Macland Road Design Guidelines

Cobb County...Expect the Best!

Cobb County Community Development
Planning Division
191 Lawrence Street
Marietta, GA 30060
www.cobbcounty.org

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Macland Road Design Guidelines

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Introduction

No segment or section of the Macland Road Design Guidelines is intended to authorize, regulate or prescribe land uses or to supersede any applicable development regulations. These guidelines provide a tool for Cobb County staff in reviewing new residential and commercial developments within the Macland Road corridor. If the intent of the project is to request that the roadways within the development be accepted by Cobb County, coordination between the developer and Cobb County is strongly encouraged during the review and approval process.

Applicability

The Macland Road Design Guidelines are intended to assist residents, business owners, developers, planners and others to make decisions concerning the appearance of Macland Road. The guidelines are additional requirements for the area and shall not supersede appropriate and relevant requirements in the Cobb County Code, unless otherwise approved by the appropriate agency. The design guidelines will be applicable to the entire length of Macland Road from the Paulding County line to Powder Springs Road as previously defined in the 2007 *Macland Road Corridor Study*. The design guidelines shall be applied during all re-zonings, variances and site plan reviews within the defined area. The guidelines can be flexible, as long as any exceptions are approved by Cobb County Community Development and are compatible with the residential and rural theme of the corridor.

Purpose and Intent

The implementation of good design principles can lead to a better environment and increased quality-of-life. They can also provide a broad scope and direct physical and visual changes that gives Macland Road a cohesive and distinctive look and identity for the future. A series of design guidelines will assist in creating this look. The design guidelines for Macland Road include a series of verbal and visual depictions of what is desired in this area of Cobb County. As development along Macland Road continues to increase, these design guidelines can reduce the development's impact on the area and aid in keeping the rural appearance of the corridor intact.

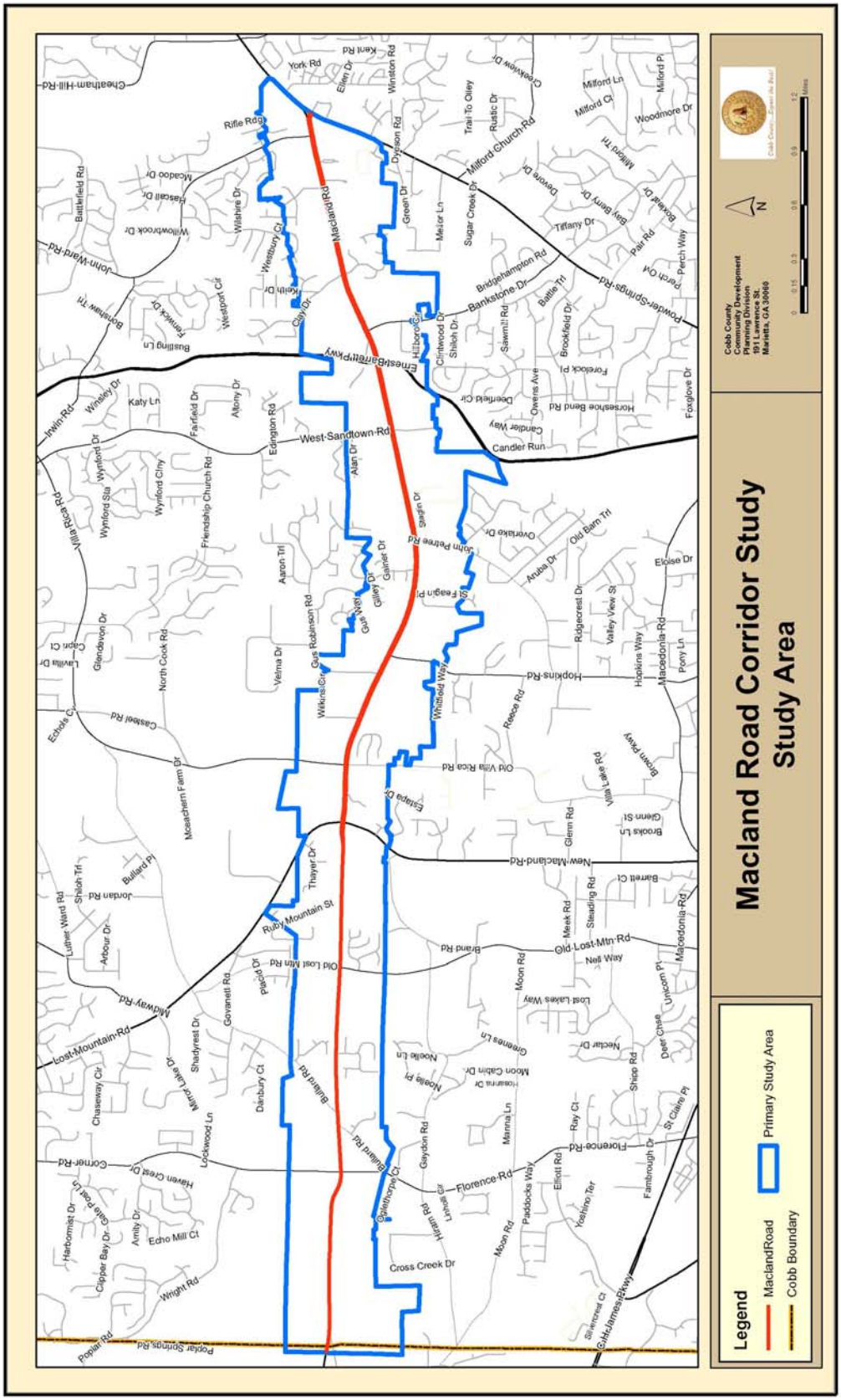
Macland Road Corridor Study
Study Area
Legend
MaclandRoad
Cobb Boundary
Primary Study Area
Cobb County
Community Development
Planning Division
191 Lawrence St.
Marietta, GA 30060
N
Macland Rd
Old Lost Mtn Rd
New Macland Rd
Hopkins Rd
West Sandtown Rd
Florence Rd
Lost Mountain Rd
Old Villa Rica Rd
Dallas Hwy
Powder Springs Rd
Poplar Springs Rd

