Community Choices

City of College Park
Downtown Design Standards

Prepared by
Atlanta Regional Commission Staff
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Atlanta Regional Commission

Many thanks to the College Park Design Guidelines Committee for their hard work and input throughout this process:

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Table of Contents

PURPOSE AND INTENT

The following design standards apply to all new development and redevelopment within Downtown College Park. These development standards provide for a uniform landscape and urban design theme throughout the district's boundaries through:

- The identification and consistent use of design elements which contribute to quality and good design in site planning, architecture, landscaping, and signage
- The creation of a consistent, cohesive character within the area, including historic and non-historic structures
- The creation of a pedestrian friendly walkable environment
- The creation of a 'sense of place' in College Park that retains the charm of the historic downtown character

The specific design policies contained herein are an extension of the goals identified in the Comprehensive Plan for the City of College Park and the College Park Activity Center Livable Centers Initiative.

High quality design solutions deviating from strict interpretation of the standards noted herein may be considered and approved by the City only when the resulting design is one which is determined to be desirable by the City. The Planning Commission and Planning Director hold authority to review and grant variances to new projects.

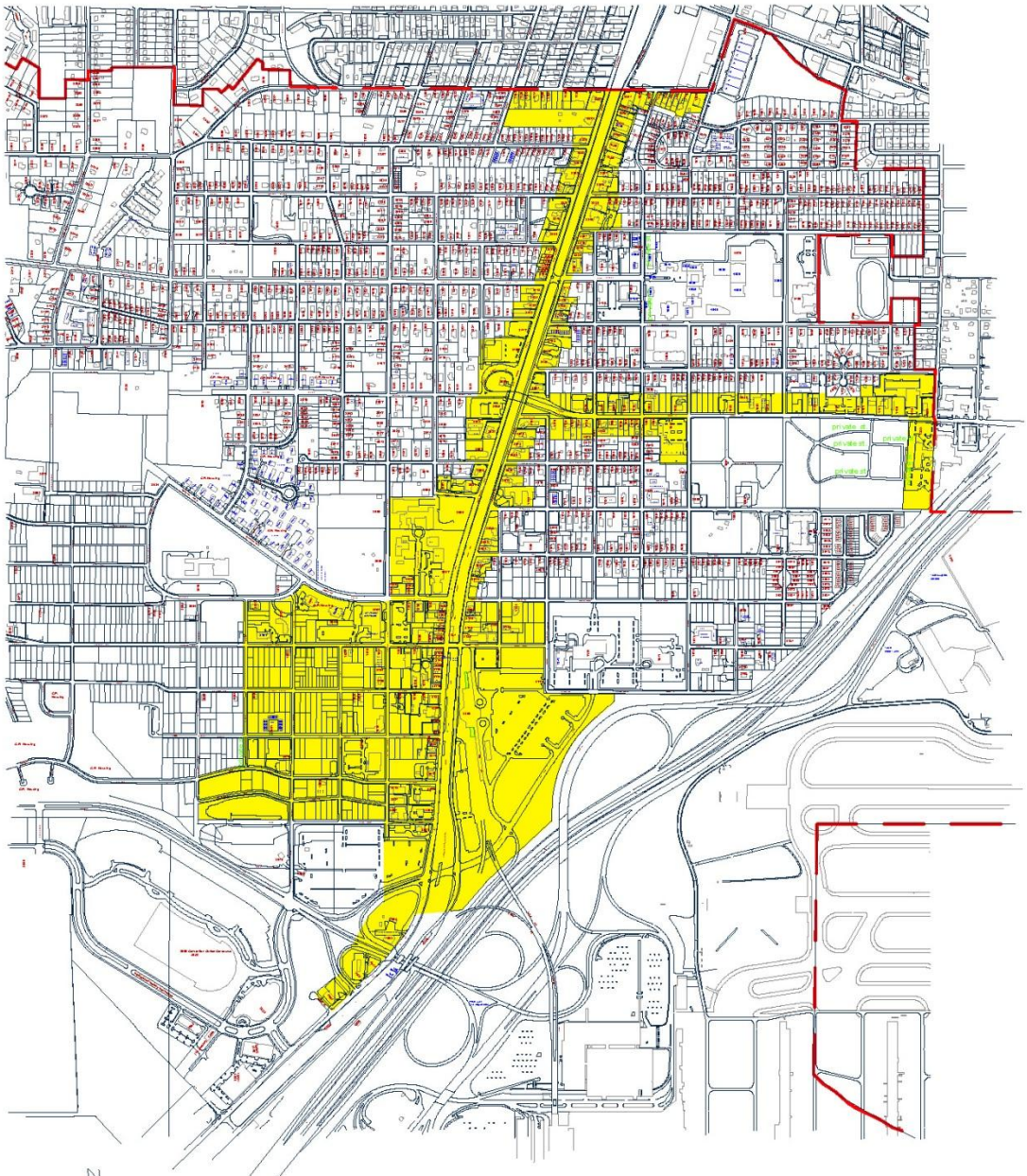
These design guidelines apply to the following:

- All new construction within the Downtown College Park area
- Remodeling or renovation of existing structures within the Downtown College Park area, including building additions.

These standards are intended to serve as approaches to design within Downtown College Park. A map showing the parcels to which this set of standards applies can be found on page six of this document.

These guidelines seek to guide project developers through photographic examples, which have been notated by checks representing acceptable and unacceptable practices.

MAP OF DOWNTOWN COLLEGE PARK



I. SITE DESIGN ELEMENTS

On-street parking shall be utilized wherever possible.

1.0 Parking

1.1 Overview

The accommodation of adequate parking facilities is an important consideration for all new and existing businesses located in the City of College Park. In addition to lot capacity requirements, an emphasis on organization, management, and design of parking areas are also an important method in providing a safe, convenient and aesthetically pleasing pedestrian environment.

The following parking lot design standards are intended to coordinate with the specific parking requirements set forth in Section 8, Article XIV-G Downtown Business District, of the Code of Ordinances.

Parking shall be located behind the building.

1.2 Parking Standards

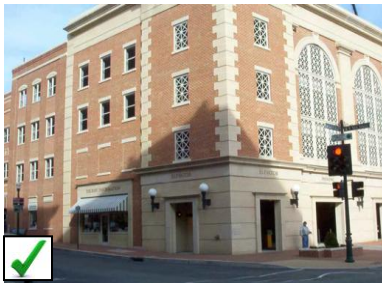
i. On-street parking shall be utilized wherever possible.
ii. Insofar as possible, parking lots shall be located to the rear or side of buildings. Preferably, parking should be located on the interior of parcels in a courtyard configuration, bounded by structures, landscaping or a combination of both.
iii. Shared parking as well as consolidated driveways and curb cuts are strongly encouraged as a method of preserving continuity of street edges.
iv. Parking lots shall be directly connected to a sidewalk leading to the main entrances of all buildings on site.
v. Off -street parking should not be located on corner lots because it diminishes the visual continuity of downtown storefronts. Corner lots are best used for buildings.
vi. Parking shall not be placed between the front of the building and the street.

