating the probable effect of the proposed development on traffic patterns and capacities of adjacent streets in the immediate area, prepared by a registered professional engineer.
- A fire protection plan, showing the location of all proposed fire hydrants and fire access lanes, as well as a description of all fire protection measures and devices for structures.

Prior to the issuance of a building permit for improvements and/or structures in the State Route 119 Overlay District, the plans and specifications for the improvements and/or structures shall be submitted to and approved by the planning and zoning coordinator and/or the appointed architecture review board identified for the State Route 119 Overlay District in the zoning application.



## 03 DESIGN STANDARDS + GUIDELINES

### PERMITTED USES

In addition to the requirements set forth by the base zoning district of the individual parcel, within the State Route 119 Overlay District no business license shall be issued, nor shall any building, structure, or land be used or structure shall be erected, structurally altered, or enlarged except for one or more of the permitted uses herein cited and subject to the conditions stated herein:

1. Art gallery
2. Art studio
3. Art/hobby supply
4. Bakery/confections/candy
5. Barber/beauty shop
6. Book shop
7. Business office
8. Catering
9. Child care/adult care center
10. Coffee shop/tea room
11. Dance/gymnastics/martial arts/music academy
12. Discount/department store
13. Drugstore/pharmacy
14. Dry cleaning pickup
15. Furnishings (flooring/furniture)
16. Gift shop
17. Government office
18. Grocery store (< 10,000 sq.ft)
19. Hardware store
20. Home decorating shop
21. Hotel/motel
22. Indoor recreation
23. Jeweler (fine retail, not pawn/resale)
24. Mail and packaging service
25. Medical clinic
26. Mixed uses (residential uses may be located on building floors above retail, commercial or office uses)
27. Off-premise alcoholic beverage sales
28. Photography shop/supply
29. Professional office
30. Public/private non-profit



31. Research/laboratory/testing
32. Restaurant, seated in
33. Restaurant, takeout
34. Retail
35. Shoe shop/repair
36. Shopping center
37. Sporting goods
38. Stationary, stamps
39. Tailor/seamstress
40. Toy shop

## SPECIAL EXCEPTION USES

Special exception uses in the State Route 119 Overlay District include the following:

1. Assisted living establishments
2. Banking/finance (excluding cash advance/title loans)
3. Bed & breakfast
4. Convenience store/gas station
5. Funeral home
6. On-premise alcoholic bev. sales (bars/lounges)
7. Utilities (electric/gas, etc.)
8. Restaurant, drive-thru

## PROHIBITED USES

Prohibited uses in the State Route 119 Overlay District include the following:

1. Auto repair (minor)
2. Automobile dealerships and used car lots (New/Used)
3. Carwash
4. Coin operated laundry
5. Dwellings (single-family, two-family, townhouse, multi-family)
6. Flea markets
7. Newstand/magazines
8. Outdoor recreation
9. Radio/TV broadcast studio
10. Temporary vendors
11. Any use that is not a permitted use or a use not meeting the intent of the overlay district



## MODIFICATIONS

The natural landscape and man-made environment may present difficulties in compliance with some standards of the State Route 119 Overlay District. Based on site-specific issues, modifications to the standards may be necessary. Modifications may be permitted because of the exceptional narrowness, shallowness or shape of a specific piece of property, exceptional topographic condition, or other extraordinary and exceptional condition of a property. The condition shall be unique to the subject property and generally not prevalent to other properties in the general area, or have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance.

Any standard within the State Route 119 Overlay District may be modified, insofar as the intent of the standard is being met, the modification results in better urban design for the corridor as a whole, and the modification does not impede or burden existing or future development of adjacent properties. Any standards that shall not be modified are explicitly noted as such in the code.

Modifications shall be approved by the Board of Zoning Adjustments, the planning and zoning coordinator or the building official:

- **Minor modifications** – Minor modifications in the location, siting, elevation or character of buildings and structures shown on the final development plan may be authorized by the planning and zoning coordinator or the building official. No change authorized by the planning and zoning coordinator or building official under this section may increase the size of any building or structure by more than 10 percent, nor change the location of any building or structure by more than 10 feet in any direction; provided that, notwithstanding anything in the foregoing, the planning and zoning coordinator or building official may not permit changes beyond the minimum or maximum requirements set forth in the State Route 119 Overlay District.
- **Major modifications** – Major modifications, or deviations of 10 percent or more from that what was shown on the final development plan may be approved by the Planning Commission.

## 03 DESIGN STANDARDS + GUIDELINES

### BUILDING STANDARDS

#### Goals

- Monitor the placement, size, arrangement, and articulation of buildings in the State Route 119 Overlay District.
- Encourage a walkable and welcoming pedestrian friendly environment.

#### Building Types

To establish bulk building standards, the following building types have been identified as appropriate for the State Route 119 Overlay District:

##### COMMERCIAL BUILDING TYPE

New or redeveloped commercial buildings should occupy nearly all of the street frontage within a limited setback (20 to 70 feet from State Route 119). The State Route 119 Overlay District intends to retro-fit existing commercial uses to be more aesthetically pleasing and more marketable to prospective tenants by building new commercial structures to front State Route 119, taking a portion of the parking lot to create pedestrian amenities, outdoor displays dining areas, and/or new entrances. Moreover, facades are encouraged to be updated to reflect improvements with new architectural elements, substantial glazing, and awnings.

