Henry County Commissioners

Tommy N. Smith, Chairman
Bo Moss, District 1
Brian Preston, District 2
Gary Barham, District 3
Reid A. Bowman, Sr., District 4
Bruce B. Holmes, District 5

Steering Committee

Citizen Members:
Ruby Benjamin
Norval Broome
LaTonya Brown
Steve Cash
Harold Dobbins
Brianne Drake
Dennis Gossett
Linda Grant
Terry Harps
Harrice Moore
Wylene Moore
Delander Nelson

Darius Pattillo
Ronald Pearson
Mildred Schmelz
Richard Sylvia
Jarvis Sims
Reggie Walker
Rod Wilkerson

County Staff Members:
Cheri Matthews
George Patterson
Roque Romero-Muntz
David Simmons

Prepared by

The Collaborative Firm
Alex Fite-Wassilak, Urban Designer
Jahnee Prince, Vice-President
Kim Smith, Vice-President
Contents

A: Introduction ........................................................................................................... 5
   A.01 Introduction .................................................................................................. 7
   A.02 Fairview Overlay District Character Areas Map ......................................... 8
   A.03 Character Area Explanation ....................................................................... 9

B: General Requirements ....................................................................................... 11
   B.01 Diverse Access .......................................................................................... 12
   B.02 Site Design .................................................................................................. 13

C: Town Center Character Area ............................................................................. 15
   C.01 Town Center Character Area Example, Plan ............................................ 16
   C.02 Town Center Character Area Example, Elevation ..................................... 17
   C.03 Town Center Character Area Site design ................................................. 18
   C.04 Town Center Character Area Building Design .......................................... 20

D: Conventional Suburban Character Area ............................................................ 21
   D.01 Conventional Suburban Character Area Example, Plan ............................ 22
   D.02 Conventional Suburban Character Area Example, Elevation .................... 23
   D.03 Conventional Suburban Character Area Building Design ......................... 24

E: Residential Character Area ................................................................................ 27
   E.01 Conventional Suburban Character Area Building Design ......................... 28
A: INTRODUCTION

AN INTRODUCTION TO THIS GUIDE AND HOW IT APPLIES TO THE FAIRVIEW OVERLAY DISTRICT
A.01 INTRODUCTION
A BRIEF INTRODUCTION TO THE DESIGN GUIDELINES

Introduction

The Fairview Road corridor is a commercial cross-roads in the Northwest portion of Henry County. The area has a small hub that has the potential to be more of an activity center. The overlay and design guidelines were written to aid that process and create a higher quality of development and promote walkability and health through active living.

How to Use this Document

This document serves as a guide that illustrates some of the regulations found in the Fairview Overlay in section 4.02.02 of the Henry County Unified Land Development Code (ULDC). The guide is meant to give an idea of the kind of development desired by the county, but the legally binding language is found within the overlay. If you are a property owner, use the map on Figure 1 on page 8. This will indicate which Character area the piece of property belongs to. There are some elements that are universal to all development within the overlay, covered in Section B on page 11, but each of the Character areas are covered in their own section. The Town Center Character Area is covered in Section C on page 15, the Conventional Suburban Character Area is covered in Section D on page 21, and the Residential Character area is covered in Section E on page 27.

Applicability
The overlay only applies to new structures in the Overlay area and does not apply to single family structures unless they are part of a larger mixed-use development.

Existing structures are not subject to the Overlay regulations except to the extent required by Section 11.01.00 of the Unified Land Development Code.
Figure 1: Map showing the parcels to which the Fairview Road Design Guidelines apply. The red areas are Town Center Character Area, those in orange are Conventional Suburban Character Areas, the yellow areas are Residential Character Areas.

INTRODUCTION

FAIRVIEW OVERLAY DESIGN GUIDELINES

PAGE 8
A.03 CHARACTER AREA EXPLANATION
A BRIEF LOOK AT WHAT EACH OF THE CHARACTER AREAS MEANS

Town Center Character Area

◊ The Town Center Character Area is a prime location for new commercial and mixed use developments. Properties here are designed to serve pedestrians and cars on a more equal level. An example of Town Center Character Area development can be seen in Figure 2.

