

City of Barnesville  
Ordinance No. 477

ARCHITECTURAL STANDARDS AND DESIGN GUIDELINES

AN ORDINANCE AMENDING THE CITY OF BARNESVILLE ZONING ORDINANCE BY ADDING SECTION 665 TO ARTICLE VI. ALL OTHER PROVISIONS OF THE RESPECTIVE CODE SECTION NOT IN CONFLICT WITH THIS ACT REMAIN IN EFFECT AS ADOPTED.

Be it Ordained, by the City Council of the City of Barnesville, Georgia and it is hereby ordained by the authority of the same, the attached Architectural Standards and Design Guidelines:

This ordinance adopted this the 13<sup>th</sup> day of February, 2006 by the Mayor and City Council of the City of Barnesville.

Dewain O. Bell  
Mayor

Samuel D. Boppre  
Councilmember

Aune A. Claxton  
Councilmember

Samuel Wilson  
Councilmember

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Councilmember

ATTEST:

Carolee D. Parker  
City Clerk

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# Site Development Guidelines

## Building Orientation

Buildings and their principal entry points should be oriented to, and visible from the street.

Loading docks shall be oriented away from the street right-of-way. When this cannot be accomplished, provide proper vegetative screening.

## Setbacks

Building setbacks should meet the current code requirements of The City of Barnesville.

When adjacent structures exist, buildings shall be located at comparable or compatible setbacks.

When no adjacent structures exist, buildings generally shall be located at the minimum setback in order to define the street/building line.

## Parcel Access

Entrances and exits shall be designed so that they are easily identifiable by motorists.

One access point is allowed per each parcel. Parcels located at the corner of two public roads shall be allowed one access point along each road frontage if spacing requirements are met.

Larger sites (e.g. retail centers, industrial parks, residential developments) will be permitted more than one access point with a minimum spacing of 250' from edge of pavement to edge of pavement.

Retail out parcels (e.g. fast food restaurants, banks, etc.) shall share common access with larger retail centers for simplified on-site circulation.

Buildings with drive through service may be permitted to have two access points depending on site layout and if its necessary to minimize back ups on to public roadways.

Shared access between adjoining properties shall be strongly encouraged, whenever possible, to minimize access points.

Access points to be spaced at least 125' from any major intersection, edge of pavement to edge of pavement.

Minimum spacing between access points to be 250', edge of pavement to edge of pavement.

Opposing access points to be offset no less than 125' or directly aligned whenever possible and be consistent with prudent traffic engineering principles.

Right in/right out only access shall be strongly encouraged when secondary access is necessary. Additional full service access will only be permitted when dictated by prudent traffic engineering principles.

Appropriate stacking distances shall be required for individual sites.

The driveway entry "throat" of large shopping center parking areas shall provide at least 25' to 40' clear before a turning movement occurs. This shall provide sufficient queuing room for entering cars off the street.

**Parking**

Parking lots shall be designed with adequate landscape areas to avoid a "sea of asphalt". A minimum landscape area of 5 feet to the back of the perimeter curb stop shall be required.

Shade should be provided for parked cars. As a general rule, trees shall be installed so that a minimum ratio of 1 tree per 10 parking stalls is maintained. Trees which are installed in perimeter landscaping may not count toward the 1:10 ratio, and trees throughout the parking lot is always required. In very large parking lots or where a special design objective is desired, a lower ratio of parking stalls may be required.

Trees installed in parking lots shall be protected from vehicle damage by concrete curbing which surrounds the landscape pocket.

Vehicle stall striping shall be provided for all parking areas.

**Buffers**

All fencing should be designed as an integral part of the site, rather than as a separate fence, i.e. planter wall, continuation of architectural wall, etc.

All new soundwalls, masonry walls or fences 50 feet in length or longer and 4 feet in height or taller shall be designed to minimize visual monotony through changes in plane, height or material texture or significant landscape massing where appropriate.

Plant materials shall be selected to blend in form, texture and the design scheme proposed for the site.

Plant materials shall be used as accent elements at entry ways to provide a definite sense of arrival to the proposed development.

