# Evans-to-Locks/ Fury's Ferry Node Overlay

**Columbia County**
**March 2006**

EDAW

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# Contents

# Steering Committee

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# 1.0

# Overlay Boundary Map


Intersection of Fury's Ferry Rd. & Evans to Locks Rd.
Columbia County Node Overlay Study
DRAFT
December 2005
The Summit at Jones Creek
Steven's Creek West
Jones Creek & Jones Landing
West Lake; Carl Sanders
Oakbrook
Legend
Commercial zoning
Professional zoning
Overlay boundary
1 inch equals 500 feet
0 175 350 700 Feet
EVANS TO LOCKS ROAD
FURYS FERRY ROAD
KING TAYLOR ROAD
SPROUSE DRIVE
RIVERGLEN DRIVE
Columbia County
EDAW
This map has been prepared to facilitate public access to information. Data shown is for planning purposes only and its accuracy is NOT warranted. EDAW and Columbia County, GA assume no liability for the quality, content, accuracy, completeness of the information and other items contained in this map. It is advised that you independently verify important information before use.

# 2.0

# Overview

## 2.1 Goals

This pattern book establishes design guidelines for all development within the Evans-to-Locks/Fury's Ferry Node. The goals of the pattern book are to:

- Ensure compatibility of commercial development within nearby residential development
- Reflect regional styles and climates
- Create human-scaled architecture and outdoor spaces
- Promote pedestrian and bike access to the node and between various developments within the node

Nodes are concentrations of development activity and are designated to contain the county's future commercial growth. For more information on nodes within Columbia County, please see the Columbia County Growth Management Plan.

*These images convey the type of inviting architecture and outdoor spaces that are recommended for the Evans-to-Locks/Fury's Ferry Node.*

## 2.2 Flexible Standards

This book is intended to facilitate good design in the Evans-to-Locks/Fury's Ferry Node. It contains examples of positive design features to emulate as well as poor design features to avoid. Many of the guidelines set forth in this book are requirements, while others are recommendations.

Creative designs and unusual situations may call for variations from the standards in this pattern book. In these cases, Columbia County staff should evaluate the proposal on its overall adherence to the design principles laid forth in this book.

*Standards should not create an obstacle to creative design*

# Architecture

3.0

## 3.1 Architectural Style

The recommended architectural style for the node is Neoclassical. Neoclassical architecture reflects a style widely appreciated in Columbia County, and is compatible with many of the residential designs nearby. Neoclassical architecture reflects a diverse range of styles that were popular in America in the early 19th century and based on classical models. Some key characteristics of Neoclassical architecture are symmetry and ample, proportionate detailing.

Figure 1 below illustrates one interpretation of the Neoclassical style for commercial structures. Some features to note on this illustration are:

- Symmetrically placed windows
- Small windows ("lights") as details over doors and at other places on the facade
- Columns or pilasters with capitals
- Human-scaled windows and doors
- Gabled or pedimented roofs

The Evans Justice Center is an excellent example of a building in the Neoclassical style.

Materials should be traditional construction materials such as brick, stone, stucco, or natural wood. Materials that are not permitted include metal, composites, plastics, and vinyl or aluminum siding.

Colors should reflect traditional materials and colors used in Neoclassical architecture. Predominantly neutral and earth tones are recommended, with trim colors usually in a white or black. Generally three colors are adequate for each facade.

In addition, it is recommended that each development have a unique architectural element that serves as the defining feature for the entire development, such as a clock tower.

*Please see the glossary at the end of this document for any unknown architectural terms.*

*Columbia County's Justice Center and residential areas already provide excellent examples of Neoclassical style*

**Figure 1: Illustration of Neoclassical design principles applied to commercial buildings**

## 3.2 Massing, Scale, and Height

*Massing refers to the way one building can be visually broken into distinct volumes*

To create a human scale, large buildings must be broken into smaller masses. Ideally, each larger building should look like a collection of adjacent smaller buildings of different types.

For smaller store sizes:

- The facade must have a change in setback every 40 feet minimum. This means that some storefronts will project further than others.
- The storefront must also have a change in material, color, fenestration, or height along with each change in setback.

*Large store formats should create variations in massing and have ample human-scale detailing*


For larger store sizes:

- The preferred arrangement is to have several smaller scale stores in front, hiding the large-scale facade.
- As an alternative, larger stores should have a tall architectural element with a horizontal forward setback either in the center at a major entrance or at the corner of the building.
- Large-scale stores over 150 feet in length should have additional variations in massing as well.

The recommended height for most structures is two stories. The two story height creates a better sense of enclosure than one story without creating an overwhelming sense of scale.

- Variations between two and three stories are encouraged.
- One story buildings are permitted, but should have dormers or a similar architectural feature to create the illusion of a taller building.
- The maximum allowable building height in the node is 45 feet.