Figure 2: An example of typical Town Center Character Area development

Conventional Suburban Character Area

◊ The Conventional Suburban Character Area provides enhanced pedestrian connectivity and architectural detail, but still has a familiar site design which is more car-oriented than the Town Center Character area. For an example look to Figure 3.

Figure 3: An example of typical Conventional Suburban Character Area development

Residential Character Area

◊ The Residential Character Area consists primarily of residential uses, including single family lots but also has standards if multifamily residences are constructed. Even though this is not a high intensity area, there is a focus on providing sidewalks and other pedestrian infrastructure to make the area more walkable. An example can be seen in Figure 4.

Figure 4: An example of Typical Residential Character Area development
B: GENERAL REQUIREMENTS

GUIDELINES THAT APPLY THROUGHOUT THE OVERLAY
**Pathways:** A five (5) foot pedestrian pathway must be provided from the front entrance of the building and the nearest public sidewalk. This is to give greater access to pedestrians to promote a health centered area. An example of a pathway through a parking facility can be seen in Figure 5.

**Access easements:** The overlay requires that properties that are adjoining enter into an agreement to create space for a connection between the two properties. This keeps traffic off the main road, and increases the likelihood that a customer will only have to look for a parking space once if desired.

**Curb cuts:** Curb cuts are to be minimized both to reduce traffic and reduce pedestrian conflicts. There are standards for the standard distances between curb cuts but a case can be made with Henry County DOT if there is an issue. See section 4.02.02.E.4.C of the ULDC for details.

**Block Standards:** Figure 6 illustrates new block standards to keep blocks on a human scale and ease the possibility of more walkable development. Blocks must be no longer than 400 feet, if an alley is provided the length can be increased to 600 feet.

**Road Network:** Dead-ends and cul-de-sacs are forbidden to promote more connected streets. Dead-ends may be permitted if a case can be made, as outlined in section 4.02.02.1.

---

**Figure 5:** A diagram showing the required dimensions of new blocks within the overlay.

**Figure 6:** A diagram showing the required dimensions of new blocks within the overlay.
**B.02 SITE DESIGN**

THE DESIGN OF THE SITE SHAPES THE CHARACTER OF THE WHOLE DEVELOPMENT

<table>
<thead>
<tr>
<th>Building Standard</th>
<th>Town Center Character Area</th>
<th>Conventional Suburban Character Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width (min in ft.)</td>
<td>-</td>
<td>30'</td>
</tr>
<tr>
<td>Front Yard Setback (min in ft.)</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>Side Yard Setback (min in ft.)</td>
<td>10'</td>
<td>0'</td>
</tr>
<tr>
<td>Rear Yard Setback (min in ft.)</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>note: dimensions not specified are as regulated in the underlying zoning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 7: Table showing new setbacks for different properties within the overlay.

**Setbacks:** To create a more walkable style of development, building setbacks were reduced so that buildings could be closer to the street and make destinations closer together. See Figure 7 for details.

**Off street parking:** Off-street parking is required as in other parts of the county, but there are some modifications for certain uses within the overlay shown in Figure 8 below. All others uses should consult the table in section 8.02.05 of the ULDC.

**Shared Parking:** Shared parking is another tool that can be used to reduce parking requirements for uses that are close by and agree to share the parcels. A parking analysis can be done by a professional as outlined in section 8.02.08 C.1 or according to Figure 9 on page 14 and described in more detail in 4.02.02.E.7.d.ii

**Bike parking:** Bike parking is required for all non-residential and multi-family residential developments. The requirements provide for racks like the one pictured in Figure 10 on page 14, mounted per the diagram. For more specifics see 4.02.02.E.7.e.

**Landscaping:** Non-residential landscaping within the overlay is identical to elsewhere in the County except unlike requiring 50% large trees in the front setback, the overlay instead allows shrubs and as little as 20% large trees in the front setback to promote visibility. In addition the overlay requires landscaping along the front edge of the building, one shrub for each 25 feet of building frontage.