1.3 Materials

Porous pavers should be utilized in parking areas to help reduce storm water run-off.

Such parking shall be provided in a parking garage or properly graded surface parking facility with the parking spaces comprised of asphalt, concrete, porous pavements or other material approved by the Design Review Board (DRB). Parking areas shall ensure smooth and even pathways to prevent falls and eliminate barriers for walking or wheelchair access.

Parking areas shall be screened from the public right-of-way.



Parking garages should compliment surrounding buildings and incorporate architectural features that reduce monolithic surfaces.

1.4 Screening

Parking areas shall be screened from the public right-of-way with a minimum screen height of three (3) feet above the finished grade of the parking area. The screen may be achieved through utilizing berms, hedges, vegetative buffers, low walls or treated wood fences.

Parking garages shall provide adequate architectural design and landscape screening.

i. Large blank walls and continuous strip windows shall be avoided in favor of fenestration patterns more closely resembling inhabited buildings. Devices such as louvers, screens, recesses, projections and other façade treatments, along with certain landscaping and design efforts, can be used to make the façade surface less monolithic.
ii. Limiting the height of the parking garage to established (or predicted) height of the surrounding tree canopy is encouraged.
iii. Build into topography where feasible.
iv. Parking structures shall respect the architectural style of the area and utilize quality materials, such as steel and brick, in construction of the façade.

1.5 Landscaping

1.51 Off-street Parking Areas

i. Off-street parking lots shall be designed to maximize coverage by shade trees. Shade trees in parking lots shall be a minimum of 3-1/2 inch caliper.
ii. Off-street parking areas shall provide landscape islands and perimeter landscape strips that provide a cumulative total of at least one shade tree per twelve (12) parking spaces. Each shade tree shall be planted in a planting area at least eight (8) feet wide.
iii. There shall be a minimum curb radius of three (3) feet required on all the corners of all landscape islands and medians to allow for free movement of motor vehicles around planting materials. All islands and medians shall be constructed with raised curbs.
iv. All landscaped islands within parking lots shall be one hundred (100) percent landscaped with deciduous trees (minimum 3-1/2" caliper size), evergreen shrubs (not to exceed three (3) feet in height at maturity), ground cover (which does not require mowing) and/or flowers in mulched beds.
v. There shall be a minimum eight (8) foot wide (back of curb to back of curb) curbed landscape island at the end of every row of parking, equal in length to the adjoining parking spaces. A

Off-street parking areas shall provide landscape islands and landscape strips.

parking island must be located no farther apart than every twelfth (12th) parking space; creating parking bays of no greater than eleven (11) parking spaces in a row. Each island or strip shall contain a minimum of two hundred (200) square feet.

vi. Shade trees shall be planted at a minimum of three (3) feet from any curb, so as to prevent injury to trees by vehicle bumpers. The remaining area of the landscaping strip shall be sodded or planted with groundcover species.

vii. The planting area for a tree shall consist of permeable and well-drained soils with suitable ground cover.

viii. Dead trees and shrubs shall be replaced by the property owner within one (1) month, with three (3) months of waiting time allowed for avoiding planting in peak heat of summer.

ix. Landscape strips at the perimeter of off-street parking lots shall be a minimum width of six (6) feet and shall provide for safe and convenient crossings by vehicles and pedestrians.

x. Pedestrian pathways in parking lots and pedestrian ways that cross vehicular aisles in parking lots shall be appropriately demarcated with paint or use of pavers.

xi. Parking space dimensions shall be in accordance with the standards set forth in the Code of Ordinances.

1.52 On-street Parking Areas

On-street parking shall use landscaped bulb-outs to protect pedestrians and enhance the aesthetics of downtown.

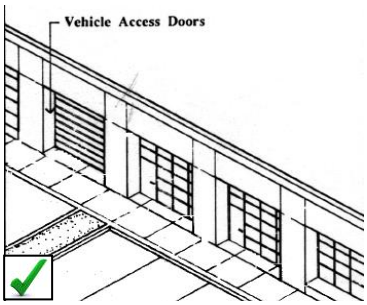
i. Landscaped bulb-outs and islands shall be built in conjunction with angled or parallel on-street parking so as to foster a more pedestrian-friendly environment in downtown commercial areas. Bulb-outs can improve the visibility between pedestrians and drivers, as well as provide a safe space for pedestrians.

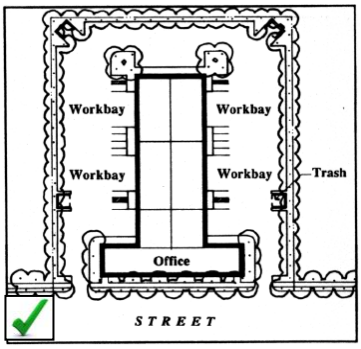
ii. Additionally, bulb-outs shall be used at mid-block crosswalks to facilitate pedestrian movement to parking facilities or businesses. These bulb-outs shall take on a similar design to those used at intersections.

iii. Landscape islands, which provide a place of refuge for pedestrians as they cross intersections, shall be used where appropriate.

1.6 Loading Areas

It is important to minimize visibility of loading areas from the public right of way as much as possible. Furthermore, businesses that require service bays shall implement a lot design that reduces unsightly working facilities.





Recessed vehicle access doors and strategically located work bay stations can help reduce the visibility of loading areas.

The illustrations on the top left of the page show an example of using landscaping techniques and work bay location to limit visibility from the adjacent street.

2.0 Utility/Mechanical

2.1 Overview

All mechanical and utility equipment, whether located on the roof, ground or side of building shall be screened from view.

i. The method of screening shall be architecturally integrated with the structure in terms of materials, color, shape and size.
ii. The design of the screening shall be done in concert with and as a part of the design of the building, rather than as an afterthought.
iii. New development shall bury utilities when possible to avoid a visually cluttered streetscape and to promote a more aesthetically pleasing environment. Utilities placed underground shall be done so in a way that does not preclude future infill or redevelopment from occurring.

Exposed mechanical and utility equipment shall be screened from view.

2.2 Mechanical/Utility/Refrigeration Equipment

Mechanical or utility equipment including utility meters shall be screened from public view. This also applies to outdoor HVAC equipment and outdoor refrigeration units.

i. The method of screening shall be architecturally integrated with the structure in terms of materials, color, shape and size in such a manner that the equipment is not visible from street level.
ii. It is critical to screen equipment with solid building elements (e.g. parapet wall) instead of after-the-fact add-on screening (e.g. wood or metal slats).
iii. Air conditioning units placed in individual windows and window transom areas are prohibited. The front façade of a building shall not be disrupted by the addition of mechanical systems such as air conditioning units.