In any district where a screened buffer or screening is required, such screening shall include a wall or fence of solid appearance of tight evergreen hedge not less than 6' in height and that will normally obtain a minimum height of 8' in 5 years.

**Landscaping**

See City of Barnesville Landscape Ordinance.

**Utilities**

All utility lines shall be placed underground with the following exception:

Temporary lines, which are intended to provide immediate service to an area for a period not to exceed 180 days,

Major transmission lines which do not provide service to adjoining properties, but are intended to distribute service between substations,

When an electric distribution line already exists overhead on, adjacent to, or across the street from a piece of property, that line may be extended overhead to the property provided the overhead line extension is placed underground at the closest feasible point to the property line and does not attach directly to any structure on the property.

**Sidewalks/Pedestrian Paths**

1. Sidewalks are required along all public and private road frontages (except alleys) and shall meet all applicable Americans with Disabilities Act (ADA) standards.
2. Sidewalks and other paths (multi-purpose or pedestrian) shall be illustrated on the site plan submitted at the time of application for review of construction plans.
3. Sidewalks shall be a minimum width of five feet.
4. Pedestrian paths may be constructed of either colored/textured materials or conventional sidewalk materials and shall be clearly identified.
5. Multi-use paths for bicycles and pedestrians may be substituted for the required sidewalks if approved by the Planning and Zoning Department.

6. Multi-use paths designed for use by bicyclists and pedestrians shall be 12 feet wide.
7. Multi-use paths designed with separate paths for bicyclists and pedestrians shall be 15 feet wide, ten feet for bicycles and five feet for pedestrians.
8. Sidewalks and paths shall be connected to signalized crosswalks where applicable.
9. Sidewalks and paths shall be designed to minimize direct auto-pedestrian interaction.
10. Sidewalks and paths should be direct and convenient routes between points of origin (such as a bus stop) and destination (such as a shop, bank, etc).
11. Pedestrian access should be provided to all entrances including access from rear parking areas.
12. Inter-parcel connectivity shall be required for multiuse, pedestrian paths and sidewalks.

### **Site Lighting**

Parking areas and building entries must be lit on all new development projects.

For general area lighting, including parking areas, cut-off down lighting is required to reduce spillage off of the building site.

Uplighting may be used to illuminate a unique architectural feature, a special landscape element or signage. All uplights must be screened with landscaping.

All lighting fixtures, which are being used for the same purpose within a given development, must be from the same or similar manufacturer's type to ensure aesthetic compatibility.

In parking lots, lighting must be placed in a landscaped island or on a 36' high pole base to protect both lights and vehicles from possible damage.

The color of light fixtures shall be coordinated with parcel architecture.

## **I. General Architectural Guidelines**

### **Building Design**

Each building unit shall be an integral element of an overall site design and shall reflect and complement the character of the surrounding area or plans prepared therefore.

Building facades shall be designed to function as an integral part of the streetscape with attention to visibility, safety, lighting and incorporation of public amenities.

Building design shall reflect the overall sensitivity to existing quality of architecture with regard to building materials, fenestration, height, dimension, color, contrasts, roofs and parapets.

Building design shall address the public right-of-way, and define and complement the streetscape.

Architectural design shall be compatible with the developing character of the neighboring area. Design compatibility includes complementary building style, form, size, color and materials.

Multiple buildings on the same site shall be designed to create a cohesive visual relationship between the buildings.

Exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

Buildings that are stylized in an attempt to use the building itself as advertising shall generally be discouraged, particularly where the proposed architecture is the result of a "corporate" or franchise style. Code required elements, such as parapet walls and screen walls shall be treated as an integral part of the architecture and these elements shall not visually weaken the design.

Permissible roofs are gable, hip, or decorative parapets. No parapet shall be required to be greater than four feet above the roofline. Shed roofs are permitted over porches and accessory structures.