<table>
<thead>
<tr>
<th>Use</th>
<th>Required Number of Parking Spaces</th>
<th>Per Square Feet of Gross Floor Area</th>
<th>Required Number of Loading Spaces</th>
<th>Per Square Feet of Gross Floor Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>General retail and shopping, up to 250,000 s.f. not otherwise specified</td>
<td>1</td>
<td>200</td>
<td>1</td>
<td>40,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>plus 1</td>
<td>Each additional 20,000</td>
</tr>
<tr>
<td>Government and public service buildings</td>
<td>1</td>
<td>200</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td>Grocery and other food stores</td>
<td>1</td>
<td>250</td>
<td>1</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>plus 1</td>
<td>Each additional 20,000</td>
</tr>
</tbody>
</table>

Figure 8: Table showing new parking ratios for different uses within the overlay.
**SITE DESIGN**

**THE DESIGN OF THE SITE SHAPES THE CHARACTER OF THE WHOLE DEVELOPMENT**

**Parking screening:** Parking provided immediately adjacent to a public street must screen the parking with shrubs between 24-36 inches high at maturity. Alternatively a wall can be constructed at a similar height.

**Buffers:** Buffers in the overlay are reduced relative to other parts of the County to allow for development that is more pedestrian friendly. See Figure 11 for buffer requirements with the overlay.

**Outdoor screening:** Outdoor storage, loading facilities, and refuse areas must be screened from public view. Refuse areas must be screened with masonry walls and a closing non-combustible gate. Other storage and loading areas may be screened with decorative wooden, masonry, or dense evergreen vegetative screening see section 4.02.02.E.11. for more details.

**Streetlights:** Streetlights are required to provide lighting for cars and pedestrians in the corridor at least every 150 feet within the overlay.

**Signage:** Signs are permitted as in many areas of the county, but the number and size has been somewhat reduced to reduce visual clutter. Signs should be externally illuminated, and must use durable materials that match the main structure. For details see section 4.02.02.E.13.

### Table: Use for Determining Shared Parking

<table>
<thead>
<tr>
<th>Use</th>
<th>Weekdays</th>
<th>Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6:00 AM - 5:00 PM</td>
<td>6:00 AM - 5:00 PM</td>
</tr>
<tr>
<td>Entertainment</td>
<td>50%</td>
<td>70%</td>
</tr>
<tr>
<td>Hotel</td>
<td>60%</td>
<td>60%</td>
</tr>
<tr>
<td>Office</td>
<td>100%</td>
<td>15%</td>
</tr>
<tr>
<td>Religious Institution</td>
<td>50%</td>
<td>100%</td>
</tr>
<tr>
<td>Residential</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>75%</td>
<td>60%</td>
</tr>
<tr>
<td>Retail</td>
<td>95%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Figure 9: Table used for determining shared parking.

### Diagram: Optimal Dimensions for Bicycle Parking

Figure 10: Diagram showing optimal dimensions for bicycle parking in terms of distance from obstructions and other racks.

### Table: Buffers for Developments within the Overlay

<table>
<thead>
<tr>
<th>Town Center Character Area Commercial</th>
<th>Town Center Character Area Residential</th>
<th>Conventional Suburban Character Area Commercial</th>
<th>Conventional Suburban Character Area Residential</th>
<th>Residential Character Area</th>
<th>Existing Subdivision/Outside Overlay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Center Character Area Residential</td>
<td>10 feet</td>
<td>0 feet</td>
<td>20 feet</td>
<td>30 feet</td>
<td>40 feet</td>
</tr>
<tr>
<td>Conventional Suburban Character Area Commercial</td>
<td>15 feet</td>
<td>10 feet</td>
<td>20 feet</td>
<td>30 feet</td>
<td>40 feet</td>
</tr>
<tr>
<td>Conventional Suburban Character Area Residential</td>
<td>15 feet</td>
<td>10 feet</td>
<td>20 feet</td>
<td>30 feet</td>
<td>40 feet</td>
</tr>
<tr>
<td>Residential Character Area</td>
<td>30 feet</td>
<td>20 feet</td>
<td>30 feet</td>
<td>20 feet</td>
<td>30 feet</td>
</tr>
<tr>
<td>Existing Subdivision/Outside Overlay</td>
<td>40 feet</td>
<td>30 feet</td>
<td>40 feet</td>
<td>30 feet</td>
<td>30 feet</td>
</tr>
</tbody>
</table>

Figure 11: Table of buffers for developments within the Overlay.
C: TOWN CENTER CHARACTER AREA

ADDITIONAL DESIGN GUIDELINES THAT APPLY ONLY TO THE TOWN CENTER CHARACTER AREA
The site plan shown in Figure 12 below is a look of the style of development that could occur within the Town Center Character area of the overlay.