2.3 Waste/Refuse

Refuse containers or dumpsters shall be located in the rear or side yard of a property and shall be screened from view of the public right of way.

i. Screening shall occur by placement of a brick or stacked stone masonry wall with solid gates that reflects the architecture of

Refuse containers not properly screened from the public right-of-way is prohibited.

the proposed development.

ii. The enclosure shall have a minimum height of eight (8) feet, or two (2) feet taller than the highest point of the waste/grease container, compactor or dumpster, whichever is greater.

iii. Gates shall allow access to refuse containers while denying open views of the contents within.

iv. The use of chain link fencing is not acceptable as concealment of mechanical units or waste/grease containers.

v. No dumpster or refuse container shall be located within fifty (50) feet of a single family residentially zoned property.

vi. The sharing of waste facilities between lessees of commercial developments is strongly encouraged.

vii. All refuse materials shall be contained within the refuse area.

2.4 Garbage Containers

i. Garbage cans shall be neatly contained in sheds or in separate screened enclosures.

ii. Garbage storage shall be shielded from public view and shall be within the building property line.

iii. Trash shall be placed at the street edge but shall not be placed in the street so as to obstruct the sidewalk or any area of public vehicular or pedestrian travel.

Garbage containers shall be contained in sheds or separate screened enclosures.

II. ARCHITECTURE

Design shall respect existing mass and scale.

1.0 Architectural Design

1.1 Overview

Design emphasis is placed on building massing and scale. Massing will be reviewed in the context of building height, number of stories, roof configuration and building groupings. Furthermore, it is necessary to ensure that the scale of the building is appropriate to the site in question as it relates to street frontage and pedestrians.

New construction shall respect the traditional style of Downtown College Park and shall be in visual harmony with surrounding structures.

2.0 Building Height, Width, Mass and Scale

Desirable building width.

Architectural massing avoids threatening the pedestrian environment by stepping back as height increases.

i. Building heights and widths shall relate to the existing fabric of downtown and surrounding neighborhoods.
   a. Widths of buildings are encouraged to consist of three (3) to four (4) bays (window and door divisions), or approximately fifty (50) to sixty (60) feet.
   b. New buildings that are wider than existing structures shall incorporate a number of smaller bays into the primary façade, to maintain a cohesive scale.
   c. Buildings in excess of three (3) stories or thirty-five (35) feet in height may be appropriate within two-thousand (2,000) feet of the College Park MARTA station, subject to a conditional height zoning permit as defined and described in Article XX, Section 2, subsection (b) of the Code of Ordinances.

ii. Building heights of larger projects shall provide variety.
   a. A larger (taller) development shall step down in height towards the street or smaller, surrounding structures.

iii. Large lots are encouraged to be developed with several buildings, rather than a single structure.
   a. This will help reduce the perceived size of the project.
   b. However, development on large lots should occur under a unified concept.
   c. The area between the buildings shall also contribute to the overall positive open space of the site.

Variation in façade treatment can visually enhance large buildings and minimize a monotonous appearance.

Building frontages should maintain transparent surfaces and avoid blank walls, and incorporate recessed entryways.

Buildings on corner lots shall provide architectural interest on both primary and secondary façades and side walls.

3.0 Building Façade

i. All front façades of the principal building shall face and be parallel to a public street.
   a. Primary pedestrian entrances shall be oriented to the street and shall be clearly visible.
   b. For buildings with commercial and retail uses, all customer entrances shall remain unlocked during business hours.

ii. A variety of sizes is appropriate among primary façades in new developments.
   a. Variations in facade treatment shall be continued through the structure, including its roof line and front and rear facades to reduce the perceived size of the building.
   b. Minimize the monotonous appearance of a large building or single façade through the use of architectural elements within the façade which include masonry piers, stepping of the building height and width, different colors or textures, and the variation of windows and awnings.
   c. Create positive open space in these variations such that they will enhance the streetscape.
   d. Blank lengths of wall exceeding thirty (30) linear feet are prohibited on all building façades.

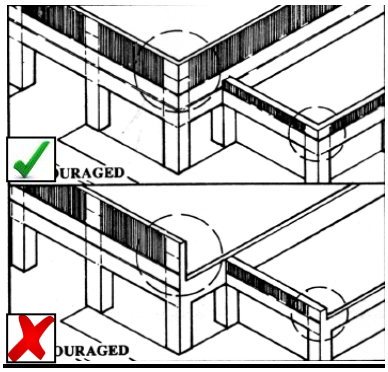
iii. New buildings shall incorporate recessed entryways into the design of the building. This prevents impeding pedestrian traffic along the sidewalk while a door is opened to enter a commercial building.
   a. The entryway shall be set back from the edge of the sidewalk four (4) to eight (8) feet and may make use of display cases and window panes to integrate this feature into the design of the building.

iv. Buildings located on corner lots shall incorporate design features to provide architectural interest for side walls that are not considered part of the primary façade.

v. There shall be no exposed plain concrete block for visible portions of all façades.
   a. Tilt up or precast concrete shall be textured with brick, aggregates, form liners, or similar methods to give visual interest to larger expanses of wall.
   b. Landscaping elements shall also be added to break up larger expanses of wall.

vi. Where retail or service-oriented offices front on a public right of way, a minimum of seventy-five (75) percent of the affected building façade shall consist of transparent surfaces, such as windows or doorways, to promote visual interest.

vii. Where general office uses front public rights of way, a minimum of fifty (50) percent of the affected building façade shall consist of transparent or translucent surfaces.



Avoid parapet or roof ornamentation of inappropriate sight angles to unfinished surfaces.

Decorative moldings and cornice lines on buildings with flat roof lines add visual interest.

4.0 Roofs

Roof design and form are important functional and architectural features. Proper maintenance, repair and construction of a building's roof is essential to its long-term structural integrity. Rooflines deserve attention during the design phase that encourages reflection of Downtown College Park's desired character.

i. The form and pitch of the roof of new construction and additions to existing buildings shall be proportionate to surrounding structures.
ii. During roof repair and replacement, new materials shall match existing materials in scale and texture.
iii. Parapets are useful and can articulate the rhythm of the buildings. Parapets shall be embellished with detailing and stepped or sloped to achieve a visually interesting yet harmonious sequence along the building façade.
iv. Flat roofs shall be defined with a discernable cornice line. Variations in roof type, height, and or distinct, separate roof segments should be considered as a means of creating greater visual interest, identifying changes in use and areas of ownership, or reducing monotony.
v. Pitched roofs such as gable, hip, shed or mansard roofs shall be clad with highly durable materials such as standing seam metal, slate, ceramic or fireproof composite tiles. Use of asphalt shingles is discouraged.
vi. False Fronts are encouraged as to provide architectural definition to a façade, which would otherwise be monotonous.
vii. Rooflines shall reflect interior and exterior patterns of use or ownership
viii. Roof ornamentation shall carefully consider sight lines and not allow any views of unsightly surfaces.