Figure 1

Goals and Objectives

- Encourage the creation of a theme and retention of the sense-of-place along Macland Road.
- Encourage the retention of Macland Road's residential and rural appearance.
- Encourage consistent design of streetscape, residential development and commercial development.
- Encourage design compatibility of any future commercial and residential development within the corridor.
- Encourage high-quality building design and site design.
- Encourage the beautification of the streetscape along Macland Road and within future developments.
- Encourage creative planning and connectivity between existing and future residential and commercial developments.
- Encourage the preservation of scenic features, natural features, trees and open space.
- Encourage the preservation of historic and cultural resources.

Guidelines

The document is separated into three main sections that provide guidelines for both the public and private realms along the corridor: streetscape, residential design, and commercial design.

I. Streetscape

A unified streetscape along Macland Road is envisioned from Powder Springs Road to the Paulding County line. The following elements are recommended for the streetscape along Macland Road:

A. Sidewalks

Providing pedestrian access along Macland Road is crucial to not only reducing traffic congestion, but increasing connectivity along the corridor. Sidewalks along Macland Road are encouraged to also connect with sidewalks within individual developments to create an integrated network. Sidewalks are encouraged to be a minimum of eight (8) feet in width along Macland Road and five (5) feet in width along minor roads and within developments. Sidewalks wider than five (5) feet may be required depending on the clear zone requirements of ADA when the placement of street trees and street lights are incorporated into the streetscape.

B. Multi-use Trails

In the 2007 *Macland Road Corridor Study*, three multi-use trails were proposed for the corridor. The Wild Horse Creek Trail Extension would extend the existing Wild Horse Creek Trail from Macedonia Road to Dallas Highway, connecting Wild Horse Creek Park to the West Cobb Aquatic Center. The Noses Creek Trail would split from the Wild Horse Creek Trail, connect to the Mud Creek Soccer Complex and follow Barrett Parkway north to Dallas Highway. The Macland Trail would have the most direct impact on Macland Road's streetscape by providing a multi-use trail on Macland Road from Old Villa Rica Road to Powder Springs Road. Multi-use paths that could be used to accommodate pedestrians and bicyclists are encouraged to be a minimum of ten (10) feet in width, which includes a two (2) foot rumble strip for the safety of all users.

C. Pedestrian Crosswalks

Pedestrian crosswalks are suggested at appropriate intersections. The crosswalks should be clearly marked and should be as safe and convenient as possible. Coordinating with the appropriate Department of Transportation, special pavement treatments (such as brick pavers, stone pavers or other similar treatments), pedestrian islands and countdown pedestrian signals are suggested for pedestrian crosswalks at major intersections along Macland Road.