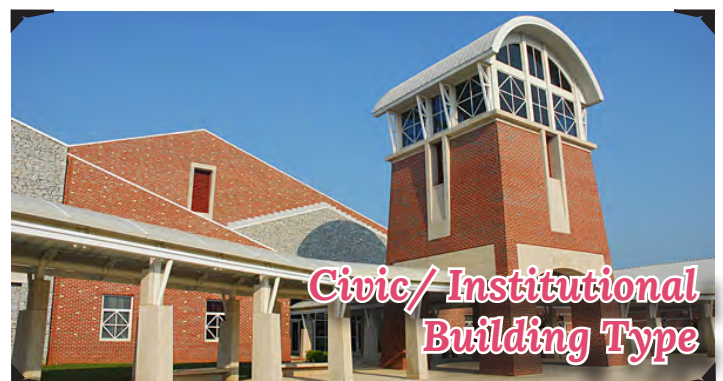
##### MIXED USE BUILDING TYPE

Mixed use building types are intended to provide a vertical mix of uses with ground-floor non-residential uses (i.e. retail or commercial). The second story and beyond is designed for office and/or residential. The residential portion may include housing types such as condos or lofts. Mixed use buildings can also take the form of live/work buildings, which consist of one dwelling unit above and/or behind a flexible ground floor space that can be used for either residential or non-residential uses. Both the ground-floor flex space and residential units are owned by one entity.

##### CIVIC OR INSTITUTIONAL BUILDING TYPE

The civic or institutional building type includes both public and privately owned or operated community and public facilities. Current civic and institutional building types in the State Route 119 Overlay District include the Thompson schools, post office, YMCA, several churches and cemeteries. Civic and institutional buildings should act as community landmarks, should utilize key sites, and be designed to provide an architectural emphasis through materials, massing, and other details.

The building standards for the State Route 119 Overlay District are listed in **Table 3.3** and should apply to all new development and redevelopment in the overlay district.





**FIGURE 3.2: Setbacks Diagram**



### Setbacks

Setbacks are determined by the ground floor use of the building type - commercial, mixed use, or civic/ institutional.

A setback range (minimum and maximum) is indicated for front setbacks. The setback should be measured from the edge of the public right-of-way. See **Table 3.3** for setback standards.

- 1** FRONT SETBACK
- 2** SIDE SETBACK
- 3** REAR SETBACK
- SETBACK LINE
- PROPERTY LINE

## 03 DESIGN STANDARDS + GUIDELINES

### Building Height

Building height should be measured from the average grade at the building setback. In the State Route 119 Overlay District, buildings should not exceed the height of sixty feet (60'), with a minimum first floor height (floor to ceiling) of 14 feet (14') for buildings that exceed one story.

### Glazing

Glazing refers to the amount of glass or transparency on a façade. Glazing enables pedestrians to see activity on the inside of the building, and patrons to see the activity on the street. Reflective and tinted glass is prohibited.

Minimum glazing requirements shall be calculated based on the façade area (see **Table 3.3**). The first floor glazed area calculation shall be based on the façade area measured to a height of 14 feet (14') from grade.

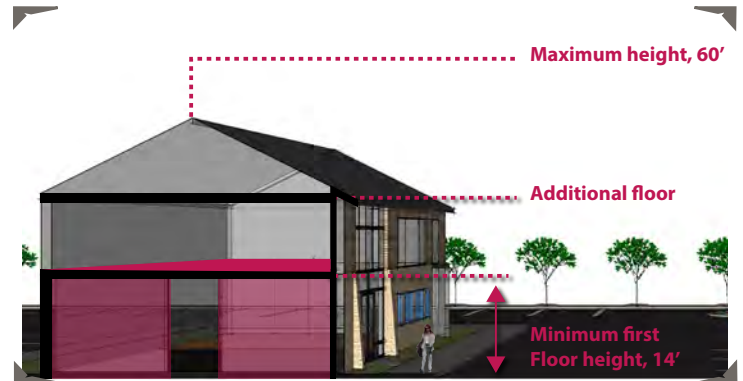
On corner lots with frontage on State Route 119, the glazing shall turn the corner facing the secondary street a minimum of 20 feet (20') in length along the property frontage.

### Lot Occupation

All front facades of the principal building and entrances should face and be parallel to the street.

### MINIMUM FAÇADE PERCENT AT FRONT SETBACK LINE

The façade width is the length of the front exterior of the building that is built within the minimum and maximum front setback lines. The façade width standard applies to the predominant street frontage (properties fronting State Route 119), and no minimum shall be required along a secondary frontage if the property is located at the intersection of two streets. See **Table 3.3** for lot occupation requirements.



Buildings should not exceed 60 feet in height, and should have a minimum first floor height of 14 feet (measured from floor to ceiling).



Glazing enables pedestrians to see activity on the street, and pedestrians to see what's going on inside of a building, store, or institution. This permeability is essential to creating a pedestrian oriented environment and a unique sense of place.

**TABLE 3.3: Building Standards Table by Building Type**

Building Type	Commercial or Mixed Use	Civic or Institutional Use
<b>Setbacks:</b>		
Minimum building front setback line <sup>1</sup>	Twenty feet (20')	Twenty feet (20')
Maximum building front setback line	Seventy feet (70')	Seventy feet (70')
Minimum building side setback line <sup>2</sup>	Five feet (5')	According to base zoning
Minimum rear building setback line <sup>3</sup> :		
Adjacent to residential	Twenty feet (20')	According to base zoning
Adjacent to non-residential	Five feet (5')	Five feet (5')
<b>Building Configuration:</b>		
Maximum building height	Sixty feet (60')	Sixty feet (60')
Minimum first floor height <sup>4</sup>	Fourteen feet (14')	Fourteen feet (14')
Minimum % glazing of street wall <sup>5</sup> :		
First floor <sup>6</sup>	65-85%	40%
Additional floors	35-65%	25%
<b>Lot Occupation:</b>		
Minimum façade % at front setback <sup>7</sup>	45% of the building must be located within the front set back and be parallel to the street	

<sup>1</sup> Exceptions to front setback: exceptions may be made for recesses up to 5 feet (5') for articulation of the building façade and up to 20 feet (20') for seating areas.

<sup>2</sup> Exceptions to side setbacks: side setbacks with street frontage, on corner lots, shall follow front setbacks.

<sup>3</sup> Exception to rear setbacks: development abutting property with an existing residential use shall comply with the applicable landscaping and buffer standards of Article VIII of the City of Alabaster Zoning Ordinance.