5.0 Setbacks

New buildings shall conform to adjacent or surrounding buildings in terms of their placement and setback. Generally, historic retail buildings and other commercial buildings front directly on sidewalks. Buildings with minimal setbacks aid in the creation of a well-defined corridor that fosters a sense of place and an interactive relationship between the pedestrian and the building.

i. The minimum front setback shall be zero (0), such that buildings are directly adjacent to the public right of way.

Buildings shall have minimal setbacks to engage the pedestrian and to help define the public realm.

ii. The maximum front setback shall be twenty (20) feet. Buildings shall only be set back away from the public right of way to accommodate architectural details, outdoor dining, street furniture or other pedestrian amenities.
iii. No side yard shall be required.
iv. No rear yard shall be required unless a property abuts residentially zoned property, then a minimum rear yard of twenty-five (25) feet is required.

6.0 Windows & Doors

The impact windows and doors have on the façade of a building is determined by the size, shape, pattern of openings, spacing, light divisions (number of panes) and placement. Consideration of these elements when altering or reconstructing windows or doors is crucial to retaining the structure's original architectural balance and integrity, as well as contributing to the overall aesthetics of Downtown College Park.

Windows shall be scaled appropriately with the building façade and main doorways shall be recessed.

i. Design shall influence the window and door styles selected for a project.
ii. Windows and doors shall follow appropriate rhythm and scale for building massing and frontage, including a pedestrian friendly focus.
iii. The arrangement, size and style of windows and doors shall be proportionate to surrounding structures.
iv. Entrance doors for retail and commercial buildings shall be of glass or contain significant glass to allow visibility into businesses.
v. Entries shall be recessed to allow the door to swing out without obstructing pedestrian flow.
vi. Where appropriate, sliding/folding doors that allow the activity of the business to open adjacent to and onto the public sidewalk shall be installed.
vii. Replacement windows:
    a. Windows shall match the original materials or replicate the same appearance.
    b. Windows shall require no major alterations of the openings.
    c. Windows shall match the pane divisions of the original windows.
    d. Care shall be taken to obtain windows that fit original casings.
viii. Bay windows on the front of buildings shall not encroach on the public right of way.
ix. Storm windows and doors shall have minimal impact on building façades. Owners shall consider proper weather-

The scale and style of the awning shall be compatible with the building storefront.

Awnings shall not consist of vinyl or plastic material; cloth or canvas is encouraged.

stripping and repairs first as an alternative to the installation of storm doors and windows.

a. New storm windows and doors shall match the color of the existing sash wherever possible.
b. Clear panes are recommended for storm doors which permit the original door to be fully visible.

7.0 Awnings

Awnings, canopies, and other accessory shade structures that are relatively open and do not restrict pedestrian or vehicular movement may encroach over the right-of-way. Awnings provide excellent opportunities for color and visual relief as well as protection for buildings and pedestrians from the sun and rain. They add a pedestrian scale feature and visual interest to the storefront design.

i. Prohibited Elements:
   a. Awnings shall not be made of shiny, high-gloss, or translucent materials.
   b. The use of vinyl or plastic as awning material is prohibited.
   c. Awnings shall not cover distinctive architectural features of the building face, nor shall installation of the awning damage the structure.
   d. Internal illumination of awnings is prohibited.

ii. Permitted Elements:
   a. Awnings shall be made of opaque materials; the traditional use of cloth or canvas awnings is encouraged.
   b. Awnings shall be of a solid through color, i.e., the underside of the awning is the same color as the exposed face.
   c. Awnings shall be a color compatible with the building facade.
   d. The scale of the awning, i.e., height, length, depth and overall bulk shall be compatible with the building storefront.
   e. Awnings may be operable so that they can be retracted and lowered to permit the desired level of sunlight throughout the day/season.

iii. Appropriate Awning Forms:
   a. Where the facade of a commercial building is divided into distinct structural bays (sections defined by vertical architectural elements, such as masonry piers), awnings shall be placed within the vertical elements rather than overlapping them. The awning design shall respond to the scale, proportion and rhythm created by these structural bay elements and nestle into the space created by the

Rear entrances shall be designed to be welcoming in appearance.

Landscaping shall be used to improve the aesthetics of a rear façade.

structural bay, but need not be identical.

b. Awning shape shall relate to the window or door opening. Barrel-shaped awnings shall be used to complement arched windows while square awnings shall be used on rectangular windows.

c. Awnings over sidewalks shall overhang the sidewalk a maximum of five (5) feet and shall provide a minimum vertical clearance of eight (8) feet for pedestrians.

8.0 Rear Entrances

Rear façades shall be designed as an integral part of the overall building with similar materials and detail treatments as the rest of the building. If parking is placed to the rear of a building, the building's rear façade shall be welcoming in appearance. Awnings, landscaping and small wall signs identifying businesses are encouraged. Furthermore, any rear entrance shall provide adequate lighting and be designed to maximize safety.

i. If customers, visitors and/or tenants park to the rear of the building, a well-defined and lighted rear entrance is strongly encouraged.

ii. If no rear building entrance is provided, a signed and lighted walkway to the front or side building entrance shall be provided and adhere to requirements for lighting as addressed in Article IV, section 2.0 -*Lighting*.

iii. Signs shall be modestly scaled to fit the casual visual character of the alley or rear parking area and adhere to requirements for signage as addressed in article IV, section 1.0 -*Signage*.

iv. Selective use of tree planting, potted plants and other landscaping shall be used to improve the aesthetics of a rear facade.

v. The rear entry door design shall be compatible with the front door. Special security glass (i.e. wire imbedded) is allowed.

9.0 Franchise Architecture

Franchise development is a necessary and vital component to the growth of a community. It remains important to assure that the focus of such development reflects the character of the city, and not merely the tenant. The City of College Park prizes its downtown, and encourages reflecting its architecture within this district.

i. Appropriate attributes:

a. To lend the appearance of multi-tenant occupancy, facades

Franchise architecture shall reflect the character of the community.