### **Style**

Designs should complement and reflect the architectural heritage of the City of Barnesville and exemplify the unique character of the city. Architectural review is not meant to stifle innovative design or diversity, but to safeguard property values and long-term economic assets through quality design and development. The City shall review elements of design, including form, mass, scale, proportion, height, texture, color, architectural style, individual architectural elements and orientation upon the site. Adjustments to the design and site location of proposed structures and reasonable conditions may be attached to an approval.

### **Height**

New building, residential and commercial, should maintain the height established by adjacent primary structures and the surrounding context. If a building is proposed to be more than one story taller than its neighbors, the design must incorporate setbacks at the upper levels.

### **Roof Requirements**

*Pitched roofs.* All one-story buildings less than 10,000 gross square feet must have a pitched roof between 4:12 and 12:12, as much as possible. If a pitched roof is not possible, a combination of a flat roof and pitched roof is required. A pitched roof shall be provided on the front and side of the building to screen the view of any flat roof. Arcades, drive-under canopies, porches and other features with a pitched roof shall be created. Materials for pitched roofs shall be limited to architectural dimensional grade asphalt shingles, natural slate, natural terra cotta, natural wood shake, copper or factory finished sheet metal.

*Flat roofs.* Flat roofs may be of any material that meets local codes. Exposed metal flashing shall be copper or factory finished sheet metal. If factory finished sheet metal flashing is used, such as standing seam, the color must be subdued to blend with other material or of a color to simulate weathered copper or bronze. All buildings with flat roofs should include parapet articulation on the front facade of such building. There shall be roof articulations/offsets at a minimum of one per each 125 linear feet of length by a change in the top line of parapet. Additional articulation may occur at any lesser distance. If the front facade is less than 125 linear feet then a minimum of one roof articulation must occur.

*Other.* A drive-under canopy for a gasoline pump may have a flat roof with vertical or factory-formed facing of finished material.

### **Massing**

A building's mass is defined as the enclosed volume that constitutes a building's exterior. Large projects should be divided into a series of smaller elements that are compatible with the scale of surrounding structures.

### **Windows**

Commercial window requirements:

- 1st floor - 60% min glazing
- Upper floor - 30% min per floor
- Upper Floor Window proportions: 1:2 to 1:3
- No colored, reflective or mirrored glazing

Residential

- 30% min per floor
- Window Proportions 1:2 to 1:3
- No colored, reflective or mirrored glazing

**Rhythm**

Rhythm is the patterned repetition or alteration of formal elements or motifs in a similar modified form. Rhythm is created by the siting, spacing and proportions of buildings, the organization of their facades and their architectural details. These patterns or rhythms should be incorporated into designs for new construction.

**Spacing**

The spacing between a new buildings and existing structures should reflect the pattern of spacing between the other buildings along the block. Spatial relationship between existing buildings will suggest an appropriate width and spacing for new construction. The existing building widths will suggest a model for dividing the facade and massing of large new buildings into a series of smaller visual units.

**Scale**

Scale is defined as a certain proportionate size or degree that is judged in relation to some standard or point of reference. The size and proportions of doors, windows and decorative elements such as cornices and columns are related to each other and to the spaces between them and the observer.

**Transition**

Whenever an infill building is proposed, the common horizontal alignment/banding (e.g. cornice line and window height) and proportions established by neighboring structures should identified and the infill design should integrate these existing horizontal lines and proportions.

**Materials**

Buildings facades with many design elements should have a wall texture that is simple. If the design is simple the wall exterior should consist of a fine texture such as patterned masonry.

Commercial buildings tend to have a masonry exterior with residential building having wood or brick. The exterior should have one dominant veneer on the first level and one or two additional materials as accents. No building shall have more than two veneer materials in addition to glass.

Highly reflective or metallic wall surfaces are not permitted.

Exposed concrete block is not allowed, even if it is painted.

Exterior materials shall be durable and of high quality. Nondurable materials such as thin layer synthetic stucco products shall not be used within 8 feet of ground level unless specially reinforced or located away from pedestrian accessible areas.

All vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface, unless being used expressly as a trim or accent element.

Soffits and other architectural elements visible to the public but not detailed on the plans shall be finished in a material compatible with other exterior materials.