<sup>4</sup> First floor height is measured from floor to ceiling; mixed use development types should have retail or commercial uses on the ground floor.

<sup>5</sup> Corner lot glazing: On corner lots with frontage on State Route 119, the glazing shall turn the corner facing the secondary street a minimum of 20 feet (20') in length along the property frontage.

<sup>6</sup> Glazed area calculation: the first floor glazed area calculation shall be based on the façade area measured to a height of 14 feet (14') from grade.

<sup>7</sup> Exceptions to façade width: exceptions may be made for automobile convenience uses.



# ARCHITECTURAL TREATMENT STANDARDS

## Goals

- Encourage high quality buildings that are well designed, visually interesting and compatible with surrounding structures.
- Create facades that are varied and articulated with large windows to improve visibility and engage the pedestrian.

## Building Massing

Buildings should relate in mass and scale to existing development along State Route 119. For development with long frontages, monotonous facades should be avoided. The following shall apply to the State Route 119 Overlay District:

- Blank walls facing streets shall be prohibited. All buildings should incorporate architectural treatments to suitably articulate and break up building mass along the State Route 119 and along sides of the building clearly visible from the street.
- The maximum length of an uninterrupted (or blank) façade plane shall not exceed 30 feet (30') in length.
- Widths of buildings are encouraged to consist of three (3) or four (4) structural bays (sections divided by architectural vertical elements). Building wall offsets, windows, projections and recesses up to 4 feet (4'), pilasters, or a change in material or color shall be used to break up the mass of a single building into bays.

## Building Facades and Window Treatments

The façade, or the front exterior of the building, shall be clearly delineated by cornice lines, stringcourses, canopies, awnings, fenestration, and other architectural elements (defined below) to create a recognizable base, middle, and top of buildings.

- **Cornice Lines:** a horizontal decorative molding, or ledge that crowns a building. Cornice lines can also be found over a door or window.
- **Stringcourses:** a raised horizontal band or course of bricks on a building. Often stringcourses are used as a line of demarcation between stories of a multistoried building.



- **Awning/Canopy:** the awning is a structural, cantilevered, shed roof attached to the exterior of a building. While the canopy is canvas or a similar material hung up over doorways and entrances of a building.
- **Fenestration:** the arrangement of windows and doors on the façade of the building – usually in a horizontal line.

### Building Materials

The following building façade materials regulations apply:

- The number of exterior building materials shall be minimized to three (3), with one serving as the dominant cladding.
- Material changes shall happen along a horizontal line or where two forms intersect.
- Primary exterior building materials shall not change at outside corners and shall wrap the corner a minimum of 10 feet (10').

### PERMITTED BUILDING MATERIALS:

Building exteriors must be built or clad with a high-finish material, such as (but not limited to):

- Brick
- Natural or artificial stone
- Concrete (the finish should be of architectural level)
- Brick veneer
- Glass curtain wall systems
- Hardy board

### PROHIBITED BUILDING MATERIALS:

- Unpainted concrete
- Concrete block
- Plywood
- Plastics
- Applied stone
- Metal
- Exterior Insulation and Finishing System (EIFS)
- Vinyl, aluminum, or applied siding





## 03 DESIGN STANDARDS + GUIDELINES

### Permitted Attachments

In addition to requirements placed on awnings by the City of Alabaster sign regulations, awnings shall comply with the following requirements:

#### PROHIBITED ELEMENTS:

- Awnings shall not be made of shiny, high-gloss, or translucent materials. The use of vinyl or plastic as awning materials is prohibited.
- Awnings shall not cover distinctive architectural features of the building face, or damage the building.
- Awnings shall not be illuminated.
- Permitted elements:
  - Awnings should be a solid color, with the underside of an awning matching the face.
  - Cloth or canvas awnings are encouraged.
  - Awnings should complement the color of the building facade- no neon colors permitted.

#### APPROPRIATE FORMS:

- When the façade of a commercial or mixed-use building is divided into distinct structural bays (sections defined by architectural vertical elements), awnings shall be placed within the vertical elements instead of overlapping them.
- No single awnings shall exceed the length of 25 feet (25'); the scale of the awning (height, length, depth, and bulk) shall complement the building storefront.
- Awnings shape shall relate to the windows or door opening.
- Awnings over sidewalks shall overhang the sidewalk a maximum of five feet (5') and provide a vertical clearance of eight feet (8').

### Building Presentation at Corner Lots

Buildings located at the intersection of State Route 119 and a secondary street shall address both streets with architectural and/or massing elements. Such elements may include porches, windows, bay windows or other façade projections and features. For the purpose of this standard, a service lane is not a street.



### ACCESS STANDARDS



### Driveway Access

For the purpose of ensuring efficient and effective traffic flow, the following driveway access standards shall apply:

- One driveway, or curb cut, is allowed per property; although two (2) curb cuts are allowed for parcels with 660 feet (660') or more of frontage, and joint access or cross access provisions are required.
- Developments may be allowed more than one driveway cut if a traffic report verifies the justification for an additional access point.
- Access to State Route 119 may be prohibited from any parcel having access to a street intersecting the highway or any parcel with frontage on the highway, which has access through an existing cross access easement or joint access driveway.

### Goals



- Driveways, parking lots, and access routes should be consolidated whenever possible to limit curb cuts, minimize development costs, and reduce automobile-pedestrian conflicts.
- The number and location of access points to State Route 119 shall be determined as part of the site plan review process and shall be coordinated with ALDOT standards.
- Create inter-parcel access between adjacent lots to increase mobility options for vehicles and pedestrians.