Walls visible from roadways or parking areas shall incorporate changes in building material, color and architectural details.

of multi-tenant buildings shall be varied in depth or parapet height.

b. Within planned shopping centers, distinct architectural entry identity for individual tenants' entrances shall be provided for suites exceeding ten-thousand (10,000) square feet of leasable area.

c. Walls visible from roadways or parking areas shall incorporate changes in building material/color or varying edifice detail such as trellises, false windows or recessed panels reminiscent of window, door or colonnade openings, landscaping or storefront every one hundred and fifty (150) linear feet.

d. All projects shall adhere to lighting and landscaping guidelines as dictated through article IV, section 2.0 – *Lighting,* and article III, section 1.0 – *Site Landscaping*, respectively.

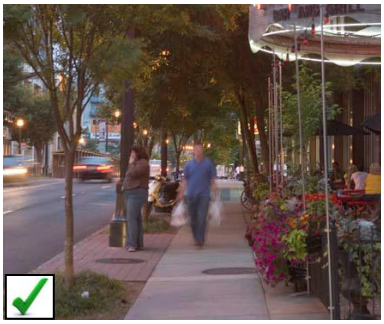
ii. Prohibited elements:

a. Building elements shall not function as signage. The appearance of "franchise architecture", where the building functions as signage is discouraged. Incorporation of franchise or business design elements unique or symbolic of particular business shall be unobtrusive and secondary to the overall architectural design.

b. Permitted drive-thru windows and parking shall not isolate the building from the sidewalk or connecting walkways.

c. Service windows and stacking lanes for permitted drive-thru businesses shall not face public streets.

III. LANDSCAPE & STREETSCAPE



Landscaping should incorporate pedestrian scale features and should not obstruct pedestrian flow.

The rear of buildings should be properly landscaped.

1.0 Landscaping

1.1 Overview

Quality landscaping is an integral component of a community's character that contributes to a harmonious setting for streets, buildings and the pedestrian. Properly designed, installed and maintained landscaping can enhance the identity and value of Downtown College Park.

i. Size and spacing of landscaping elements shall be consistent with pedestrian-scale development, relate to identifiable streetscapes, and ease the transition between all structures and the pedestrian.

ii. The use of window boxes, planters, hanging flower baskets, vines and other seasonal landscaping is encouraged. Window boxes, hanging baskets and planters shall be used around entries, while vines should be used to cover blank walls or other surfaces. All hanging baskets shall provide at least eight (8) feet of vertical clearance for pedestrians.

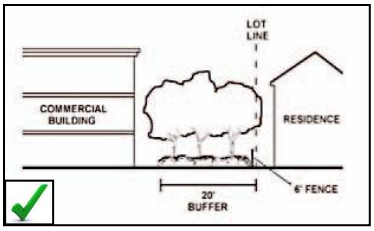
iii. Landscaping shall be designed to coordinate with building height; designers shall use foresight to identify how plants will look at maturity. Tree selection shall echo building height.

iv. Landscaping shall not only apply to the fronts of buildings, but to the sides and rear as well. Buildings with rear entries or rear parking shall strive to make the entrances as neat and well maintained as the front entrance.

v. Landscape shading shall minimize large areas of un-shaded pavement. Pavement materials must be chosen for minimal reflected light and glare. The use of pervious materials is strongly encouraged to reduce surface water flows and non-point source water pollution. Sidewalks and pathways shall be designed with concrete and decorative pavers around the border.

vi. Plant materials along streets and highways shall be selected and placed to avoid blocking sight lines at intersections and curb cuts. Plantings along utility rights of way shall not disrupt service or access to overhead or underground equipment and lines.

vii. Plant materials, such as shrubs and vines, must not encroach on sidewalk space or infringe upon the minimum five (5) foot pedestrian clear zone.



A transitional buffer shall be used between commercial and residential lots.

1.2 Transitional Buffers

Transitional buffers are intended to be used in a manner that allows for compatible residential and commercial growth in Downtown College Park. Transitional landscape buffers between commercial and single-family residential houses can help to mitigate the impact of new development and work to retain the downtown character. Maintenance of these buffers shall be the responsibility of the respective property owners.

- Transitional yards between commercial lots and residential areas shall have landscape buffers no less than fifteen (15) feet wide.
- Transitional buffers shall have permanent opaque walls or evergreen screening with a minimum height of six (6) feet. Plantings shall be placed close together so as to provide a thick buffer between lots.
- Transitional buffers shall be designed in a manner that does not adversely impact pedestrian accessibility.

2.0 Streetscape

Streetscapes should incorporate ample landscaping, lighting, street furniture and other pedestrian amenities.

2.1 Overview

Streetscapes are among the most important features of urban design because the physical characteristics within them foster the public image of a particular place and determine the walkable characteristics and accessibility for users of all ages and abilities. Providing standards for the installation of various streetscape elements is intended to aid future investors in Downtown College Park in preparing physical designs which are desirable and in harmony with the existing character of the area. Furthermore, streets and sidewalks are integral to the vitality and revitalization of a particular area. It is hoped that a visually pleasing and unified district will result from the repeated use of the following streetscape standards.

Property owners in Downtown College Park may install pedestrian benches, tables, trash receptacles, and bicycle racks on private property or by way of a permit from the City if the land belongs to the City. These elements provide pedestrians with amenities that will help entice them to remain in the downtown area.

All fixtures shall be in accordance with these standards. The designs for these items are specified below. All developments outside of the

downtown area are encouraged to turn to these standards for guidance to provide a consistent look throughout the city.

2.2 Streetscape Elements

Sidewalk Bench
Description:

- Solid steel bar and wood construction.
- Six (6) foot length with two (2) inch steel legs and arm rests, with center arm rest.
- Color: Black.

Trash Receptacle
Description:

- Steel rib welded construction.
- Sizes available in twenty-four (24) or thirty-six (36) gallon capacities.
- Color: Black.

Pedestrian Scale Street Light
Description:

- GranVille prismatic glass acorn luminaire
- North Yorkshire cast aluminum fluted pole.
- Cast iron base with steel shaft.

Bicycle Rack
Description:

- Steel tubular and rib welded construction.
- Should enable the frame and one or both wheels to be secured.
- Color: Black.

Table
Description:

- Metal is recommended; plastic, vinyl or similar material is prohibited.
- Color: Black exterior or a stained wood finish.

Bollard
Description:

- Concrete or metal.
- Color: Black exterior.

Maintain wide sidewalks capable of accommodating street trees and furniture.

Traffic Signal Mast Arm
Description:

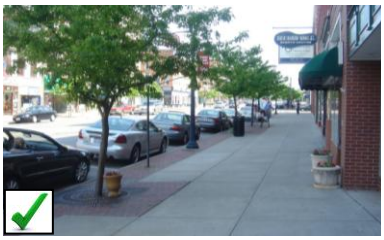
- Ornamental base and pole top, fluted shaft and curved arm.
- Galvanized powder coat finish.
- Color: Black.