Recommended uses for upper floors:

- Residential uses are permitted on the upper floors. These may be in live-work arrangements in combination with the first floor or as separate spaces.
- Office uses are permitted on upper floors.
- Generally a mixed-use arrangement works well when the grade on the back side is higher than the grade on the front, allowing for separate ground level entrances for the various uses.

*Dormers can create a feeling of a more significant architectural presence for one-story buildings*

## 3.3 Windows and Doors

*Windows are complemented by shutters, balcony railings, and lintels.*

*Doors are highlighted by lights above and door surrounds (above in white, below in brown)*


Facades should have regular windows and doors to increase the architectural detail and create a human scale environment. Windows and doors create visual detail and are channels for interaction between indoor and outdoor space. Windows and doors should be framed by detailing elements such as lintels, shutters, and pediments.

Window Regulations:

- At least 50 percent of the storefront between three and eight feet above ground level should be transparent glass.
- Upper floor windows and dormers should be evenly spaced and vertically oriented (taller than they are wide).
- Upper floor windows should be double-hung and have multiple, small panes.
- Shutters or balcony rails outside windows are encouraged.
- Lintels and/or brick variations above and below windows are required.

Door Regulations:

- Doors should be recessed a minimum of eight inches to create an appearance of thick walls.
- Doorways should be made of wood or glass materials.
- Doorways should be traditional sizes.
- Lights above doors and thick door surrounds are strongly encouraged.

## 3.4 Roof Form

Roofs are defining architectural features. Sloped roofs for commercial buildings will help to reinforce the Neoclassical architectural theme and will help commercial development mesh with nearby residential areas.

Roof Regulations:

- All roofs should be sloped.
- Roofs may be hipped or gabled, and a front facing pediment is encouraged.
- For smaller storefront types, the minimum pitch is 4:12.
- For larger storefronts, each massing element should have a distinct sloped roof.
- Roofs may be made of various materials, including traditional asphalt as well as standing seam metal.

Related Regulations:

- The top of the facade should be marked by a detailed cornice.
- Dentils or other similar types of ornamentation are encouraged.
- Small arcades and awnings are encouraged.
- If awnings are used, they should be rectangular, canvas awnings.
- Canvas awnings must be maintained in good condition.

*Hipped roof (four sloped sides)*

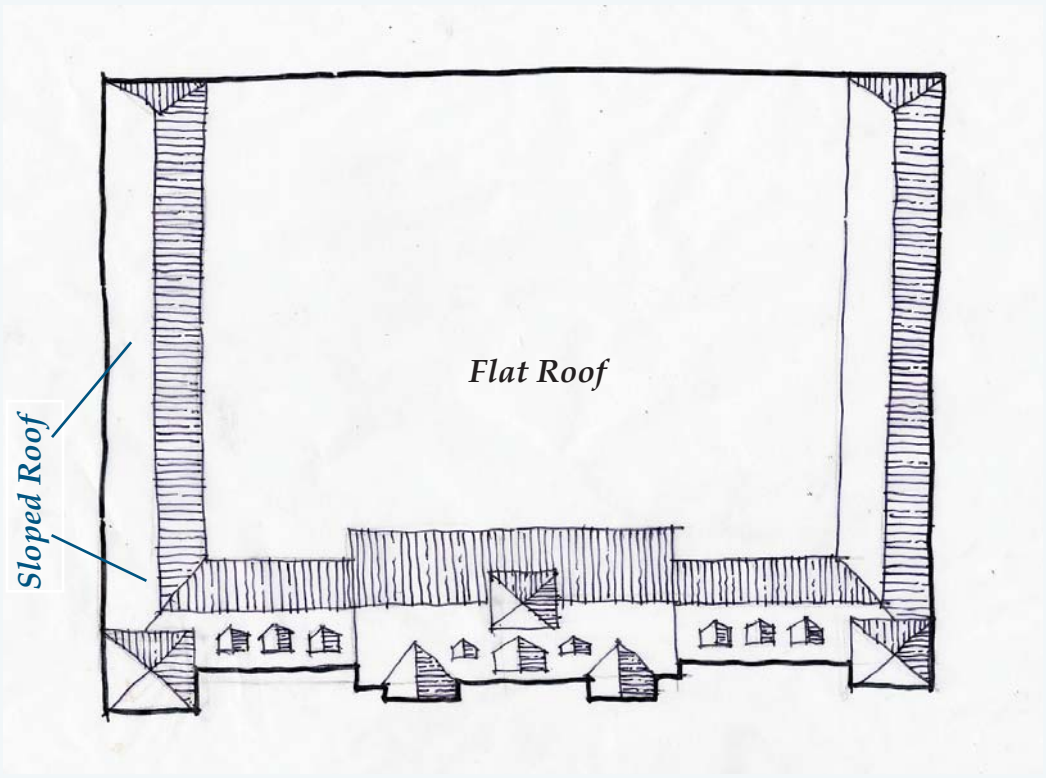
*Gabled roofs. The one on the left has a pediment.*

*Each massing element has its own roof for this larger building*

Sloped roofs are required for large buildings and storefronts as well:

- Instead of a single, large sloped roof, the building should have a series of smaller roofs, with the roofs corresponding to the building massing.
- The sloped roof must be the only part of the roof visible from the front and the sides of the building. No equipment stored on the roof should be visible from the front or the sides of the building.
- The sloped roof must rise to a height of at least eight feet from its lowest to its highest point for the tallest roof segment.