### Spacing between Driveways


ALDOT requires minimum driveway spacing criteria based on the posted speed/classification of the roadway. Section 4.3 of the *ALDOT 2014 Access Management Manual* should be referenced to determine the number of allowable commercial/industrial driveways and their spacing requirements. Commercial/industrial driveways often present challenges to spacing criteria based on the amount of roadway frontage and the size of the parcels. The authorization of multiple driveways will be considered based on the amount of continuous parcel frontage. ALDOT will consider additional driveways only for parcels with frontage exceeding 660 feet.

## Access Management Manual

February 2014

Alabama Department of Transportation 



## 03 DESIGN STANDARDS + GUIDELINES

### Cross Access

Cross access, which allows for vehicles to pass between properties without entering the public right-of-way, shall be required (see **Figure 3.4**). Parking lots for non-residential developments that have direct access to State Route 119 shall have at least one vehicular connection to adjacent properties (cross access) unless:

- Access is deemed infeasible or inappropriate due to topography or physical constraints by the City Engineer.
- Access may not be successfully achieved due to conflicts with the neighboring property or property owner. In such cases, installing a driveway to the adjacent property and providing a recorded

easement that will allow access to the adjacent property in the future is sufficient.

### Joint Access

Joint access, which is a shared driveway that provides access to multiple properties via the one driveway, is encouraged (See **Figure 3.4**).

An easement agreement that provides for the mutual right of ingress and egress for both property owners shall be recorded with the Register of Deeds and be referenced on a final plat and any restrictive covenants shall be referenced on the site plan.

**FIGURE 3.3: Cross and Joint Access Diagram**



## PARKING STANDARDS

### Goals

- To limit the negative effects of vast amounts of visible parking lots, which take up valuable real estate and make travel less pleasant for pedestrians.
- To encourage cooperation among local businesses to promote and developed shared parking.

- To ensure that parking lot lighting considers safety, function and aesthetics.

### Parking Location

Parking shall be located behind or beside the buildings on all properties except as follows (see **Figure 3.6**):

- One half-module of parking (one row of stalls and a two-way drive aisle) is permitted between the building and the street.



**FIGURE 3.4:** Typical Parking Lot Configuration Diagram



**FIGURE 3.5:** Preferred Parking Location Diagram



## 03 DESIGN STANDARDS + GUIDELINES

### Shared Parking

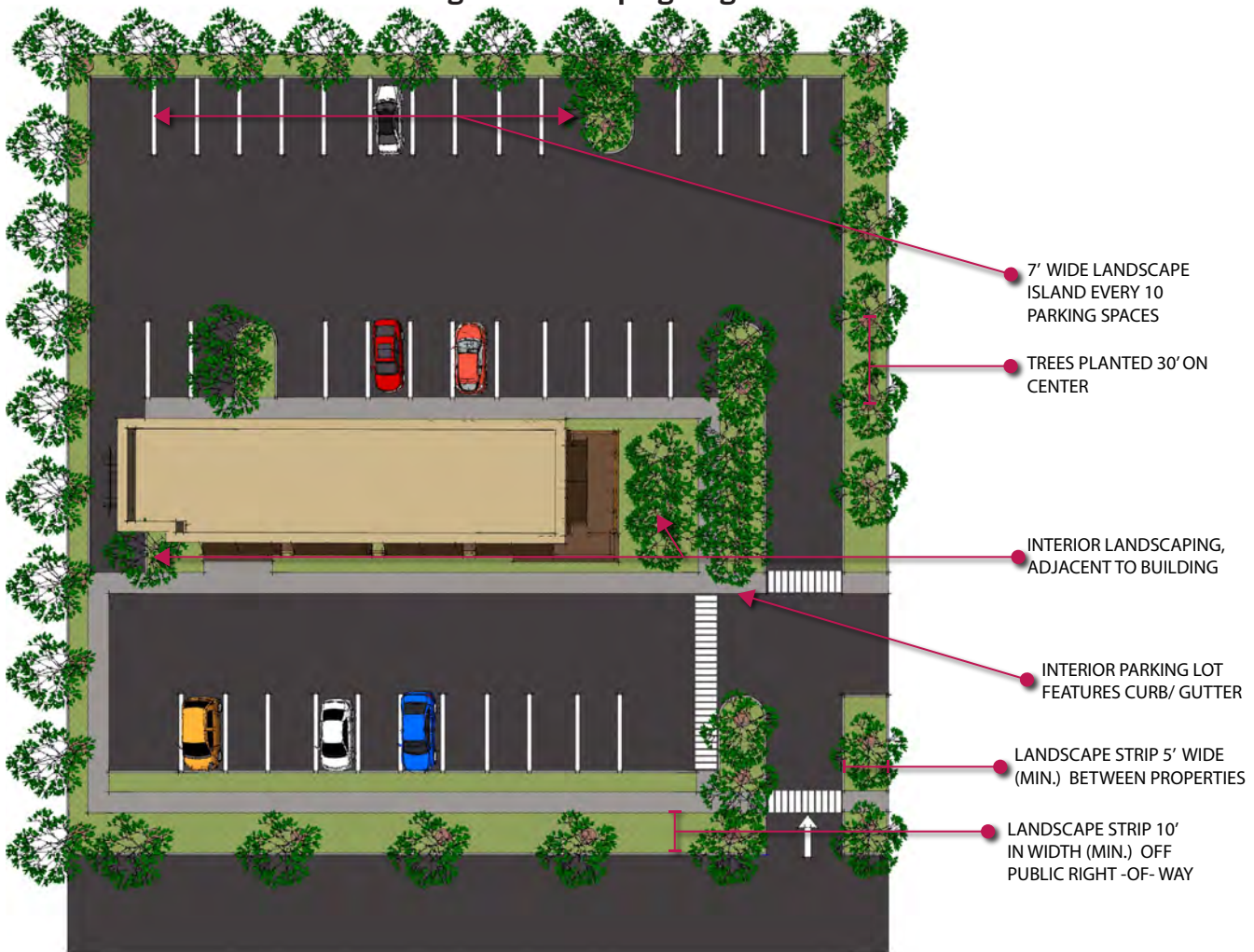
Shared parking between uses that require peak parking capacity at different times of the day, week, or season is encouraged. Properties that enter into a shared parking agreement (access easement) with adjacent uses shall receive a ten percent (10%) reduction in the required number of parking spaces.