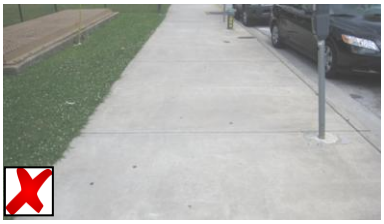
Planter
Description:

- Concrete is recommended; plastic, vinyl or similar material is prohibited.
- Color: Black exterior.

Specialty Unit Pavers
Description:

- Architectural interlocking paving stone.
- Manufactured concrete paver types A and B.
- Color: Stock colors and custom color available.





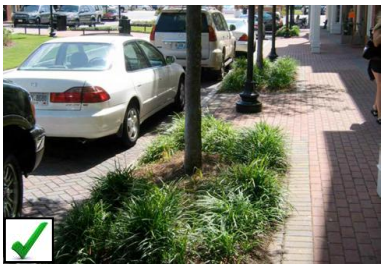
New sidewalks shall incorporate decorative pavers along the border.

2.3 Sidewalks

A comprehensive sidewalk network for commercial corridors allows for increased pedestrian mobility, promotes non-motorized methods of transportation and allows for attractive areas for public gathering and outdoor dining. Sidewalks shall be wide enough to accommodate through pedestrian traffic as well as amenities such as street furniture, pedestrian-scaled lighting, trees and landscaping.

i. Sidewalks shall be in compliance with ADA standards for Accessible Design.
ii. Sidewalks shall be located along both sides of all public streets.
iii. All sidewalks shall be accessible with ramps and other safety features, such as traffic strips for sensory canes.
iv. All grade changes along sidewalks shall be clearly marked.
v. Sidewalks composed of concrete with decorative pavers along the border shall be used on all streets in the downtown commercial area. Concrete sidewalks are appropriate for residential areas.
vi. Sidewalks accompanying new construction shall have a minimum width of eight (8) feet where possible.
vii. Sidewalks accompanying new construction shall include a three (3) foot minimum "furniture and planting zone."
    a. Furniture and planting zones can be used as stormwater filtration.
viii. Pedestrian street lights shall be placed a maximum of sixty (60) feet on center and spaced at equal distances within the furniture and planting zone. The type of pedestrian-scale street

New sidewalks shall incorporate a furniture and tree planting zone and maintain a minimum 5 foot clear zone.



Street trees shall be placed in a planting, grating or treepod-biofilter area.

light shall abide by the standards set forth in section 2.2, Streetscape Elements of this document.

ix. Pedestrian street lights and street tress contained within the furniture and planting zone shall be placed on an alternating pattern so that a equal distance between them is maintained.

x. Benches and other resting areas shall be appropriately spaced to accommodate the needs of older users.

xi. A minimum of five (5) feet of clear pedestrian access shall be maintained on all sidewalks.

xii. Commercial area sidewalks shall be tapered into adjacent residential areas.

xiii. Including space for window shopping and outdoor cafes is encouraged.

xiv. Sidewalks are highly encouraged to incorporate the use of porous pavements or pavers that permit the infiltration of storm water wherever feasible.

All sidewalks along state routes shall be designed in accordance with Georgia Department of Transportation specifications.

2.4 Street Trees

Outdoor dining shall front the public right-of-way.

i. Street trees shall be planted in conjunction with each new development project.

ii. Trees shall be spaced a minimum of twenty-five (25) feet on center, depending on species, to provide a more-or-less continuous canopy along the sidewalk.

iii. Required street trees shall be shade trees. However, other types may be used if approved by the Planning Director.

iv. A minimum planting area or grating of at least three (3) by three (3) feet shall accompany all street trees.

v. The use of Treepod Biofilters are encouraged as an effective means of removing ultra-fine and dissolved pollutants found in storm water runoff.

vi. Tree maintenance, pruning and dead tree replacement schedule and responsibilities shall be designated in consultation with the City.

Intersections should include proper striping, wide sidewalks and signalized crossings.

Streets shall be designed to accommodate a variety of travel modes and people of all ages and abilities.

2.5 Outdoor Dining

Outdoor seating for restaurants in and outside of the downtown area is an attractive feature and is highly encouraged. It maintains the historic feel of the area by bringing restaurant patrons into the public realm while dining. However, standards must be in place to ensure this practice does not infringe on the rights of others.

i. Restaurants may place one row of tables outside their place of business unless the building setback permits a greater number of rows. These tables shall be placed adjacent to the front wall of the building, fronting the public right of way.
ii. Tables shall not extend beyond the front property line of the restaurant or encroach upon the front building line of adjacent businesses.
iii. Tables may extend into the public right of way upon approval by the Planning Director and the acquisition of a permit issued by the city.
iv. Dining tables shall not be wider than five (5) feet in diameter.
v. Access to public stairways shall not be blocked. Tables and chairs shall not interfere with any utilities or other facilities such as telephone poles, fire hydrants, signs, mailboxes, and benches located on the sidewalk or in the public right-of-way.
vi. Tables and chairs shall not impinge on any required clear distances for maneuvering around entrances or exits. The outdoor dining area shall be accessible to disabled patrons and employees.
vii. A minimum of five (5) feet of clear pedestrian access shall be maintained on all sidewalks.
viii. Umbrellas shall be of quality construction and must be designed to be secure during windy conditions. No portion of the umbrella shall be lower than seven (7) feet above the sidewalk.

3.0 Access

Streets should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities can travel safely and independently.

i. Streets and sidewalks shall be in compliance with ADA standards for Accessible Design.
ii. Construct continuous pedestrian facilities along all major streets and highways; these shall be direct and interconnect

with all other modes of transportation.

iii. Provide safe, secure and convenient facilities for pedestrians into and within commercial development.

iv. Pedestrian crossings shall be adequately marked and signed according to the GDOT Pedestrian and Streetscape Guide.

v. Relate sidewalk design to the function and the anticipated amount of pedestrian traffic.

vi. All ramps and curb cuts throughout the pedestrian system shall be constructed according to ADA guidelines.

vii. Provide continuous, clearly marked bicycle lanes in accordance with GDOT's Pedestrian and Streetscape Guide wherever possible, especially in congested areas.

viii. Design bikeways and multi-modal facilities to meet a wide range of user needs. Design bikeway and walkway capacity to accommodate the anticipated use.

ix. Provide adequate signage of bikeways and paths.

x. Provide bicycle parking in commercial and recreational areas.

xi. Incorporate Federal Highway Administration (FHWA) design guidelines for older drivers and pedestrians.

IV. MISCELLANEOUS

Signs shall be of appropriate pedestrian scale and colors shall complement the structure.