*Each massing element of this large-scale building has its own roof. In addition, dormers and other roof variations are added to provide human-scale detail*




*A flat roof can be used behind the sloped roof to store mechanical equipment, but this equipment should not be visible from the front or the sides of the building*

# 4.0

# Landscape Architecture

## 4.1 Site Design

Site design can help create a human-scaled, pedestrian-oriented experience. The site design should emphasize the interaction of indoor and outdoor space. Outdoor spaces should encourage leisurely shopping, browsing, and gathering. It is the character of outdoor gathering spaces that creates the sense of neighborhood-friendly shopping areas.

One of two site designs is required:

- Small setback site design
- Internal main street site design

### 4.1.1 Small Setback Site Design

Small setback site design balances having a street-friendly presence with enough of a setback to buffer the noise from nearby street traffic. This site design places the building fairly close to the public sidewalk. As a result, pedestrian and bicycle access are easier and shoppers are encouraged to park once and walk between shopping destinations.

- No more than one bay of parking (about 60 feet of pavement) can be placed between the retail promenade and the streetscape.
- Additional parking areas can be provided in the rear and on the edges of the site.
- Sidewalks (minimum 5-foot width) should be provided from any rear parking areas connecting with the retail promenade area in front.

*Small setback site designs create street presence*

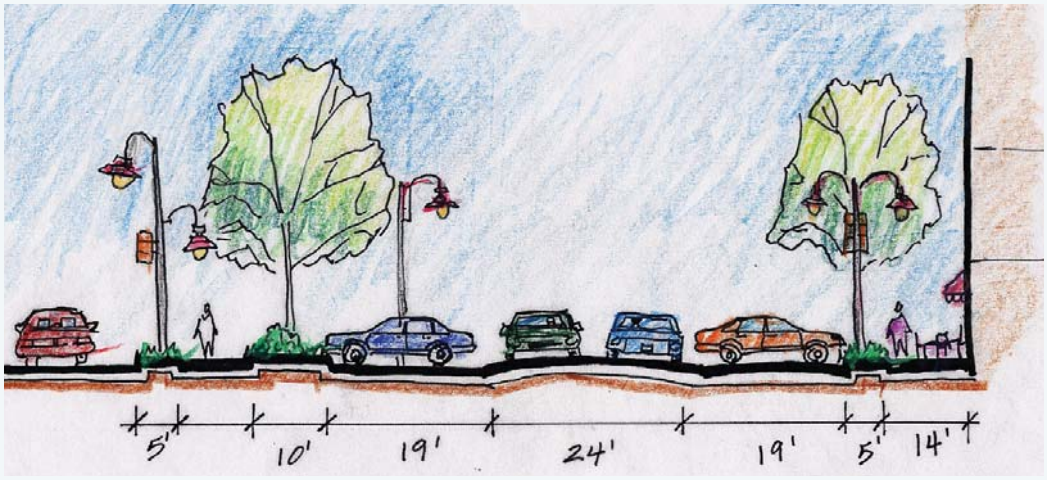



**Figure 2: Small Setback Site Design. One bay of parking maximum between the streetscape and the building promenade.**

### 4.1.2 Internal Main Street Site Design

Internal main street designs are also permitted. These designs incorporate a 'main street' internal to the site, with building facades and retail promenades lining both sides of the main street. The goal of the main street design is to create a quiet, pedestrian friendly outdoor area internal to the site.

- No more than three bays of parking are permitted between the building facades.
- Usually the main street avenues have one-way lanes with diagonal parking, to slow down traffic and encourage convenient parking.
- Overflow parking is permitted on the periphery of the site, including between the public roads and the site.

The backs of the buildings that face the public right-of-way must be carefully addressed:

- Facade materials and some treatments should be continued to the rear of buildings that face the right-of-way. For example, window and roof patterns should continue in a similar pattern on the rear.
- Dumpsters and utilities should not be visible from rights-of-way or residential properties.
- A 6-foot masonry wall is recommended between the streetscape and the rear of buildings.
- Loading at grade level in the rear is encouraged when possible.

For both types of site design, all parking areas must have at least one shade tree per every 10 parking spaces.

*Diagonal parking between storefronts on both sides*


**Figure 3:** Internal main street site design

## 4.2 Retail Promenade

The promenade consists of the pedestrian area immediately in front of the building facade. A well-designed promenade is essential to creating inviting, pedestrian-friendly common spaces. The promenade is made inviting by its width, by the use of a variety of quality materials, and by providing amenities such as lighting, planters, and seating. The promenade serves the functions of both an outdoor place for activity and for pedestrian transportation.