Figure 12: Site plan of a hypothetical business within the Town Center area of the overlay.
The elevation in Figure 13 is a look of the style of development that could occur within the Town Center Character area of the overlay.

A string course helps break up the building vertically

Note the articulation, in this case an offset to give the building face more depth

Window surface on second floor is more than 30% of the total area of the entire floor

Jambings help protect pedestrians, prevent run from entering the building on hot days, and add visual interest

Landscaping along the base of the building helps soften edges and provides visual interest

Figure 13: Elevation of hypothetical business within the Town Center area of the overlay. Corresponds to site plan on Figure 12 on page 16.
Parking: The Town center allows up to one row of parking and a travel lane in front of the building, the remainder of the parking must be located to the side or rear of the building, see Figure 14. Off-site parking is permitted if it is within 1000 feet of the use in questior and clearly marked for community use.

Fencing: Metal rail fencing, wood, polymer plastic, and masonry walls are all permitted fencing materials. Chain link, barb wire, or razor wire are forbidden if visible from any public street or adjacent residential use.

Drive-throughs: Drive-through uses must be located along the side or rear of the primary building, see Figure 15.

Figure 14: The development shown has one row of parking and a travel lane as allowed within the Town Center Character area. All other parking is to the side or rear.

Figure 15: The drive-through use pictured has the drive through on the rear of the building and it has a walkway leading from the public sidewalk to the main entrance.
Architecture: Architectural requirements are in place in the overlay including creating more architectural detail around the building entrances, creating variation in the building face both in the horizontal and vertical dimensions. This can be accomplished through offsets, materials changes, and string courses, see Section 4.02.02.G.3 for details and Figure 16 for an example.

Roofs: Flat roofs in the overlay are required to have a decorative parapet which changes with horizontal changes, to accentuate architectural detail. Sloped roofs must be constructed with standing seam metal, concrete roof tiles, architectural shingles, or slate.

Building Materials: Building materials for the primary structure must be constructed of durable materials such as brick, stone, cement stucco, tile, fiber-cement board, or concrete block with architectural finishes. The use of EIFS is prohibited except for accent or trim materials. An illustration can be seen in Figure 17.

Mechanical equipment: Mechanical equipment must be hidden from public view. Equipment on the ground must use fencing or vegetative screening, but roof mounted equipment must use parapets, penthouses, or other means to prevent the equipment from being seen from the right-of-way.

Figure 16: Note the use of different materials and the brick piers which help give the building depth and a small reveal under the edge of the balcony that breaks up the space vertically.

Figure 17: Note the use of durable materials such as brick and cement stucco that give the scene a timeless quality.
Windows: Windows are another important part of making walkable areas, increasing the likelihood that people will want to walk in the area by providing some visual interest. All first floor windows in the Conventional Suburban Character Area must occupy at least 50% of the linear measure of the building frontage, see Figure 18. Upper story windows, if they exist, must occupy 30% of the total area of the corresponding story, see Figure 19.

![Window width (dark grey) > 50% of facade length (light grey)](image)

Figure 18: Sketch illustrating how first floor window coverage in the Town Center Character area must be more than 50% of the length of the building 'ace.

![Window area (dark grey) > 30% of facade area (light grey)](image)

Figure 19: Sketch illustrating how upper floor window coverage in the Town Center Character area must be more than 30% of the area of the corresponding floor.
D: CONVENTIONAL SUBURBAN CHARACTER AREA

ADDITIONAL DESIGN GUIDELINES THAT APPLY ONLY TO THE CONVENTIONAL SUBURBAN CHARACTER AREA
The site plan shown in Figure 20 below is a look of the style of development that could occur within the Conventional Suburban Character Area of the overlay.

Figure 20: Site plan of a hypothetical business within the Conventional Suburban area of the overlay.