The use mill-finish (non-colored) aluminum metal windows or doorframes are prohibited.

Material or color changes generally should occur at a change of plane. Material or color changes at the outside corners of structures which give the impression of "thinness" and artificiality of the material are discouraged. Piecemeal embellishment and frequent changes in material should be avoided.

**Mechanical equipment**

Any external mechanical equipment (including any rooftop equipment, satellite dishes, as well as ground mounted mechanical equipment) shall be totally screened from view with materials that are similar to or the same as those used on the majority of the building. The screening of the mechanical equipment shall be coordinated with the rest of the architecture to avoid being seen as an "add-on". Such equipment may also be screened with landscaping of 100% opacity.



The visibility of rooftop equipment should be minimized by grouping all plumbing vents, ducts and rooftop mechanical equipment away from the public view. This guideline is primarily focused upon commercial and multiple family residential projects.

## **II. Residential Architecture**

### **A. General Residential Guidelines**

1. In areas where there are changes in land use or residential density, new residential development shall be designed to provide a transition between uses (through the use of setbacks, site plan, building massing, driveways locations, etc.).
2. Infill development within existing neighborhoods shall be sensitively designed to respect existing residential patterns and development, and reinforce the character and functional relationships of existing neighborhoods.
3. All mechanical equipment, including gas and electric meters, shall be architecturally screened from view.

### **B. Single Family Residential**

1. Houses with identical or similar building elevations and/or floor plans shall not be located on adjacent lots or directly across the street from each other. Where a single house design is used repeatedly, materials and detailing of major facade elements shall be varied.
2. Building facades should be articulated by using color, arrangement, or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Design elements and detailing shall be continued completely around the structure. Such design elements shall include window treatments, trim detailing, and exterior wall materials.
3. The location of the house on the lot, windows, orientation, building height, and location of on-site open spaces shall consider preservation of the privacy of adjacent development.
4. Two-story dwelling units shall include a substantial single story element adjacent to major collector or arterial streets or on corner lots to give a lower, more human scale at the edge of the street and corners. Special design attention shall be directed to two-story facades.
5. Compatible (not duplicate) color schemes shall be provided for homes on adjacent lots.
6. Variation shall be provided to avoid visual monotony on long, straight portions of the street through the manipulation of the building elements and massing.
7. New housing development shall avoid front elevations which mainly consist of rows of garage doors ("tail pipe architecture") see City of Barnesville Zoning Code.
8. All doors and windows, etc., shall be detailed to add visual interest to the facade unless such treatment would be incompatible with the architectural style of the building.
9. All vents, gutters, downspouts, flashings, electrical conduits, etc., shall be painted to match the color of the adjacent surface. Downspouts or rainwater leaders shall be located on the inside corners of the structure.
10. Residential air conditioning units should be located to have the minimum visual and noise impacts on adjacent residential neighbors.

### **C. Multiple Family Residential**

1. New multiple family residential developments shall respect the scale and character of the adjacent residential neighborhood through attention to views, building scale and orientation, proximity to adjacent



uses, location of driveways, noise, lighting and landscape.

2. Building facades should be articulated by using color, arrangement, or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation, reveals and, in some cases, landscaping to avoid a monotonous or overpowering institutional appearance.

3. Exterior site design and landscaping shall provide functional recreational spaces and/or community site amenities. Exterior spaces shall be designed to enhance the overall appearance and compatibility of such development by providing privacy, buffering and daylight, and to provide a pleasant transition to the street.

4. Materials selected for multi-family projects shall be very durable and require low maintenance.

5. All trash enclosures shall be constructed of sturdy, opaque materials (with trash receptacles screened from view) which are in harmony with the architecture and materials of the main buildings.

6. The exterior wall materials of multi-family residential buildings shall consist of the following: brick, stone, cement stucco, clapboard siding, or cement based siding designed to closely resemble wood.

7. For large commercial/retail and multi-family buildings variations in façade, roofline, and depth shall be provided to lend the appearance of multi-tenant occupancy. All building plans submitted shall clearly indicate all of the proposed materials and colors of each façade. The plans shall clearly show the location and calculate the amount/percentage of all building materials per façade.