D. Street Trees

Street trees will buffer pedestrians, as well as beautify and enhance the corridor. Trees are suggested for plantings at uniform intervals along Macland Road to generate a consistent streetscape environment. A forty (40) foot separation between trees is recommended and tree plantings are recommended to be large native deciduous trees. They should be equally

spaced between street lights and placed at the rear of the sidewalks. The distance the trees are placed from the road depends on the type of shoulder, design speed, volume of traffic and size of the tree. See the Georgia Department of Transportation's *Pedestrian and Streetscape Guide* for more details. The following are recommended trees:

- Willow Oak
- Tulip Poplar
- Fastigiate English Oak "Willamette"
- Yellowwood
- Sawtooth Oak
- River Birch
- Other native trees species similar in height and massing to these trees will be considered on a case by case basis.

Willow Oak

Sawtooth Oak

Tulip Poplar

E. Street Lighting

Street lighting will aid both pedestrians and motorists by creating a safe, well lit environment and add to the theme of the corridor Streetlights that are more traditional in style and compatible with the rural setting are preferred for along Macland Road. Decorative mast arms similar in style to the street lights are suggested at signalized intersections. Street light poles should be a minimum of 25 feet high and spaced to provide appropriate lighting for motorist and pedestrians. The following street light fixture (or similar fixture) is recommended along Macland Road:

Manufacturer:	Valmont Transportation Structures
Pole and Arm:	FLCB46 8-Sharp Flute
Finial:	Ball Top FCA-BL
Fixture:	Niland Co. RS-BC-26 Flat
Color:	Black

F. Planted Median

The median along Macland Road is encouraged to be retrofitted to include tree plantings and other appropriate vegetation. The median should preferably be approximately 30-32 feet in width and with a clear zone of 14-feet. However, with the widening of the two-lane portion of Macland Road and other proposed transportation improvements, conditions along Macland Road are changing, so median width, proposed median plantings and width of clear zones will be variable.

G. Curb Cuts

It is preferred that curb cuts be kept to a minimum and shared whenever possible. Inter-parcel access should be a priority when considering access to and from Macland Road.

H. Underground Utilities

Burying utilities would clean up the corridor and add to the rural appearance. All utility installations are encouraged to be placed underground.

I. Gateway Feature

A gateway feature is encouraged to set the tone for the rest of the corridor area. The gateway should be at the intersection of Powder Springs Road and Macland Road. It should include signage, tree and seasonal plantings, and other features that may assist in setting the theme for the corridor. The gateway feature is an important aspect to creating a sense-of-place and could be used as a community building strategy for the neighborhoods along the corridor. Before the gateway feature can be installed, issues related to maintaining the feature need to be resolved with the Macland Road community. Once the feature is installed, it would be up to the various neighborhoods along Macland Road to volunteer time and money for the upkeep and maintenance of the gateway treatment.

Sample Gateway Features

II. Residential Design

The envisioned theme for the Macland Road corridor includes retaining the rural and residential characteristics of the area by maintaining large lots, keeping the tree canopy and creating a specific identity through consistent design elements in new residential developments. The residential design section includes both residential site design guidelines and building design guidelines.

A. Residential Site Design

New residential developments are encouraged to incorporate the following criteria to enhance and blend with the rural characteristics of the corridor:

1. Larger Lots

In R-30, R-20, & OSC developments, the inclusion of larger lots fronting Macland Road is preferred in the layout of a subdivision in order to retain the appearance of a less developed landscape.

2. Landscape Buffers and Large Setbacks

Large setbacks are preferred between Macland Road and new residential subdivisions. A minimum setback of 20-feet is recommended, if allowable within zoning requirements.

3. Building Placement

It is preferred that the front of all buildings be oriented toward the street. Building placement should consider site circulation and should blend with the rural characteristics of the corridor.

4. Connectivity

Pedestrian and bicycle access to any adjacent commercial developments is encouraged.

5. Greenspace/Parks

It is recommended that a minimum of 10% of the total development in new residential developments be set aside and preserved in the form of neighborhood parks (i.e. children's play areas, pocket parks, dog parks and/or open space) and/or large buffers and setbacks. Street furniture in the greenspace/parks is suggested for installation as appropriate and should be traditional in style, pedestrian-friendly and compatible with each other, other landscape elements, the building architecture and to the rural characteristics of the corridor. Street furniture items can include trash cans, benches, pavers, bicycle racks and other similar items.