Setbacks in the Fairview overlay, for the Conventional Suburban Character area are only 20 feet

Pedestrian paths are provided to allow access from the parking lot to the main entrance

Cross access drives allow access between parcels without using the main road

Parking in Conventional Suburban Character Area allows parking in the front
The elevation in Figure 21 is a look of the style of development that could occur within the Town Center Character area of the overlay.

Figure 21: Elevation of hypothetical business within the Conventional Suburban area of the overlay. Corresponds to site plan on Figure 20 on page 22.
Architecture: Architectural requirements are in place in the overlay including creating more architectural detail around the building entrances, creating variation in the building face both in the horizontal and vertical dimensions. This can be accomplished through offsets, materials changes, and string courses, see Section 4.02.02.F.2 for details and Figure 23 for an example.

Roofs: Flat roofs in the overlay are required to have a decorative parapet which changes with horizontal changes, to accentuate architectural detail. Sloped roofs must be constructed with standing seam metal, concrete roof tiles, architectural shingles, or slate.

Building Materials: Building materials for the primary structure must be constructed of durable materials such as brick, stone, cement stucco, tile, fiber-cement board, or concrete block with architectural finishes. The use of EIFS is prohibited except for accent or trim materials. See Figure 22 for an example.

Mechanical Equipment: Mechanical equipment must be hidden from public view. Equipment on the ground must use fencing or vegetative screening, but roof mounted equipment must use parapets, penthouses, or other means to prevent the equipment from being seen from the right-of-way.

Fencing: Metal rail fencing, wood, polymer plastic, and masonry walls are all permitted fencing materials. Chain link, barb wire, or razor wire are forbidden if visible from any public street or adjacent residential use.
Windows: Windows are another important part of making walkable areas, increasing the likelihood that people will want to walk in the area by providing some visual interest. All first floor windows in the Conventional Suburban Character Area must occupy at least 40% of the linear measure of the building frontage, see Figure 24. Upper story windows, if they exist, must occupy 30% of the total area of the corresponding story, see Figure 25.

window width (dark grey) > 40% of facade length (light grey)

Figure 24: Sketch illustrating how first floor window coverage in the Conventional Suburban Character Area must be more than 40% of the length of the building face.

window area (dark grey) > 30% of flor facade area (light grey)

Figure 25: Sketch illustrating how upper floor window coverage in the Conventional Suburban Character Area must be more than 30% of the area of the corresponding floor.
E: RESIDENTIAL CHARACTER AREA

ADDITIONAL DESIGN GUIDELINES THAT APPLY ONLY TO THE RESIDENTIAL CHARACTER AREA
Entryways: All residences, including multi-family residences, must provide a covered entry such as a porch or overhang. See Figure 26 for an illustration of an appropriate covered entry.

Windows: Windows in the residential area should compose 20% of the building face, and upper store windows should largely be composed into a grid.

Multi-family Architecture: Single family residences are relatively unaffected by the overlay. Multi-family development however is subject to some guidelines to ensure higher quality construction. These include architectural requirements are in place in the overlay including creating more architectural detail around the building entrances, creating variation in the building face both in the horizontal and vertical dimensions. This can be accomplished through offsets, materials changes, and string courses, see Section 4.02.02.H.3 for details and Figure 27 for an example.

Multi-family Materials: Multi-family buildings must use durable materials such as brick, stone, cement stucco, cement fiberboard. Wood, wood shake, and cement shingles may be used but are limited to 50% of the building face. For roofs they must use architectural roof shingles, concrete, fiberglass or metal tiles, standing seam metal roofs without a metal finish, or slate. Chimneys must be veneered with stone, faux stone, or brick.

Fencing: Fencing in the front yard, can be no larger than four feet high and cannot be completely opaque to promote interaction between neighbors, see Figure 28. Fencing in the side and rear can be up to six feet in height and may be completely opaque. Chain link fence may be used if not fronting on a public street and covered in a black or green coating.

Figure 26: Single family house with a covered porch. The porch not only protects the entry from the elements, but also encourages the space to be used.

Figure 27: Notice how these duplex homes have columns on either side of the entrance and use different surfaces to create a more interesting building face.

Figure 28: Decorative metal fencing that would be appropriate for a front yard within the Residential Character Area of the overlay.