8. The spacing of architectural bays and openings, and solid- to- void ratios (wall to window), should conform to general proportions characteristic of traditional buildings. Facades greater than 100 feet in length shall incorporate wall plane projections or recesses thereby creating bays, said bays forming a different plane by at least one foot. No uninterrupted length of façade shall exceed one hundred feet. Building facades should include a repeating pattern that shall include a change in color, texture and material. Brick, stone, stucco, wood or cement hardboard planks are acceptable. Aluminum, metal or vinyl siding is not permitted.

9. New multi-family residential development shall require a 30' landscape area where any property line abuts a single-family residential district. The landscape area shall include a buffer of a wall or fence of solid appearance of tight evergreen hedge not less than 6' in height that will normally obtain a minimum height of 8' in 5 years.

#### **D. Planned Development (Small Lot Single Family Infill Developments)**

Using Planned Development (PD) zoning, these infill projects are not subject to the standard single family or multiple family zoning standards. Without some minimum development standards or guidelines, this can result in a project which provides "uncomfortable" side, front or rear yard areas.

The following design guidelines have been created for Planned Developments

1. The main entry feature (which shall not be the garage door) must be prominently placed on the elevation facing the street.

2. The distance between driveway curb cuts shall be designed to provide a reasonably large on-street parking space (generally a minimum of 22 linear feet of clear street frontage per car or multiples of 22'). Alternatively, driveways may be located immediately adjacent to each other to provide longer on-site parking opportunities on the street. Special approval is required.

3. On and off street visitor parking shall be distributed equally throughout the development to provide all units reasonably accessible guest parking. A sufficient combination of on and off street parking shall be provided to ensure that new development parking areas do not impact the surrounding neighborhood. Special approval is required.

4. Linear, repetitive streetscape appearance and building facades shall be avoided by providing variations between the front elevations and through the landscaping plans.
5. Front yard landscaping shall be submitted and approved as part of the Design Review approval process.
6. The use of zero lot line developments or developments which provide combined side yards may be considered where a better residential design with more usable outdoor areas can be provided.
7. Fences which occur parallel to the street shall be of an "open" type. Any other fencing above four feet in height shall also be of an "open" design such as lattice, posts, or other visually penetrable designs.
8. Each home shall be provided with a logical location for the storage of trash receptacles (waste wheelers, etc.) which is screened from public view.

### **III. Commercial Architecture**

#### **A. General**

##### **Building Design**

1. Locations of proposed commercial buildings shall be compatible with any adjacent residential areas. Building facades shall be complementary to those adjacent in terms of dimension, amenity and appearance.
2. Commercial buildings should be compatible in scale, mass, and form with adjacent structures and the pattern of the surrounding area.
3. Awnings, canopies, porticos etc. shall be designed as an integral part of the structure, shall be at least eight foot above grade and shall not project more than seven feet over a public right-of-way.
4. Building entrances shall provide ease of access, be designed so that pedestrians/patrons have visual access and can easily identify the entrance points.
5. Efforts to coordinate the actual and apparent height of adjacent structures are encouraged. This is especially applicable where buildings are located very close to each other. It is often possible to adjust the height of a wall, cornice or parapet line to match that of an adjacent building. Similar design linkages can be achieved to adjust apparent height by placing window lines, belt courses, and other horizontal elements in a pattern that reflects the same elements on neighboring buildings.
6. Rear and side facades, if visible from public streets or neighboring properties, should be carefully designed with similar detailing, and should be compatible with the principal facades of the building. All elevations of the building will be evaluated in Design Review.
7. Long or continuous wall planes should be avoided, particularly in the Downtown Retail district, where buildings should exhibit more detail and elements appropriate for close range pedestrian view.
8. Long (30 feet maximum), unbroken facade surfaces should be avoided, especially at storefront level. This can be achieved in a number of ways including: dividing the facade into a series of display windows with smaller panes of glass, providing traditional recessed entries and providing consistent door and window reveals.
9. Outside the Downtown Retail district, building surfaces over two stories high or 50 feet in length should be relieved with changes of wall plane that provide strong shadow or visual interest.
10. In a non-residential development with outparcels, buildings located on outparcels shall be constructed of the same primary building material as the principal building with which they are associated.