*Outdoor dining areas are encouraged and help to meet the street furniture requirement*

- The retail promenade should be a minimum of 10 feet in width, with an average width of 14 feet.
- Landscaping and/or street furniture is required on at least 10 percent of the retail promenade.
- All-brick promenades are encouraged, and the promenade should consist of at least 50 percent brick or stone.
- Asphalt may not be used for any part of the promenade.
- Continuous pedestrian access should be available from the sidewalk to the retail promenade along a minimum 5-foot width sidewalk.

*Art can give a unique flair to a retail promenade*

*This promenade has brick, concrete, benches, lighting, and planters*

## 4.3 Parks and Plazas

In addition to the retail promenade, large sites (over 10 acres) should also incorporate parks and/or plazas as gathering places. Inviting gathering places help build a sense of community for nearby residents and encourage shoppers to linger. Parks and plazas should be integrated into shopping areas so that they are visible from actively used areas such as promenades or storefronts, and not placed in a hidden part of the site. In fact, a well-placed plaza may just be an extension or expansion of the promenade area. For example, a plaza can serve as an outdoor waiting area for a busy restaurant. Plazas and parks do not need 'play' equipment - all that is needed is seating areas, trees and plants, shade, and perhaps a fountain or monument as a central element.

- The minimum size for a park or plaza is 5 percent of the disturbed area for sites over 10 acres in size.
- As an alternative to a park or plaza, the developer may choose to leave at least 5 percent of the site land undisturbed. The undisturbed area should be forested and is subject to the approval of the planning department.

*Fountains serve as a natural attraction for a plaza*

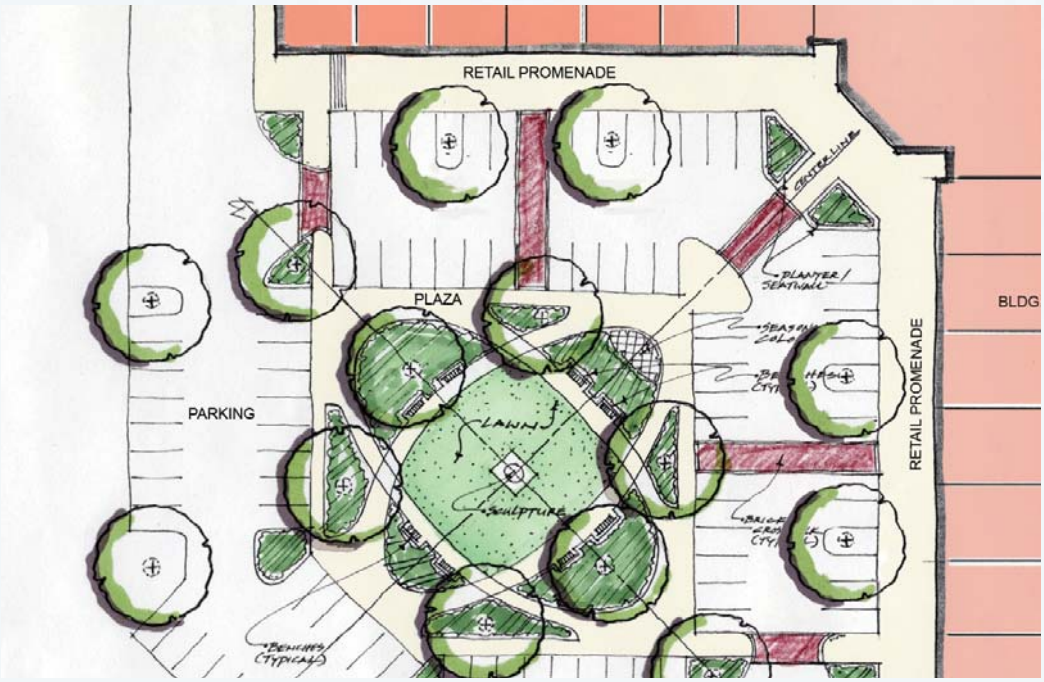
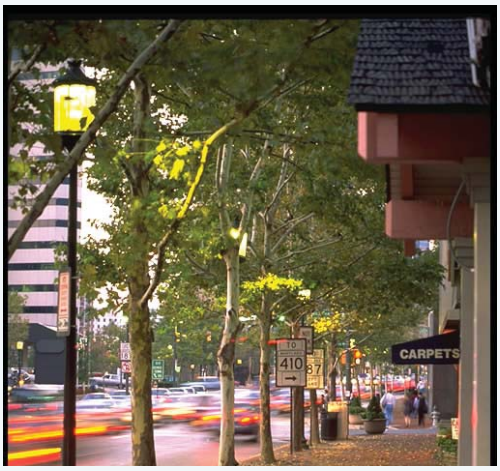



**Figure 4:** **Prototypical plaza design integrates with surrounding retail buildings**

## 4.4 Streetscapes




*Streetscapes benefit from the consistent use of trees*

Streetscapes serve to improve the public appearance of a node and to enable pedestrian and bicycle access. A consistent streetscape across different properties ties together a unified design theme for the node.