1.0 Signage

1.1 Overview

Signs can have a large impact on the aesthetic value of Downtown College Park. Considerations such as size, utility, location, lettering style, color and illumination are very important in designing an attractive, functional sign. The regulations that follow below are not intended to supersede any existing city sign ordinances. Where any part of this section conflicts with other provisions of the College Park Code of Ordinances, the more restrictive standard shall apply.

1.2 Permitted Sign Types

i. Wall signs
ii. Monument signs
iii. Awning signs
iv. Projecting signs
v. Window signs
vi. Sandwich board signs

1.3 Appropriate Permitted Sign Attributes

Window signs shall not consume more than twenty-five percent of the window area.

i. Contrast is an important influence on the legibility of signs. Light letters on a dark background or dark letters on a light background are most legible.
ii. Limit the total number of colors used in any one sign. Small accents of several colors may make a sign unique and attractive, but the competition between large areas of many different colors decreases readability.
iii. Limit the number of lettering styles in order to increase legibility. A general rule to follow is to limit the number of different letter types to no more than two (2) for small signs and three (3) for large signs.
iv. Sign colors shall complement the colors used on the structures and the project as a whole.
v. Signage along commercial and business districts shall be incorporated onto the building at a scale that is appropriate for pedestrians.
vi. Tenant signs shall be uniform in design and placed on the façade of the tenant space.

Vertical signs shall not exceed two (2) stories in height.

shall either be lit internally or by an indirect source of light.

vii. Interior and exterior window signage, combined, for businesses shall only consume a maximum of twenty-five (25) percent of the window area.

viii. Freestanding or monument signs shall be placed in logical locations near the project's entrance drive.

ix. Vertical signs attached to the building shall only be displayed where the building supports a vertical location without interfering with building detailing or architectural design. Furthermore, such signage shall be attached below the second story window line and shall not exceed two (2) stories in height.

x. Multiple tenant buildings shall have compatible and harmonious signage.

1.4 Sign Illumination

1.41 General Principles

i. Signs are encouraged to be illuminated by an indirect source of light; this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures attached to the front of the structure cast light on the sign and the face of the structure as well.

ii. Individually illuminated letters shall be backlit.

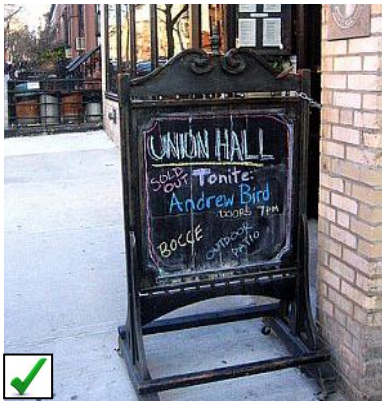
iii. All illuminated signs shall be designed to provide a high quality appearance in both natural light during the day and in artificial light at night.

1.42 Internally Illuminated Signs

i. Internally illuminated signs are signs in which illumination is provided by an artificial source of light contained within the sign itself and the light is transmitted through the sign panel, letters, or logo.

ii. Internally illuminated signs shall be designed to minimize the amount of light that is transmitted through the sign panel. The display of white light should be limited to the sign copy. If lighting the sign copy only is not an option, the display of internal illumination through the background can be controlled by limiting its size to a small percentage of the sign area, changing the shape of the sign to reduce the lighted surface area, using a dark color, using an opaque screen, or a combination of these features.

iii. Electrical transformer boxes and raceways are required to be



Signs shall incorporate durable materials and high-quality craftsmanship.

concealed from public view. If a raceway cannot be mounted internally behind the finished exterior wall, the exposed metal surfaces of the raceway shall be finished to match the background wall, or integrated into the overall design of the sign.

iv. If raceways are necessary, they shall be as thin and narrow as possible and shall never extend in width or height beyond the area of the sign's lettering or graphics.

1.43 Prohibited Attributes of Sign Illumination

i. Sign lighting shall be concentrated and focused on the sign area and not diffused over the building or property. Glare and undesirable illumination on adjacent properties or streets must be managed with the proper light fixtures and shields.

ii. Bare bulb light fixtures such as flood and spotlights shall not be used for sign lighting. This type of light fixture has a low quality appearance, creates glare and hot spots, and the bulb cannot be adequately screened.

iii. Flashing signs are prohibited.

iv. All electrical wiring required for the lighting shall be hidden or located in as unobtrusive a location as possible. Any visible conduit or wires shall be painted out to blend with the background.

1.5 Materials

i. Wood (carved, sandblasted, etched, and properly sealed, primed and painted, or stained).

ii. Metal (formed, etched, cast, engraved, and properly primed and painted or factory coated to protect against corrosion).

iii. High-density pre-formed foam or similar material. New materials may be very appropriate if properly designed in a manner consistent with these standards and painted or otherwise finished to complement the architecture.

iv. Custom neon tubing in the form of sign accents may be incorporated into permitted sign types.

v. Sign materials shall be compatible with the design of the building facade.

Way-finding signs are encouraged and should be attached to an existing pole.

1.6 Prohibited Attributes for All Signs

i. Paper and cloth signs are appropriate for interior temporary use only.

ii. Location of directional signs shall not encroach on the public right-of-way.

iii. Temporary window signage visible to sidewalk or street traffic shall be limited.

Sign poles shall be consolidated to reduce visual clutter.

1.7 City signage

i. Sign poles within city limits shall be consolidated wherever possible to reduce visual clutter. For example, 'No Parking' signs shall be incorporated on pole-mounted street lights rather than on separate poles. Free-standing vehicular wayfinding signs will continue to be installed on the previously adopted standard poles.

ii. Future pedestrian wayfinding signs shall either be added to the vehicular way-finding poles, or attached to street lights in an effort to reduce the total number of required poles.

iii. Wherever separate sign poles are necessary, these sign poles (excluding those for vehicular way-finding signs) shall be of steel construction with a black, powder coat finish. Only galvanized (inside and out) schedule 40 steel posts (2.375" O.D.) shall be used, and such posts must include a galvanized flat cap (color to match) welded to the post's top surface.

iv. All signage shall be in compliance with GDOT regulations and wooden sign posts are unacceptable in all public streetscape areas of Downtown College Park.

2.0 Lighting

2.1 Overview

Good outdoor lighting serves a number of uses by increasing safety and enhancing the city's nighttime character. However, improperly designed and/or installed lighting can create problems of excessive glare, light

Lighting fixtures should be properly scaled.

Lighting on trees can create a more festive and safe atmosphere.

trespass, decreased safety and higher energy use. These standards are established to define appropriate lighting characteristics.