11. The exterior wall materials of non-residential buildings shall consist of a minimum 60% (per vertical wall plane) of the following: brick, stone, cement stucco, clapboard siding, or cement based siding designed to closely resemble wood.

12. For large commercial/retail and multi-family buildings variations in façade, roofline, and depth shall be provided to lend the appearance of multi-tenant occupancy. All building plans submitted shall clearly indicate all of the proposed materials and colors of each façade. The plans shall clearly show the location and calculate the amount/percentage of all building materials per façade.

13. The spacing of architectural bays and openings, and solid- to- void ratios (wall to window), should conform to general proportions characteristic of traditional buildings. Facades greater than 100 feet in length shall incorporate wall plane projections or recesses thereby creating bays, said bays forming a different plane by at least one foot. No uninterrupted length of façade shall exceed one hundred feet. Building facades should include a repeating pattern that shall include a change in color, texture and material. Brick, stone, stucco, wood or cement hardboard planks are acceptable. Aluminum, metal or vinyl siding is not permitted.

14. In all commercial districts, commercial development shall require a 30' landscape area where any property line abuts a single-family residential district. The landscape area shall include a buffer of a wall or fence of solid appearance of tight evergreen hedge not less than 6' in height that will normally obtain a minimum height of 8' in 5 years.

15. Remodeling of existing structures for adaptive reuse or in rezonings, a review of the entire site is required to ensure that the project is up to date to current design and development standards of the City of Barnesville. This may include requirements to improve and/or expand the existing landscaping, fencing, screened buffers, parking, circulation and other design issues.

#### **Service Area and Dumpster**

1. Access for service vehicles, trash collection and storage areas should be located on alleys where alleys exist. When no alley exists, the access should be provided on the street with the least traffic volume.

2. Building equipment shall be located, designed, and/or screened to minimize visual impact on public streets, large surface parking fields and neighboring properties.

3. When feasible in larger commercial developments, service and loading areas should be separated from main circulation and parking areas and away from public streets. Loading and unloading activities shall not require circulation onto public streets.

4. Utility meters should be located in screened areas.

#### **B. Downtown Retail Districts**

The design objective in Downtown Retail Districts is to create a high quality, pedestrian scale and walkable areas with a traditional Downtown atmosphere. Site and building design should address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment.

1. The sequence of continuous pedestrian activity shall not be interrupted. Blank walls and other "dead" or dull spaces at the street level shall be avoided. Visually interesting activities at the sidewalk edge shall be maintained and/or established to engage pedestrian interest.

2. Frontage design and signage locations shall be coordinated with streetscape landscaping and street trees.

3. Building frontages should be active, with large non-reflective minimally tinted window openings at ground level.

4. In the traditional Downtown Retail District the ground level front elevation of the building, outdoor eating, and activity areas shall be placed on or near the front property line to maintain the continuity of the

street edge, or in alignment with adjacent property frontage.

5. Frequent street-facing pedestrian entrances shall be provided.

6. Pedestrian open spaces such as covered walkways, courtyards and plazas are encouraged, as well as the development of open and attractive passageways between buildings and blocks.

7. Outdoor seating and dining areas that face onto the street are encouraged.

8. In the traditional Downtown area, spatial gaps created in the street wall by parking or other non-pedestrian areas shall be minimized or eliminated.

9. In the traditional Downtown area, parking facilities, particularly surface parking lots, shall be located in the interior of the block wherever possible, to encourage continuity of the street frontage.

- Where alley access exists, ingress and egress from the property should be through the alley.

- When alley access is not possible, driveway openings along public streets should be minimized and should be located on the street with the least traffic volume.

10. The existing scale and rhythm of storefronts shall be preserved. Buildings over two stories high should "scale down" their street-facing facades to reduce apparent height. The building wall at the street should be no more than 35 feet tall. The upper story above 35' shall be stepped back a distance equal to the height of the building story immediately below.