The streetscape consists of three parts:

- A landscape buffer to set the pedestrian area back from the road (Street Buffer)
- The sidewalk
- A second landscape buffer to shield the view of parking areas (Parking Buffer)

Streetscape Regulations:

- The Street Buffer must be a minimum of 5 feet in width.
- The Street Buffer must have street trees planted every 40 feet on center, minimum.
- Lights should be placed every 40 feet in the Street Buffer, minimum.
- Two out of every three lights in the Street Buffer should be a pedestrian-style light, which are shorter, of a kind that matches the street lights.
- The Parking Buffer must be a minimum of 5 feet in width.
- The Parking Buffer must be planted with continuous shrubs or hedges a maximum of 30 inches in height.
- The Parking Buffer must have street trees planted every 40 feet on center minimum.
- The sidewalk area should be a minimum of 8 feet in width and should be clear of any obstacles.

*Undisturbed commercial buffer*

Alternative to Streetscape Development:

- As an alternative to a streetscape, the developer may leave an area equal to the size of the required streetscape undisturbed. The undisturbed area should be located along the street edge of the development, should be forested, and is subject to the approval of the planning department.

*Recommended streetscape shows two rows of trees, and a pattern of two pedestrian lights for every street light*

Streetscape Regulations (continued):

- All trees planted for streetscape requirements should be 4-inch caliper minimum at time of planting.
- All street trees along Fury's Ferry should be Nuttall Oaks.
- All street trees along Evans-to-Locks Road should be Allee Elms.
- Street and pedestrian lights must be historic and decorative in character.

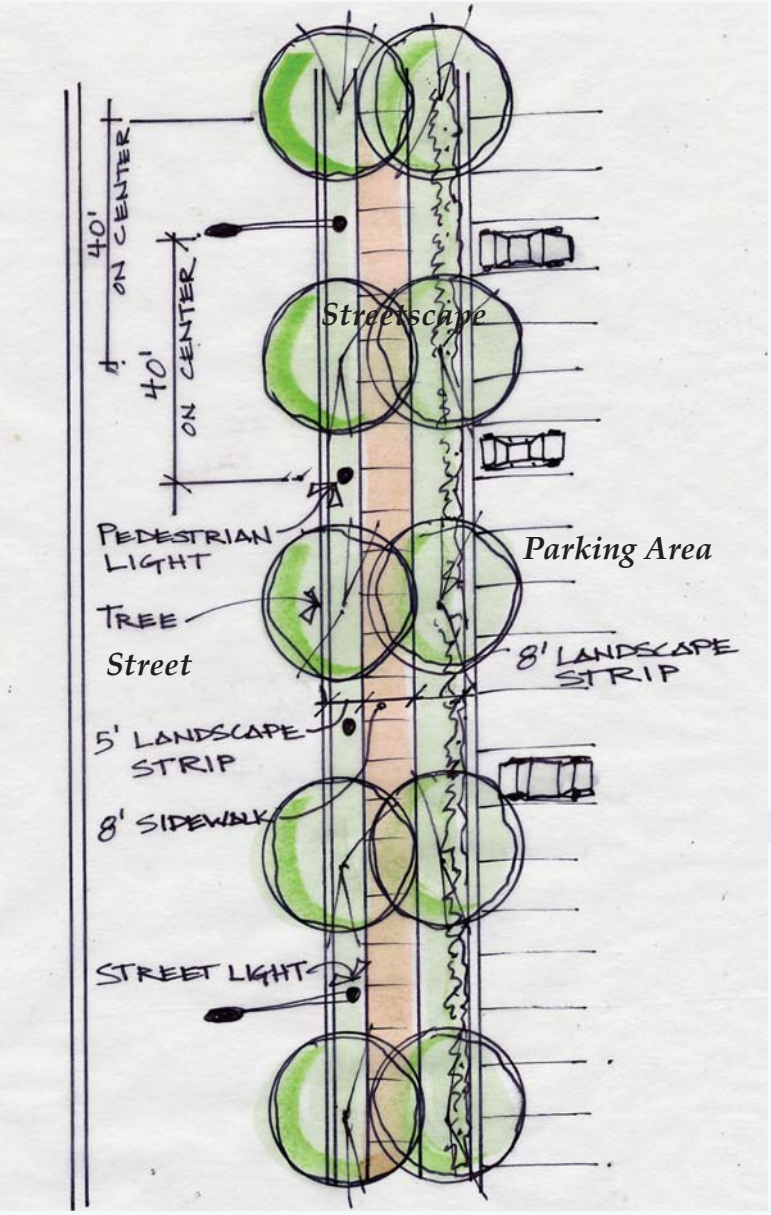



**Figure 5:** **Recommended Streetscape Design**

**All developments must use standard node furnishings or furnishings of a similar type.**

## 4.5 Street Furniture

The use of high-quality street furniture throughout the node will create a sense of long-term investment and enhance property values. Consistent street furniture will help to unify the design character of the node.