2.2 General Lighting Guidelines

i. Lighting shall be designed to control glare, minimize light trespass onto adjacent properties, minimize direct upward light emission, promote effective security, and avoid interference with safe operation of motor vehicles. The minimum intensity needed for the intended purpose shall be used. This paragraph is not intended to preclude the use of decorative lantern fixtures with visible lamps.

ii. All parking areas, walkways, vehicle entrances and service/loading areas shall provide area lighting sufficient to achieve a minimum of 2.4 foot candles of light as measured at grade or ground level.

iii. Lighting fixtures in parking areas shall be located to assure adequate light levels without displacing planned trees. Light fixture placement shall be shown on landscape plans.

iv. Lighting fixture height, style, design and illumination levels shall be compatible with the building design and height and shall consider safety, function and aesthetics. Lighting fixtures installed along sidewalks shall be pedestrian scale and shall not exceed fourteen (14) feet.

v. Lighting may be used to illuminate buildings, landscaped medians/islands and grounds for safety purposes and to enhance appearance. The visual effects of such lighting shall be subtle.

vi. 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.

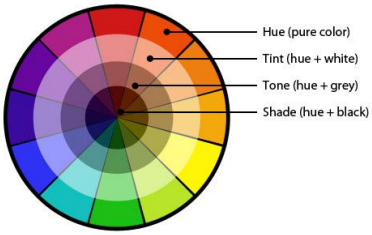
vii. Lighting of logos should be compatible with the primary building and respect adjacent buildings. Bright and intense lighting is strongly discouraged.

viii. Blinking, moving or changing intensity of illumination signs are prohibited.

ix. Security lighting shall be shielded and shall focus on the side or rear entry door.

x. Specialty lighting on outdoor patios, terraces, walkways, and trees helps create a festive atmosphere and encourages nighttime use by pedestrians.

xi. Some alleys and pedestrian ways may also employ a custom decorative lighting system which spans the breadth of the alley. With owner permission, this fixture type could be used in narrow locations where adequate wall support is available.



3.0 Color

3.1 Overview

The overall exterior color scheme shall be selected to be harmonious with the neighborhood and blend with the natural surroundings of the site. Consideration shall be given to the compatibility of colors with those existing in the vicinity. The size of the structure and the amount of shading it will receive are also a factor in selection of colors.

3.2 Color Hue

Any accent colors shall be of analogous tints, shades or tones. Accent colors may only be approved for very limited use where appropriate to highlight a feature of the design or provide visual interest. The number of such colors shall be limited to no more than two (2) and must be compatible within the overall color scheme.

4.0 Public Art

4.1 Overview

Acceptable examples of public art.

Public art is a valuable design element found in many small towns and can include depictions of local scenery in the form of paintings, murals and mosaics. Artistic expressions on the sides of buildings and on façades can add value, but the designs shall be balanced and appropriate. No explicit commercial message is permitted in murals or other forms of public art. Other public art may consist of statues, pottery, planters and water features such as fountains. All public art on or adjacent to commercial buildings shall be approved by the Mayor and Council.

APPENDIX: GLOSSARY OF TERMS

Arcade – A row of arches, free-standing and supported on piers or columns.

Awning sign – A sign applied to the face of an awning, including the sloped awning face and vertical "box" awning face.

Bay (building) – An opening or recess in a wall.

Bay window – A large window or series of windows that projects out from the exterior wall of a building and forms an alcove within.

Bulb-out – The extension of curb, gutter, and sidewalk extending out into the street. It is used to reduce the width of the street at pedestrian crossings and to improve the visibility between pedestrians and drivers.

Bulkhead – The unit that occupies the lowest level of the storefront and can be described as the base which supports the display window; also referred to as a kickplate.

Caliper (tree) – The measurement of the diameter of the tree trunk, taken approximately 4.5 feet above the ground.

Colonnade – A sequence of columns.

Consolidated driveway – A driveway that is shared between one or more businesses or residences.

Cornice – A continuous horizontal molding that sits atop a wall or building.

Curb cut – A curb cut is a ramp leading smoothly down from a sidewalk to an intersecting street.

Curb radius – (see right) A term used by highway engineers to describe the sharpness of a corner. A large curb radius allows for turns at higher speeds; lower curb radii necessitate a decrease in speed to turn.

Detention facility - A low lying area that is designed to temporarily hold a set amount of water while slowly draining to another location.

Edifice – A building, especially a large or imposing one.

Façade – The principal face of a building.

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

Foot candle – A unit of measure of the intensity of light falling on a surface.

Gabled roof – A roof consisting of two sloping sides that form a ridge and a gable at each end.

Hipped roof – A roof sloping at the ends as well as the sides.

Landscape island (or parking island) - "Mini-medians" consisting of cutouts in the asphalt within the limits of the center lane of a roadway or in a parking lot. These cutouts will vary in size and can be at grade for water harvesting or raised with curbing.

Louver – A framed opening, as in a wall, door or window, that is fitted with fitted or movable horizontal slats that permit air and light while shedding rain.

Mansard roof – A roof that is flat on top, sloping steeply down on all four sides, thus appearing to sheath the entire top story of a house or other building.

Massing - The overall bulk, size, physical volume, or magnitude of a structure or project.

Monument style sign – Permanent signs where the entire bottom of the sign is affixed to the ground, not to a building.

Overstory (canopy) tree – A mature tree expected to grow much higher than the roof of a one-story building.

Parapet – A portion of a vertical wall of a building that extends above the roofline.

Pervious paving – (see left) Pervious materials permit water to enter the ground by virtue of their porous nature or by large spaces in the material. Pervious concrete paving is included in this designation.

Projecting sign- A cantilevered sign which is structurally affixed to a building and oriented perpendicularly to the building façade.

Raceway – a type of conduit designed to provide a passageway for electrical wiring.

Sandwich board sign – A sign with two connected signboards (A-frame) that is usually placed along the sidewalk in front of a storefront.

Sash – A frame in which the panes of a window or door are set.

Shared parking – Parking spaces assigned to more than one use where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shed awning – A flat awning projecting diagonally from the wall surface over a window or door opening; a traditional design.

Sidelight – A window (actually, usually a series of small fixed panes arranged vertically) found on either side of the main entry door of many Federal, Greek Revival and other late-18th- to mid-19th-century houses.

Transom window – A window above a window or door. Transoms can be either stationary or operating.

Tree Pod – A low impact design bio-retention system that removes ultra-fine and dissolved pollutants found in storm water runoff.

Tree well – A wall and root aeration system around tree and root zone when soil grade is raised.

Trellis – A structure used to support plants.

Understory tree - Small trees, shrubs and vines that grow under the taller trees. These plants can grow in the shade of the taller trees. Understory trees usually stay short, even if they are very old.

Vegetative screen – Plantings that may be used to screen different uses from one another. Tall shrubs/hedges or fences covered in vines may be used.

Wall Sign – A sign which is located on and parallel to a building wall.

Window sign – A sign which is applied directly to a window or mounted or suspended directly behind a window.


ARC
Community Choices