### Parking Lots

Surface parking lots should have sufficient interior (to the lot) and exterior (between the lot and adjacent right-of-way or property) landscaping to visually break up their appearance and to reduce the amount of runoff and sheet flow. In addition to base zoning district landscaping requirements, the following interior landscape standards shall apply to parking lots within the State Route 119 Overlay District:

- Parking lots must include curbing and/or gutters and be landscaped in accordance with Section 111-265 of the City of Alabaster Zoning Ordinance (landscaping requirements for vehicular areas in high-traffic corridors).
- Each vehicular area shall have interior landscaping covering not less than five percent (5%) of the total vehicular area, or the vehicular area shall have landscape islands of at least seven feet (7') in width required between every 10 contiguous parking spaces, whichever is greater.
- Parking islands including flowers, ground cover, and shrub shall be provided at vehicular access points to external streets.
- An additional five percent (5%) reduction in parking requirements will be allowed for developments that include bio-retention techniques as a part of the design.

**FIGURE 3.6: Preferred Interior Parking Lot Landscaping Diagram**







**Bioretention areas** are landscaped depressions or shallow basins used to treat and slow on-site stormwater runoff. Bioretention techniques can include: rain gardens, dry swales, and wet swales.

### Parking Lot Landscaping Checklist: (Code 2005, Section 111-265- Landscaping requirements for vehicular areas in high traffic corridors)

- a landscaping plan is required as a part of every zoning application
- parking lots must include curbs and gutters
- foundation plantings are required within 6' of the building
- interior landscaping must cover no less than 5% of the parking lot, or landscaped islands must be between every 10 contiguous parking spaces, which ever is greater
- landscaped areas must be irrigated
- a landscape strip (10' min) must be planted between the parking lot and public right-of-way
- one shade tree is required every 30' within each landscape strip
- a landscape strip (5' min) is required between property lines
- flowers, ground cover, and shrubs may supplement shade trees

## Parking Lot Lighting

Lighting fixture height shall compliment and be compatible with the building design. In addition to lighting requirements as set forth in Section 111-119 of the City of Alabaster Zoning Ordinance, the following regulations shall apply to the State Route 119 Overlay District:

- Lighting fixtures in parking areas shall be no greater than 14 feet (14') above the ground.
- Lighting attached to building exteriors or mounted on the ground to reflect upon building exteriors shall be consistent with the architectural style of the building.
- Each light fixture shall be designed and installed so as to direct its beam of light below the horizontal plane of such lighting fixture.
- Exterior lighting shall be arranged so as to shine and reflect away from any adjacent residential areas and away from any adjacent streets.

## PROHIBITED LIGHTING STYLES:

- Cobra
- Box
- Flashing, blinking, or intermittent lights, and neon tubing



## 03 DESIGN STANDARDS + GUIDELINES

# SCREENING, FENCE AND WALL STANDARDS

### Goals

- To screen large trash containers and mechanical equipment from public view.
- To ensure that the design and materials chosen for fences and walls are compatible with the architectural style and materials of the buildings on site.

### Screening of Loading Docks and Trash Receptacles

The following screening standards shall apply in the State Route 119 Overlay District:

- Service and loading areas, outdoor storage areas, trash receptacles, grease containers, and similar appurtenances shall be located to the side or rear of the building so as to minimize visibility from public property and shall be visually screened from view from public property.
- Trash receptacles shall be located within a four-sided structure that completely conceals the trash receptacle. The enclosure shall be a minimum height of two feet (2') taller than the highest point of

the waste/grease container, compactor or dumpster. The color and architecture of the screening structure shall be compatible with that of the building which it serves.

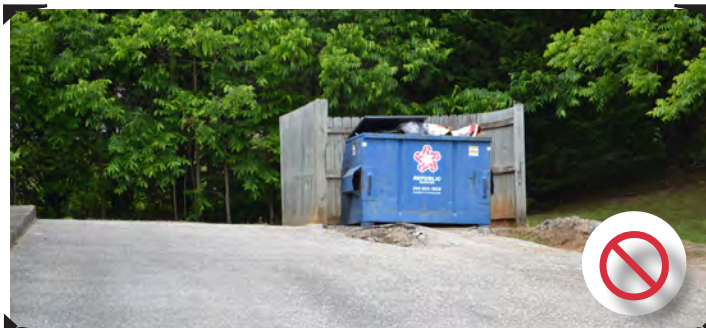
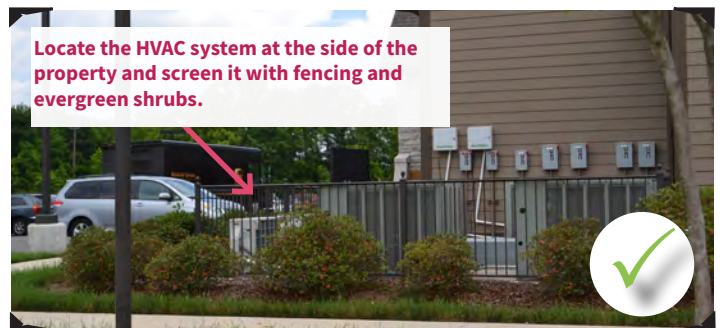
### PROHIBITED SCREENING MATERIALS FOR TRASH RECEPTACLES:

- The use of chain link fencing
- Transparent/see-thru fencing
- Barbed and razor wire

### Screening of Accessory and Utility Equipment

The following screening techniques for accessory and utility equipment shall apply in the State Route 119 Overlay District:

- All outdoor equipment, such as heating, cooling, and ventilation systems, utility meters and panels, shall be placed on the roof, in the rear or side of buildings, or be located so as to minimize visibility from public property and shall be visually screened from view from off the premises on all sides by fencing or an evergreen landscape screen.
- Mechanical equipment shall not be allowed along the frontage of a public way. Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.