Drachmann Two-Seater Wooden Bench

6. Sidewalks and Multi-Use Trails

It is strongly encouraged that sidewalks be included in new residential developments and should connect to sidewalks along Macland Road to provide for better pedestrian access and connectivity. Developers should provide right-of-way and construct sidewalks and multi-use trails where required. Sidewalks are encouraged to be a minimum of eight (8) feet in width along Macland Road and five (5) feet in width along minor roads and within residential developments. Multi-use paths that could be used to accommodate pedestrians and bicyclists should be a minimum of ten (10) feet in width.

7. Pedestrian Access

Pedestrian access to the entire site, buildings, amenities and parking areas is encouraged, where applicable, safe and convenient.

8. Traffic Calming Measures

Traffic calming measures are suggested for integration into the site plan as appropriate on local and private streets only. The following are examples of traffic calming measures that may be appropriate within new residential developments:

a. Reducing Speed Limit

Reduction of posted speeds can add to the creation of a more rural street setting, while also increasing pedestrian and vehicular safety. Reducing speed limits usually need to be combined with other traffic calming measures in order to achieve the desired affect.

b. Street and Lane Width Adjustments

Streets can be narrowed through actual decrease in lane widths or with the creation of medians or using wide edge markings.

c. Pavement Textures and Colors

The use of different textures, such as brick pavers, stone pavers or stamped concrete, or different colors, can be used to separate roadway elements and signal the motorist of a transition to a more pedestrian-oriented environment. They can be used to clearly mark and identify pedestrian crosswalks. Variations in texture and color can also provide visual interest and increase safety.

Pavement Texture

d. Speed Tables – There are a wide variety of profiles and lengths of speed tables. Choosing the appropriate profile and length depends on the desired speed reduction..

e. Medians and Islands

Medians, whether landscaped or not, and islands, which are usually raised and can also be landscaped, provide refuge and shelter for pedestrians as they cross the street.

Pedestrian Crosswalk

9. Pedestrian Crosswalks

Pedestrian crosswalks are encouraged at appropriate intersections within the development on local and private streets only. They should be clearly marked and be as safe and convenient as possible. Different textures, such as brick pavers, stone pavers or stamped concrete, or different colors, can be used identify a pedestrian crosswalk. Countdown pedestrian signals are encouraged for installation at appropriate intersections.

10. Landscaping and Screening

Depending on the site plan and particular site issues, landscaping is urged for visual screening, blocking of unpleasant features, privacy, highlighting architectural features, beautification, enhancing streetscape and shade. Landscaping can be composed of a combination of trees, shrubs and groundcovers, but may also include open space separation, plantings of various heights and widths, berms, walls and fences. Existing trees and plantings should be retained as much as possible. The use of native species is preferred. All landscaping and screening should be in keeping with the architecture, scale of the development and rural characteristics of the corridor.

11. Street Trees

Street trees are recommend for inclusion in plans for future residential developments. A forty (40) foot separation should be provided between trees and the use of large native deciduous trees is preferred. They should be equally spaced between street lights. The following are recommended trees:

- Willow Oak
- Tulip Poplar
- Fastigiate English Oak "Willamette"
- Yellowwood
- Sawtooth Oak
- River Birch
- Other native trees species similar in height and massing to these trees will be considered on a case by case basis.

River Birch

Yellowwood

12. Mature Trees

Maintaining existing mature trees is recommended in new residential developments, wherever possible, to minimize impacts on tree canopies.

13. Street Lighting

Lighting in new residential developments is recommended to provide needed illumination within the development on local and private streets, while protecting any surrounding and adjacent residential uses from glare and direct light sources, as well as preventing the diminishment of the night sky.

a. Issues
Specific lighting issues should be addressed, including glare, safety, illumination levels, clear designation of pedestrian ways and aesthetic appeal.

b. Lighting Fixtures
Street lighting within residential subdivisions should be traditional in style, pedestrian-friendly and compatible to the building architecture, site design and rural characteristics of the corridor. The following fixture (or similar fixture) is recommended:

Manufacturer:	Niland Co.
	Twilight Series
Pole:	LD-10
	Smooth Shaft
Fixture:	BA-CON-T-HYD-HOR
Color:	Black

c. Right-of-Way
All lighting located in the public right-of-way must meet the requirements set in Section 106-68 of the Cobb County Code.

d. Height
As a general rule, more and shorter lights are preferred to fewer, taller, high-intensity lights. The height of light fixtures should not exceed 15-feet, and should be in scale with the architecture, site design and surrounding neighborhoods.

e. Scale
The scale of lighting fixtures and the illumination provided should be appropriate for both pedestrian and vehicular movement.

f. Distance
Distance between light fixtures can vary, as long as proper and suitable lighting is provided for both pedestrian and vehicular movement.

14. Fencing and Walls
White rail fencing with stone columns is strongly recommended along Macland Road for all future residential development. Recommendations for the fencing include construction in the cross buck style with stone columns that are 2-feet square and 6-feet tall placed every 50 feet. The fence is suggested to be 4½-feet in height with 5-foot posts. Walls and fencing within new residential

Left: Crossbuck Style Fence

developments should be compatible with the white rail fencing along Macland Road, other landscape elements, the building architecture and the rural characteristics of the corridor.

15. Drainage Structures

It is preferred that drainage structures, such as detention ponds and swales, have a natural appearance and be integrated into the landscape. If site constraints dictate a concrete wall is necessary, additional landscape screening or decorative facing, such as a brick or stone veneer, should be installed.

16. Underground Utilities

All utilities are encouraged to be placed underground.

B. Residential Building Design

It is preferred that new residential developments incorporate the following guidelines to ensure residential building design blends with the historic and rural characteristics of the corridor:

1. Preserve Historic Resources

Consideration and preservation of Macland Road's numerous historic resources is strongly encouraged whenever possible. For specific historic resources along Macland Road, see the 2007 *Macland Road Corridor Study* and for a complete list of resources, contact the Historic Preservation Planner.

Two historic homes along Macland Road

2. Building Design

New homes are recommended to have traditional residential architecture and be complementary to the area's historic resources in architecture, materials, form, scale and detailing.

a. Architecture

Though most of the area's historic architecture is simple in appearance, they do exhibit a variety of styles and types, including Folk Victorian, Craftsman, Colonial Revival, English Vernacular Revival, and American Small House. Elements of these styles, such as rooflines, window styles, door styles, cornices, etc., would be appropriate in new residential building design.

Top: Folk Victorian
Bottom: English Vernacular Revival

b. Materials

The following materials are recommended for buildings in new residential developments: wood, brick and/or stone. Cement-based siding, exterior insulated finishing systems (EIFS) and other synthetic materials are acceptable as long as their appearance mimics wood, brick or stone. The following materials are *not* recommend for use in new residential developments: metal panels or metal sheathing, highly reflective materials, uncovered or unfinished concrete block, exposed plywood or particle board and stucco or synthetic stucco. Metal roofs are acceptable.

c. Form
Buildings in new residential developments are encouraged to be one or two stories and are recommended to have gabled or hipped roofs.

d. Scale
Buildings in new residential developments are encouraged to be compatible in scale with surrounding residential structures and with other buildings in the development.

e. Detailing
The following details are appropriate for the corridor and are encouraged for consideration in the building design:

- Chimneys—Chimneys should be constructed of brick or stone and shall reach the ground.
- Garages—Garages should be attached or detached and placed to the side or rear of the house.
- Front porches
- Dormers
- Bay windows
- Projecting and cross gables

Right: House with projecting gable

Above: Cross Gable

3. Rear and Side Façades
Side and rear façades are urged to be consistent in materials with the front façade. In order to prevent a disjointed appearance and unwelcoming pedestrian access, unfinished rear and side façades of structures should not be placed facing Macland Road.

4. Amenities
Amenity buildings, such as clubhouses or pool houses, are recommended to be integrated into the development by having architecture, materials and landscaping similar to rest of the development.

5. Mechanical Equipment
All mechanical equipment is encouraged to be screened from view from Macland Road and the public right-of-way.

III. Commercial Design

The envisioned theme for the Macland Road corridor includes retaining the rural and residential characteristics of the area by ensuring that new commercial development is compatible with the corridor. In order to accomplish this compatibility, new commercial development is encouraged to incorporate residential themes into the site and building design. The commercial design section includes both commercial site design guidelines and building design guidelines.