The following images represent the street furniture that should be used at the Evans-to-Locks/Fury's Ferry Node. Developers should select street furniture that is similar in design, materials, and color.

Specified street furniture includes:

- Street lights
- Pedestrian lights
- Planters
- Fencing
- Bollards
- Benches
- Garbage cans

## 4.6 Lighting

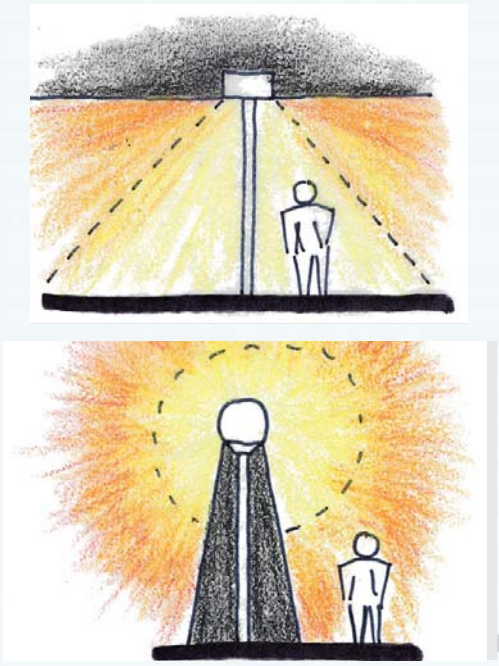


**Figure 6: Full cut-off lighting fixtures protect dark skies**

Lighting should be designed to minimize light intrusion onto neighboring properties and to preserve dark night skies.

Lighting Regulations:

- Full cut-off light fixtures are required for all street and pedestrian lights.
- Parking lot light fixtures should be no more than 26 feet in height.
- Pedestrian light fixtures should be no more than 14 feet in height.
- Taller lighting is permitted along public roadways where required by the Department of Transportation.
- White spectrum lighting preserves true color perception and is recommended.
- Accent lighting to highlight architectural and landscape elements is encouraged.

*Street lighting and pedestrian lighting used in appropriate locations*

## 4.7 Sign Guidelines

Signs, while important, should generally be subordinate to architectural and landscape features. Signs should integrate with architectural features by matching in scale and materials with surrounding buildings.

- All signs should be made of quality, durable materials.
- The text of all signs should be limited to the trade name and a minimal description of goods or products provided.
- Signs should coordinate with architecture in terms of materials and scale.

Development signs mark the entrances to commercial complexes:

- Monument style signs required.
- Maximum height is 20 feet.
- The listing of individual store signs is discouraged.
- If a list is provided, consistent foreground and background color should be used throughout the sign.

Wall-mounted signs are signs posted on buildings to advertise specific stores:

- Copy should be limited to the store's trade names and a minimal description of goods or products provided.
- The maximum letter height should be 15 percent of the facade height or 36 inches, whichever is smaller.
- Wall-mounted signs should align with other facade elements, such as doorways and windows.

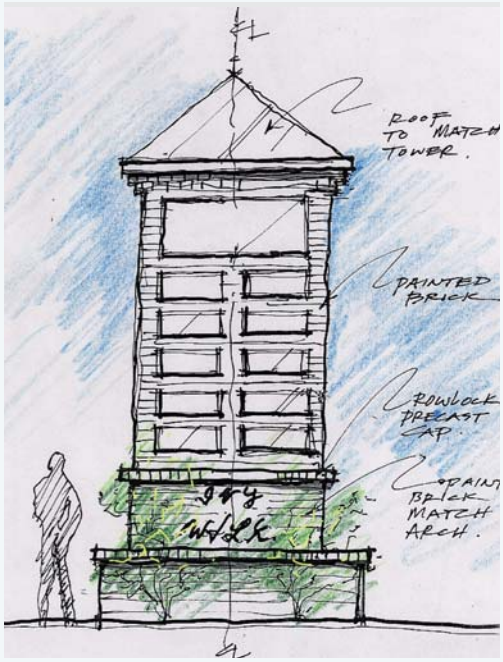
Other Sign Regulations:

- Each business should have no more than three signs total.
- Signs that are not permitted include billboards, pole signs, banners, neon signs, balloon signs, flashing signs, moveable-type signs, and search lights


*Wall-mounted sign does not coordinate with materials or scale of building*


*These wall-mounted signs are in proportion with storefronts below*

*This monument development sign incorporates architectural design elements and materials*



Small-scale signs can actually enhance the quality of the pedestrian environment. The key to quality signs is proper scale, quality materials, and quality craftsmanship. Colors should generally be muted and natural.

Perpendicular signs are encouraged. Generally perpendicular signs are made of wood, and should project no more than 4 feet from the building facade.