### Materials for Fences and Walls

The following screening techniques for fences and privacy walls shall apply in the State Route 119 Overlay District:

- Fences and walls constructed between the principal building and the street (excluding alleys) shall not exceed four feet (4') in height, except for retaining walls.
- Design materials chosen for fences and walls should be compatible with the architectural style and buildings on site. See below for permitted and prohibited materials for walls and fences in the State Route 119 Overlay District.

#### PERMITTED MATERIALS:

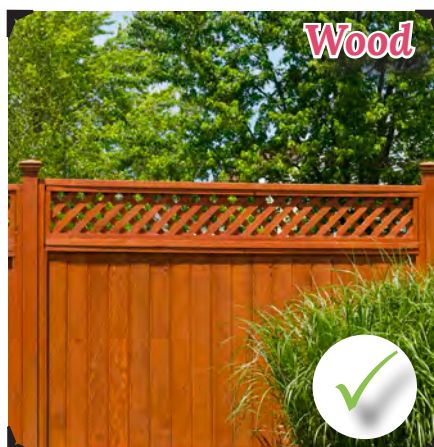
Fences and walls within the front setback, in front of buildings, or on side property lines facing public streets shall be constructed of the following materials:

- Wood, if treated, stained, or painted
- Brick
- Masonry
- Ornamental iron or aluminum

#### PROHIBITED MATERIALS:

The following materials are inappropriate for fences and walls within the front setback, in front of buildings, or on side property lines facing public streets:

- Chain-link or similar wired fencing
- Barbed and razor wire fencing
- Unpainted wood, unless stained
- Plastic
- Vinyl





## 03 DESIGN STANDARDS + GUIDELINES

# GRADING AND DRAINAGE STANDARDS

## Goals

- To establish environmentally sensitive and aesthetically pleasing slopes and ditches.

## Grading and Drainage

The following grading and drainage standards shall apply in the State Route 119 Overlay District:

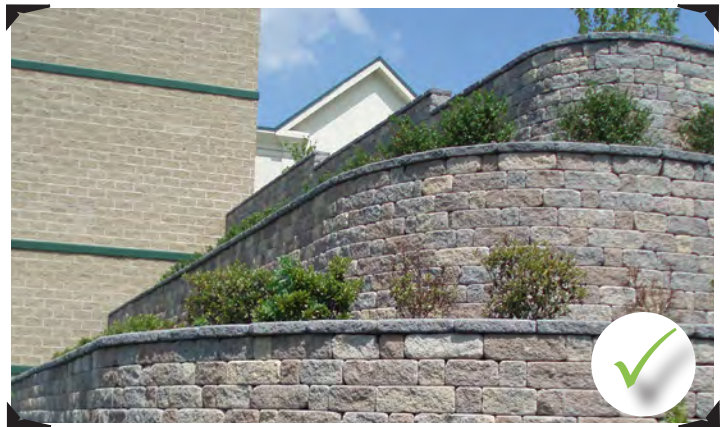
- Prior to issue of certificate of occupancy, all slopes shall be stabilized with grass or other evergreen groundcover or other vegetation.
- The use of crushed stone or rock for slope stabilization and storm drainage is prohibited in areas visible from the street.
- In areas that are visible from public property, subsurface drainage structures or grassed swales are encouraged to manage storm water (rather than open ditches).



## Retaining Walls

The following standards shall apply to retaining walls in the State Route 119 Overlay District:

- The exterior surface of retaining walls shall be compatible with the architecture and site design of the property.
- Retaining walls which exceed eight feet (8') in height and are visible from public property shall be visually screened with vegetation.