A. Commercial Site Design

New commercial developments are encouraged to incorporate the following criteria to enhance and blend with the residential and rural characteristics of the corridor:

1. Landscape Buffers and Large Setbacks

Large setbacks are preferred between Macland Road and new commercial developments. A minimum setback of 20-feet is recommended, if allowable within zoning requirements.

2. Building Placement

It is preferred that the front of all buildings be oriented toward the street. Building placement should consider site circulation and blend with the rural characteristics of the corridor.

3. Connectivity

Pedestrian and bicycle access to any adjacent residential developments is encouraged. To facilitate more connections and reduce traffic on Macland Road, shared driveways and cross access easements should be established across various new and existing commercial properties and developments.

4. Pedestrian-Oriented Elements

Pedestrian-friendly areas are encouraged in new commercial developments and can be achieved by utilizing features such as plazas, interior walkways, lighting, plant materials, benches, trash cans, drinking fountains, way finding signs and/or other similar elements. Outdoor pedestrians spaces are recommended to be landscaped and include appropriate street furniture and other elements to facilitate pedestrian activity.

Resinwood and Recycled Plastic Receptacle

Recycled Plastic Bicycle Rack

5. Street Furniture

Street furniture within commercial developments is suggested, as appropriate, and should be traditional in style, pedestrian-friendly and compatible with each other, other landscape elements, the building architecture and to the rural characteristics of the corridor. Street furniture items can include trash cans, benches, pavers, bicycle racks and other similar items.

6. Sidewalks Multi-use Trails

It is strongly encouraged that sidewalks be included in new commercial developments and should connect to sidewalks along Macland Road to provide for better pedestrian access and connectivity. Developers should provide right-of-way and construct sidewalks and multi-use trails where required. Sidewalks are encouraged to be a minimum of eight (8) feet in width along Macland Road and five (5) feet in width along minor roads and within commercial developments. Multi-use paths that could be used to accommodate pedestrians and bicyclists should be a minimum of ten (10) feet in width.

7. Pedestrian Access

Connections across traffic lanes, landscaped areas, parking lots and between buildings are urged to be safe, convenient, clearly marked and should provide direct access.

8. Pedestrian Crosswalks

Pedestrian crosswalks are encouraged at appropriate intersections. They should be clearly marked and be as safe and convenient as possible. Different textures, such as brick pavers, stone pavers or stamped concrete, or different colors, can be used identify a pedestrian crosswalk. Pedestrian islands and countdown pedestrian signals are encouraged at appropriate intersections.

Pedestrian Crosswalk

9. Parking

Parking lots are recommended to be located and designed so they do not diminish the architecture, landscape, site plan and rural characteristics of the corridor. Screening of parking lots from Macland Road and adjacent residential uses by landscaping, including tree plantings and/or earthen berms, is encouraged. Large expanses of parking should be broken up by providing raised landscaped islands and/or other means of buffering in all parking lots. Buffering is also suggested between automobile and pedestrians spaces.

10. Landscaping and Screening

Depending on the site plan and particular site issues, landscaping is recommended for visual screening, blocking of unpleasant features, highlighting architectural features, beautification of parking areas, enhancing streetscape and for shade. Landscaping can be composed of a combination of trees, shrubs and groundcovers, but may also include open space separation, plantings of various heights and widths, berms, walls and fences. Existing trees and plantings should be retained as much as possible. The use of native species is preferred. All landscaping and screening should be in keeping with the architecture, scale of the development and rural characteristics of the corridor.

11. Street Trees

Street trees along Macland Road and within the development are recommended for new commercial developments. A forty (40) foot separation should be provided between trees and the use of large native deciduous trees is preferred. They should be equally spaced between street lights. The following are recommended trees:

- Willow Oak
- Tulip Poplar
- Fastigiate English Oak "Willamette"
- Yellowwood
- Sawtooth Oak
- River Birch
- Other native trees species similar in height and massing to these trees will be considered on a case by case basis.

Fastigiate English Oak

12. Mature Trees

Maintaining existing mature trees is recommended in new commercial developments wherever possible to minimize impacts on tree canopies.