Glass-etched signs are also encouraged. Signs on awnings are also permitted, but the size of the lettering should not be any larger than the size permitted on the building facade.

Temporary signs are discouraged, especially signs that block the visibility of the storefront. Temporary signs should never be more prominent than the permanent signs.


*Glass-etched sign with logo in gold*

*Perpendicular sign in wood*


*Awning sign in proportion with the building entrance*

## 4.8 Buffers and Fences

Landscaped buffers are required between any single family use and any non-single family use as well as between multifamily and commercial or industrial uses.

- A 30-foot landscaped buffer is required between any single family use and any non-single family use.
- A 20-foot buffer is required between multifamily residential uses and commercial uses.
- The landscaped buffer shall consist of a continuous wall of mature evergreen shrubs.
- Parking, storage, or other similar uses should not occur in the buffer area.
- A solid wooden fence should also be used for screening at the edge of the buffer, and it should be 6 feet in height.
- Barriers and buffers between commercial properties are not encouraged except where necessary for security. In fact, provisions should be made to promote pedestrian and vehicular access between adjacent commercial developments.

Fencing Regulations:

- Fencing must be opaque.
- Preferred fence material is pressure-treated natural wood. Brick and stone walls may be used instead of fencing.
- Fences should be no more than 6 feet tall except when they are used to screen dumpsters and utilities, in which case they can be a maximum of 8 feet in height.

*Post and beam fence is appropriate when fence does not need to serve as a visual screen*

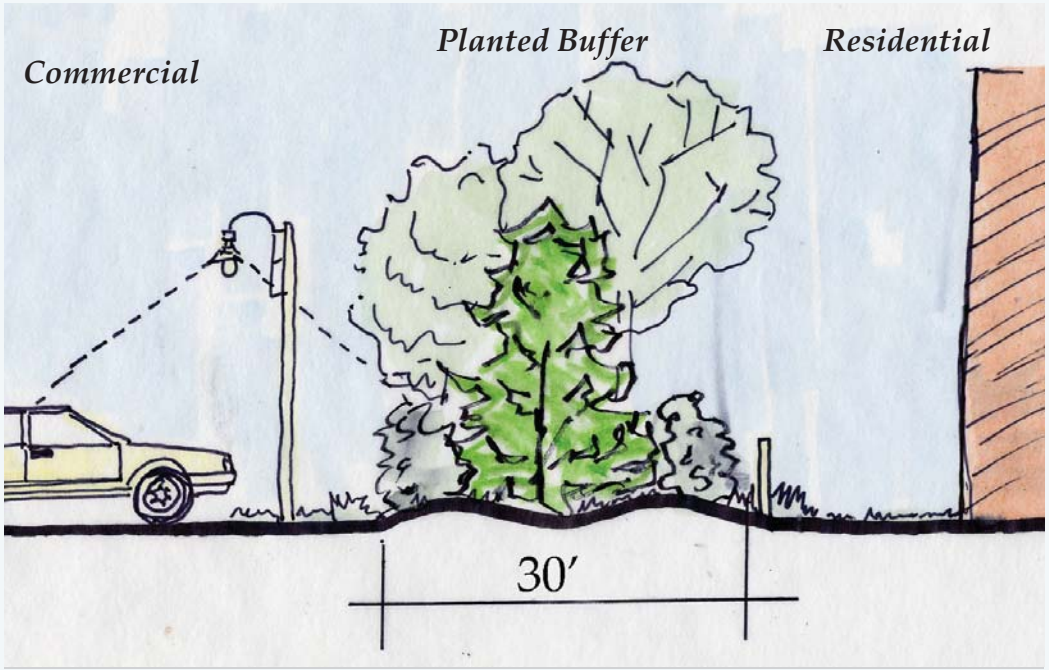



**Figure 7: Landscaped buffer between commercial and residential uses**

# 5.0

# Other Issues

Commercial developments in the Evans-to-Locks/Fury's Ferry Node should not present visual blight to any public right-of-way or any residential property. Preventing visual blight can best be done primarily by proper site design and secondarily by screening.

The following regulations apply:

- Utility wires must be buried for any new commercial development.
- Outdoor storage of materials is not permitted.
- Utilities and dumpsters must be out of view.
- Loading and service areas should be out of view.
- No drive-throughs permitted.