## PERMITTED MATERIALS FOR RETAINING WALLS:

- Natural or artificial stone
- Brick
- Concrete, if stamped or textured

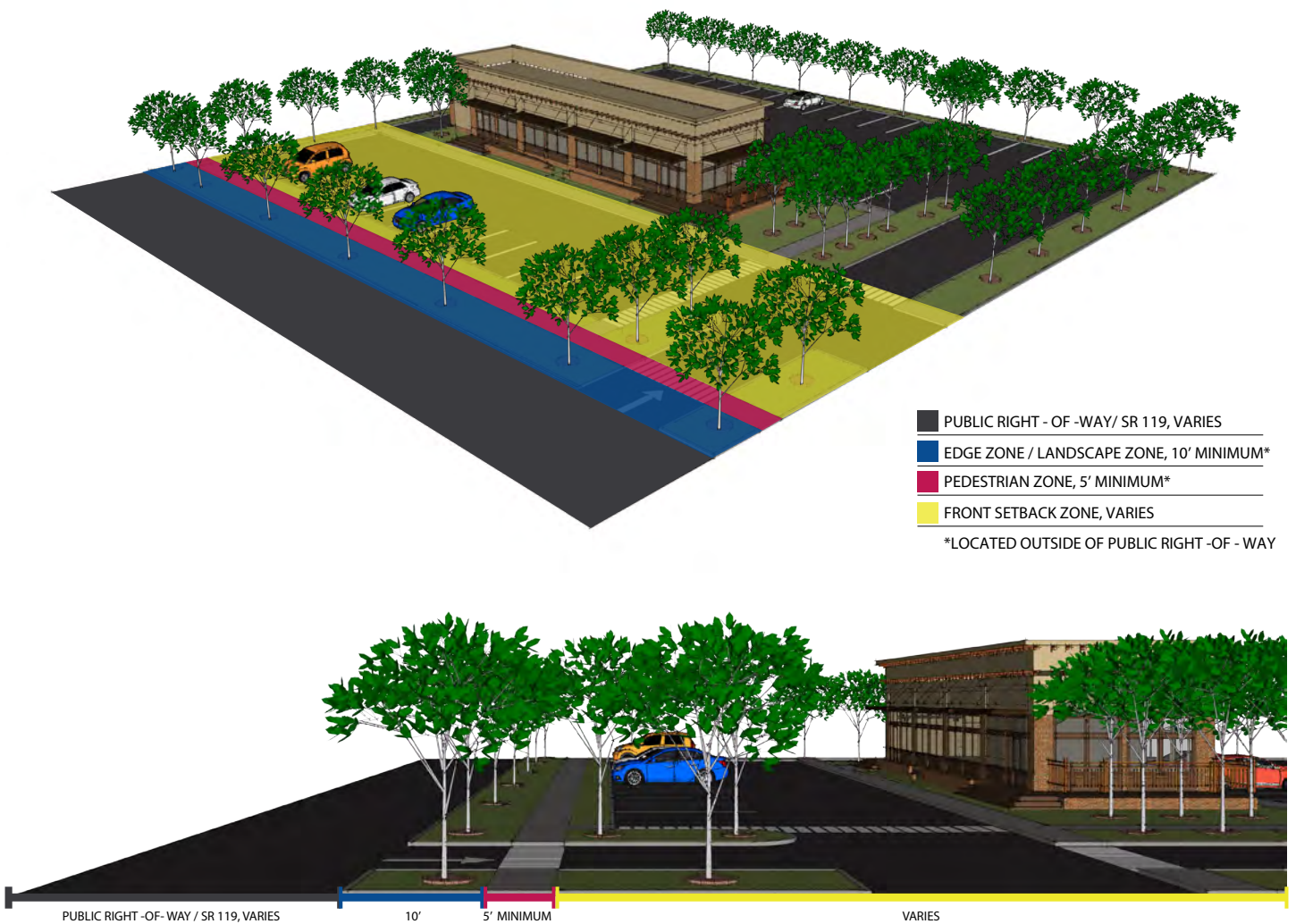


### STREETSCAPE ZONES

#### Goals

- To establish a system of streetscape zones between the public right-of-way and the building facades. Each zone serves a functional purpose and requires minimum dimensions.
- To delineate and illustrate where certain streetscape elements should be located.

**FIGURE 3.7: Streetscape Zones Diagram**





## 03 DESIGN STANDARDS + GUIDELINES

### Public Right-of-Way

The public right-of-way, or State Route 119, provides a space for automobiles and motorists to travel to various destinations.

In addition, the public right-of-way is where the proposed multi-use trail is located within the State Route 119 widening plans. The multi-use trail would run from Fulton Springs Road (County Road 26) to just south of the entrance to Veterans Park.

### Edge Zone / Landscape Zone

The edge zone/ landscape zone is adjacent to the right of way and provides a physical barrier from traffic. The minimum allowable width of the edge zone/ landscaped area is 10 feet (10') from the public right of way unless an exception is granted by the City.

#### MAY ACCOMMODATE:

- Street-side landscaping
- Signage
- Lighting

### Pedestrian Zone

The pedestrian zone is parallel to the public right-of-way and is intended to accommodate the linear movement of pedestrians along State Route 119. In order to accommodate the edge zone / landscape zone, the pedestrian zone should be located a minimum of 10 feet (10') from the public right-of-way. The recommended

minimum dimension of the pedestrian zone is five feet (5') to accommodate a sidewalk (if constructed by a developer).

#### MAY ACCOMMODATE:

- Pedestrian travel
- Sidewalk, five feet minimum (5')
- Street furniture if sidewalk is at least 8 feet (8') wide

### Front Setback Zone

The dimension of the front setback zone varies based on the location of the building, its intended use, and spacing to the edge zone. In particular, this area is described as the structure or development's setback from the public right-of-way. In order to accommodate the edge zone / landscape zone and the pedestrian zone, the front setback zone should be located a minimum of fifteen feet (15') from the public right-of-way.

#### MAY ACCOMMODATE:

- Landscaping
- Signage
- Pedestrian and vehicular access
- Parking (if properly located and buffered)
- Store entrances
- Outdoor seating
- Retail displays
- Street furniture
- Trash receptacles



### SIDEWALKS

#### Goal

- To provide a comprehensive sidewalk network to increase pedestrian mobility, promote non-motorized methods of travel, and create attractive areas for public gathering.

Within the State Route 119 Overlay District, developers are encouraged to construct sidewalks within the pedestrian zone (on private property). No sidewalks can be constructed within the public right-of-way.

### Sidewalk Design

#### SIDEWALK LOCATION AND DESIGN:

- Sidewalks shall be a minimum of five feet (5') wide, and comply with ADA standards for accessibility.
- Where feasible, sidewalks should adjoin existing networks.
- Interior sidewalks that connect parking lots to buildings are encouraged to also connect to parking areas on adjacent lots or to existing sidewalk segments that are parallel to the roadway.

#### SIDEWALK MATERIALS:

The following materials shall be permitted for sidewalks:

- Broom-finished concrete
- Paving brick
- Concrete pavers





## 03 DESIGN STANDARDS + GUIDELINES

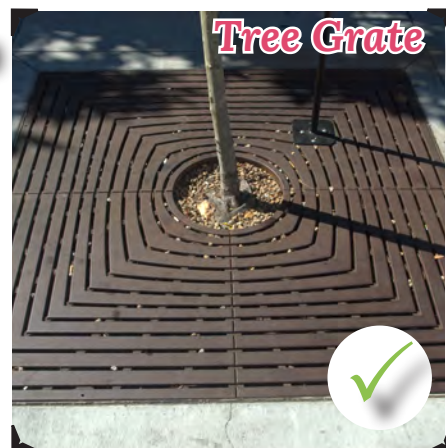
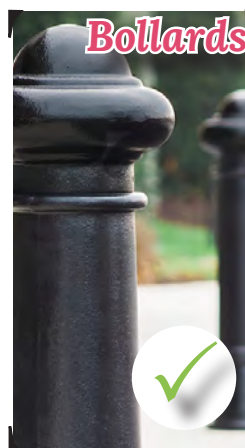
### STREET FURNITURE

Street furniture will help to support pedestrian life along the corridor, and will also add to the quality of the streetscape by providing places for people to sit, gather, store bicycles and deposit trash. Street furniture should comply with the following standards:

- Street furniture and trash receptacles may be located in the front setback zone, or as an additional element within the pedestrian zone.
- Street furniture such as benches and trash receptacles shall be complimentary to the design of buildings.
- Trash receptacles and street furniture must be metal or a combination of treated wood and metal; plastics materials are prohibited.