11. New building forms and elevations should be detailed and articulated to create interesting roof lines, and strong patterns of shade and shadow.

12. Large structures should be designed to reduce their perceived height and bulk by dividing the building mass into smaller-scale components.

13. A 10-foot public sidewalk space with street trees planted in a rhythmic pattern shall be provided.

14. The rear of existing buildings shall be enhanced, where appropriate, to improve public access from parking lots and service alleys.

### **C. Auto Dealership Guidelines**

1. Special attention shall be directed toward site landscaping which is visible from the street. Trees to provide both shade and visual relief shall be located within the dealership (insofar as it is reasonably practical with auto display) as well as on the site perimeter. The vehicle display parking areas may remain relatively open, if balanced by substantial landscaping and tree planting on other visually prominent areas of the site.

2. Landscaping, special paving treatments, setbacks, and building orientation shall be used to provide an attractive appearance from the front property line.

3. The architecture of the dealership buildings shall be well designed to provide a strong and unique visual identity for the auto dealership.

4. The service area and/or service bays shall be screened or sited so they are not visible from the street.

5. Vehicles under repair shall be kept either inside a structure or in an area which is screened from views from the street.

6. Service areas shall provide adequate queuing space that does not impede vehicle circulation through the site or result in vehicles stacking into the street.

7. Perimeter fencing, security fencing, or gateways shall be constructed of attractive materials which are

compatible with the design and materials used throughout the project. Razor wire or electric fencing shall not be allowed and chain link fencing is strongly discouraged.

8. Night lighting and security lighting shall be sensitively designed to ensure that no off-site glare is directed to neighboring parcels and that the overall intensity of the site lighting is not excessive. The use of excessive nighttime security lighting is discouraged. Other security measures should instead be considered.

#### **D. Fast Food Restaurant Guidelines**

1. Franchise or corporate style architecture and/or highly contrasting color schemes are discouraged. A new freestanding restaurant building shall be sited and designed to be compatible with the character of the surrounding neighborhood. If the restaurant will occupy a pad within a shopping center, the building shall be designed to be consistent with the "theme" or design of the center. (See G. Shopping Center Guidelines.)

2. Drive through elements shall generally be discouraged. Where drive through elements are appropriate, they shall be architecturally integrated into the building, rather than appearing to be applied or "stuck-on" to the building. Drive through elements shall not be located on the street side of the building or shall be heavily screened from view.

3. The site design shall accommodate a logical and safe vehicle and pedestrian circulation pattern through the site. Circulation shall allow for adequate length of queuing lines for drive through elements which do not interfere with the on-site parking for patrons entering the restaurant, nor result in traffic queuing into the street.

4. Freestanding restaurant buildings shall be designed and detailed consistently on all sides, including the rear and side elevations.

5. Outdoor seating areas, play equipment, and perimeter fencing shall all be reviewed for compatible and attractive design that is integrated with the main building architecture.

6. Trash enclosures and other service spaces shall be constructed of materials and finishes which are consistent with the main restaurant building.

7. Businesses shall not be "over-signed." See City of Barnesville Sign Ordinance.

8. Excessive illumination of signage, building or site shall be avoided. Roof lighting, down-lighting washing the building walls, or illuminated awnings are all strongly discouraged.

9. Adequate landscaping, including parking area shade trees throughout the project site shall be provided as required through the City of Barnesville Landscape Ordinance.

10. Cooking odors shall be eliminated to the extent feasible by installation of best available ventilation technology. Project applications shall include information on proposed ventilation systems and odor scrubbing technology to be used.

11. All rooftop mechanical equipment, including antennas, shall be screened visually and acoustically. Such screening shall be integral to the architectural design of the building.

12. Remodeling of existing structures for restaurant uses shall also require a review of the entire site and circulation plan to ensure that the project is updated to current design review standards for the City. This may include requirements to improve and/or expand the existing landscaping, fencing, parking area or other site design issues.