13. Street Lighting

Lighting in new commercial developments is recommended within the development on local and private streets and parking lots. The lighting is to provide needed illumination within the development, while protecting any surrounding and adjacent residential uses from glare and direct light sources, as well as preventing the diminishment of the night sky.

a. Issues

Specific lighting issues should be addressed, including glare, safety, illumination levels, clear designation of pedestrian ways and aesthetic appeal.

b. Lighting Fixtures

Street lighting fixtures within commercial developments should be traditional in style, pedestrian-friendly and compatible to the building architecture, site design and rural characteristics of the corridor. The following fixture (or similar fixture) is recommended:

Manufacturer:	Niland Co.
	Twilight Series
Pole:	LD-10
	Smooth Shaft
Fixture:	BA-CON-T-HYD-HOR
Color:	Black

c. Right-of-Way - All lighting located in the public right-of-way must meet the requirements set in Section 106-68 of the Cobb County Code.

d. Height

As a general rule, more and shorter lights are preferred to fewer, taller, high-intensity lights. The height of light fixtures can vary, but should be in scale with the building architecture, site design and surrounding neighborhoods.

e. Scale

The scale of lighting fixtures and the illumination provided must be appropriate for both pedestrian and vehicular movement.

f. Distance

Distance between light fixtures can vary, as long as proper and suitable lighting is provided for both pedestrian and vehicular movement.

14. Fencing and Walls

White rail fencing with stone columns is strongly recommended along Macland Road for all future commercial development. Recommendations for the fencing include construction in the cross buck style with stone columns that are 2-feet square and 6-feet tall placed every 50 feet. The fence is suggested to be 4½-feet in height with 5-foot posts. Walls and fencing within new residential developments should be compatible with the white rail fencing along Macland Road, other landscape elements, the building architecture and the rural characteristics of the corridor.

Crossbuck Style Fence

15. Drainage Structures

It is preferred that drainage structures, such as detention ponds and swales, have a natural appearance and be integrated into the landscape. If site constraints dictate a concrete wall is necessary, additional landscape screening or decorative facing, such as a brick or stone veneer, should be installed.

16. Underground Utilities

All utilities are encouraged to be placed underground.

B. Commercial Building Design

New commercial developments are encouraged to incorporate the following guidelines:

1. Building Design

New commercial design along Macland Road is recommended to be distinctive and blend in with the residential and rural nature of the corridor.

a. Architecture

No typical franchise architecture or cookie cutter design is recommended. A residential look is preferred for commercial development along Macland Road and should include some of the following elements:

- White cement or wood composite siding with brick accents and/or a traditional style with all-brick façade.
- Pitched roofs to reflect a more residential style of development.
- Gables incorporated into building design.
- Porticos or front porches can be installed to provide a more residential feel while being pedestrian friendly.
- Other architectural elements that could be included are arches, dormers, masonry chimneys and simple columns.

Sample Commercial Architecture

b. Materials

The following materials are recommend for buildings in new commercial developments: wood, brick and/or stone. Cement-based siding, exterior insulated finishing

systems (EIFS) and other synthetic materials are acceptable as long as their appearance mimics wood, brick or stone. The following materials are *not* recommended for use in new commercial developments: metal panels or metal sheathing, highly reflective materials, uncovered or unfinished concrete block, exposed plywood or particle board and stucco or synthetic stucco. Metal roofs are acceptable.

c. Form
Buildings in new commercial developments are encouraged to be one or two stories.

d. Size
It is preferred that new commercial developments be kept to a neighborhood scale and that no large or "big box" retail centers be developed along the Macland Road corridor.

e. Façades
To prevent large vertical or horizontal blank expanses on façades, architectural detailing is encouraged. Expanses can be broken up with windows, bays, materials, extending or stepping back façade, front porches or patios, balconies, alternating rooflines, awnings, landscaping or other similar features.

f. Define Pedestrian Space
The building architecture can be used to define a pedestrian space through building facades with windows, storefronts, defined entrances, architectural features and attractive materials.

2. Rear and Side Façades
Side and rear façades are urged to be consistent in materials with the front façade. In order to prevent a disjointed appearance and unwelcoming pedestrian access, unfinished rear and side façades of structures should not be placed facing Macland Road.

3. Mechanical Equipment, Garbage Dumpsters and Loading Areas
All mechanical equipment, garbage dumpsters, loading areas and storage facilities are recommended to be incorporated into the architecture and should be screened from view from Macland Road and from any surrounding residential uses.

4. Government Buildings
Future government buildings within the corridor are encouraged to follow the commercial design guidelines.