**Street Furniture** is used along Highway 31 in Vestavia Hills, Alabama to create a safe and friendly pedestrian environment. Benefits of street furniture include: provides comfort, performs a function, adds style, increases pride in the area, and reduces vandalism.





## ADDITIONAL REGULATIONS

In addition to the standards set forth within this section/document, additional regulations in the State Route 119 Overlay District shall meet the following regulations:

- Underground wiring requirement:
  - All power, communication and other wiring hereafter installed to service structures in the State Route 119 Overlay District shall be placed underground.
- Gasoline service stations regulations as set forth in Section 111-118 the City of Alabaster Zoning Ordinance
- Wireless telecommunications facilities regulations as set forth in Article V of the City of Alabaster Zoning Ordinance
- Off-street parking and loading regulations as set forth in Article VI of the City of Alabaster Zoning Ordinance
  - Except for mixed use development, where the requirements will be established for each mixed use development as part of the development plan review process
- Sign regulations as set forth in Article VII of the City of Alabaster Zoning Ordinance.
  - Except for mixed use development, where the requirements will be established for each mixed use development as part of the development plan review process
- Landscaping and buffering regulations as set forth in Article VIII of the City of Alabaster Zoning Ordinance
  - Except for mixed use development, where the requirements will be established for each mixed use development as part of the development plan review process

## GLOSSARY

- **Arcade:** a covered walkway consisting of a series of arches supported by columns or piers open to the street, with shops on either side.
- **Certificate of Occupancy:** a document issued by the City of Alabaster certifying a building's compliance with applicable building codes and other laws. The Certificate of Occupancy indicates the structure is in a condition suitable for occupancy.
- **Cladding:** a covering or coating on the structure. Prohibited cladding materials in the State Route 119 Overlay District include: Brick, natural or artificial stone, concrete, brick veneer, glass curtain wall systems, hardy board.
- **Cornice Lines:** a horizontal decorative molding, or ledge that crowns a building. Cornice lines can also be found over a door or window.
- **Stringcourses:** a raised horizontal band or course of bricks on a building. Often stringcourses are used as a line of demarcation between stories of a multistoried building.
- **Awning/Canopy:** the awning is a structural, cantilevered, shed roof attached to the exterior of a building. While the canopy is canvas or a similar material hung up over doorways and entrances of a building.
- **Fenestration:** the arrangement of windows and doors on the façade of the building – usually in a horizontal line.
- **Cross Access:** properties utilize a connection between parking lots to allow for traffic flow on-site on off the major road.
- **Curb Cut:** or ramp or driveway leading down from a development/ sidewalk to the street.
- **Easement:** a legal term used to grant the right to cross or otherwise use another's land for a specific purpose. Easements can be granted for a number of things including: sidewalk easements, utilities easements, cross and joint access easements. Easements are often granted for sidewalks, cross access, and joint access.
- **Edge Zone/Landscape Zone:** The edge zone/ landscape zone is adjacent to the right of way and provides a physical barrier from traffic.

## 03 DESIGN STANDARDS + GUIDELINES

- **Façade:** the front exterior of the building.
- **Façade Width:** the length of the front exterior of the building that is built within the minimum and maximum front setback lines.
- **Fenestration:** the arrangement of windows and doors on the elevations of a building.
- **Street Frontage:** properties fronting (facing) State Route 119.
- **Frontage:** the area between a building facade and the public right-of-way, inclusive of its built and planted components.
- **Frontage, building:** the side or face of the building which is parallel to or is at an angle of 45 degrees or less to a public street or a public parking area.
- **Frontage, street or highway:** the portion of a lot that borders and has access to a public street, highway or frontage road. The frontage shall be measured along the common lot line separating the lot from the public street, highway or frontage road.
- **Front Setback Zone:** this area is described as the structure or development's setback from the public right-of-way.
- **Gallery:** a balcony, or platform running the length of a wall, often above a portico or arcade. Galleries are Intended for buildings with ground floor commercial or retail uses and the gallery many be one or two stories.
- **Glazing:** the amount of glass or transparency on a façade. Glazing enables pedestrians to see activity on the inside of the building, and patrons to see the activity on the street.
- **Grassed swales:** a linear vegetated ditch used to treat and reduce flow velocities of storm water runoff. Grass swales are applicable nearly everywhere and they are especially effective at receiving runoff from highways and residential areas, due to their linear nature.
- **Joint access:** properties share an access point creating a unified entrance/ exit for multiple properties.
- **Overhang:** a projecting upper portion of a building, such as a roof or balcony.
- **Pedestrian Zone:** the pedestrian zone is the area within the public right-of-way or where any appropriate easements accommodate the linear movement of pedestrians and bicyclists along State Route 119.
- **Public Right-of-way or Street:** A public thoroughfare, avenue, road, highway, frontage road, or private easement providing any access to and egress from the property abutting thereon, such as State Route 119.
- **Setback:** the distance which a building or other structure is set back from a street or road, a floodplain, or other place deemed to need protection.
- **Structural Bays:** sections of the structure divided by architectural vertical elements
- **Subsurface Drainage Structures:** is a perforated conduit, such as tile, pipe or tubing, installed below the ground surface to intercept, collect, and/or convey drainage water.



**STATE  
ROUTE 119  
OVERLAY  
DISTRICT**