#### **E. Auto Service Station Guidelines**

1. Site Area minimum of 12,000 square feet; minimum of 15% of site to be landscaped (as specified); maximum of 35% of street frontage devoted to curb cuts with remainder in landscaping; maximum of 18% of site with canopy cover; pump island design with a minimum of two vehicle stacking behind vehicle



parked at pump closest to exit and/or entrance driveway and other specific requirements.

2. The site design for projects located at street corners should provide some structural or strong design element to anchor the corner. This can be accomplished using a built element or with strong landscaping features.
3. The on-site circulation pattern shall include adequate driving space to maneuver vehicles around cars parked at the pumps, with special attention to the circulation of vehicles not involved in the purchase of fuel.
4. The amount of unrelieved pavement or asphalt area on the site shall be limited through the use of landscaping, contrasting colors and banding or pathways of alternate paver material. Extensive expanses of light grey concrete pavement shall be avoided.
5. Building architecture shall be designed to provide an attractive appearance which is compatible with the surrounding area. Prefabricated buildings are discouraged. Where allowed, such buildings shall be substantially modified and embellished to create a project which meets the community standards. All architectural details should be related to an overall architectural theme.
6. Separate structures (canopy, carwash, cashiers booth, etc.) on the site shall have consistent architectural detail and design elements to provide a cohesive project site.
7. Tall (13'-14') tank vents shall be completely screened or incorporated into the building architecture.
8. A car wash which is incorporated into the project shall be well integrated into the design. The car wash opening shall be sited so that it is not directly visible as the primary view from the street into the project site. The site design shall also address the issues of off-site noise exposure, provision of adequate on-site underground drainage systems to keep water off public streets and improvements, and circulation/vehicle stacking.
9. Signage shall be limited as defined in the City of Barnesville Sign Ordinance. All signs shall have a consistent character and design details (such as trellis, brick, river stone, etc.) that reflect the design of the project. The amount of price sign square footage required as the state regulated minimum size shall not count towards the signage calculation. If price signs are larger than this minimum, the incremental square footage difference shall be counted as part of the total allowable signage for the station.
10. Illumination should be concentrated on specific signage. Canopies shall not be illuminated. Light fixtures shall be recessed into the canopy and no glare shall be visible from the fixture. Yard lights shall be oriented downward.
11. Dumpsters and service areas shall have solid metal doors and the wall materials and building styles shall match those used for the station buildings.
12. The roof top mechanical equipment screen shall cover all rooftop equipment, including any satellite or other telecommunication equipment.

#### **F. Shopping Center Guidelines**

1. A unified architectural design intention should be incorporated into each commercial center.
2. The appearance of a "sea of asphalt" parking lot in the front of the center shall be avoided. Both perimeter and interior parking lot trees shall be provided for shade and visual relief in the parking area while maintaining view corridors to the storefront areas.
3. On larger commercial sites, a portion of the total building area should be located at the street perimeter, preferably on a corner location. Such siting, together with substantial landscape treatment reinforces and strengthens the streetscape and helps to screen off-street parking areas.

4. Landscaping trees shall be allowed to achieve their natural form. Pruning to reduce the natural diameter of the trees shall not occur.
5. The architectural design of freestanding pad buildings shall be consistent with the design of the remainder of the shopping center. Where centers require updating, pad buildings shall be remodeled in conjunction with an upgrade of the entire shopping center.
6. Shopping center sign programs shall be established and enforced for remodeling of the centers. Monument signs listing all tenant names (tenant identification signs) shall be avoided.
7. Shopping center remodeling for the "in-line" stores and anchor tenants which include comprehensive upgrades for the entire center, not just the "new tenant," are encouraged.
8. Truck delivery and circulation routes should be separated from customer circulation through the site.
9. All rooftop mechanical equipment, antennas, etc. shall be screened from view. Roof top lighting is strongly discouraged.
10. Textured or colored paving materials are encouraged to identify pedestrian circulation areas, especially within the parking lot.
11. Shopping cart storage areas shall be incorporated into the building design to provide a visual screen of carts from the parking area.
12. Outdoor gathering areas and public eating areas are encouraged.