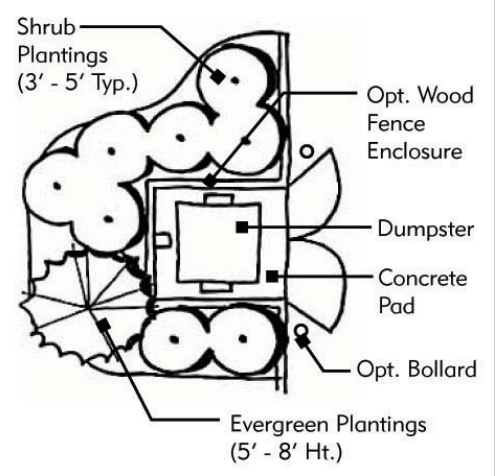
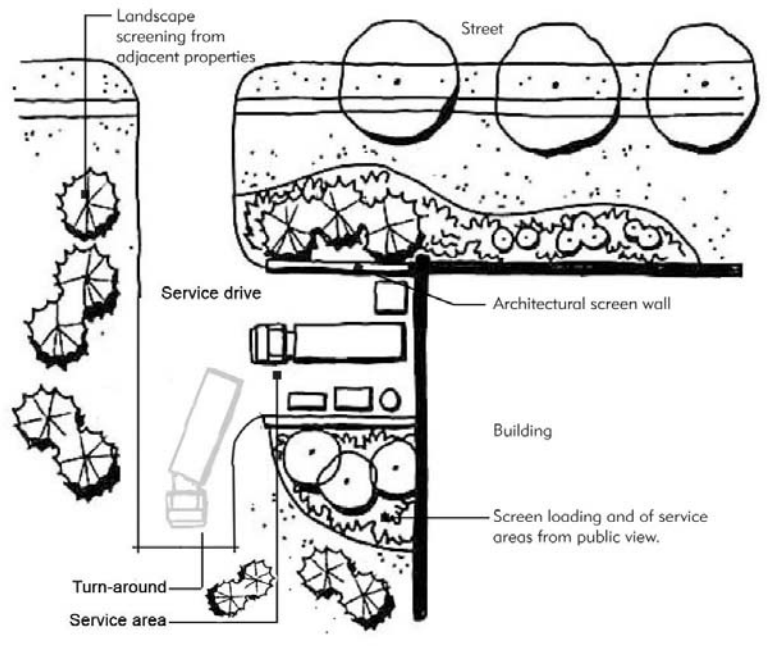



**Figure 8: Illustration of proper location and screening of loading and dumpster areas**



Evans-to-Locks/Fury's Ferry Node Overlay

# 6.0

# Glossary

Bay of Parking - Two rows of parking, facing opposite directions and accessed by a single aisle.

Column - In classical architecture, a cylindrical support consisting of a base, shaft, and capital.

Cornice - The exterior trim of a structure at the meeting of the roof and wall; Any molded projection which crowns or finishes the part to which it is affixed.

Dentil - One of a band of small, square, toothlike blocks forming part of the characteristic ornamentation of the Ionic, Corinthian, and Composite orders.

Development Sign - Free-standing sign that indicates an entire development.

Dormers - A structure projecting above a sloping roof, usually housing a vertical window.

Facade - The exterior face of a building which is the architectural front, sometimes distinguished from the other faces by elaboration of architectural or ornamental details.

Fenestration - The arrangement and design of windows in a building.

Full Cut-Off Light Fixture - A light fixture where no light is shed above the horizontal line of the head of the light fixture.

Gable - A roof having a single slope on each side of a central ridge; Also, a vertical surface commonly situated at the end of a building, usually adjoining a pitched roof.

Hipped - A roof comprising adjacent flat surfaces that slope upward from all sides of the perimeter of the building, requiring a hip rafter along each intersection of the inclined surfaces.

Human Scale - The arrangement of structures, spaces, and details in a way that relates well to the proportions of the human body and its normal operations.

Lights - An aperture through which daylight is admitted to the interior of a building; A pane of glass, a window, or a compartment of a window.

Lintels - A horizontal structural member (such as a beam) over an opening which carries the weight of the wall above it; usually of steel, stone, or wood.

Massing - The visual appearance of distinct, discrete solid spaces occupied by a structure.

Neoclassical - An architectural style based primarily on the use of forms of Classical antiquity used in both public buildings and opulent homes;  aspects of this style are imitative of the Classical Revival style or the Greek Revival style.

Pediment - In Classical architecture, a triangular gable usually having a horizontal cornice, with raked cornices on each side, surmounting or crowning a portico or another major division of a facade, end wall, or colonnade.

Perpendicular Sign - A sign that is oriented at a perpendicular angular to the facade and so encroaches into the space in front of the facade.

Pilaster - An engaged pier or pillar, often with a capital and base; Or decorative features that imitate engaged piers but are not supporting structures, as a rectangular or semi-circular member used as a simulated pillar in entrances or other door openings and fireplace mantels.

Promenade - A suitable place for walking for pleasure, as a mall.

Scale - A system of proportion by which a building and its various parts relate to each other in size or extent.

Setback - The minimum distance between a reference line (usually a property line) and a building or portion thereof as required by ordinance or code.

Site Design - The arrangement of building and landscape materials on a site to achieve desired purposes, such as access or pleasing views.

Streetscape - The treatment of the landscape immediately adjacent to a public street, usually involving a sidewalk, street furniture, and trees, and usually for the benefit of pedestrian use.

*Definitions adapted from "Dictionary of Architecture and Construction," edited by Cyril M. Harris.*