

ARTICLE 22B. - TCC TRI COUNTY CROSSING OVERLAY DISTRICT

Footnotes:

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Editor's note— The figures referenced in this article are not set out at length herein, but are on file in the offices of the county.

Sec. 2201B. - Purpose.

The Tri County Crossing area of Spalding County, consisting of property located near the intersection of U.S. Highway 19/41 and Zebulon Road, is an important crossroad and emerging commercial center in Spalding County. Through the Atlanta Regional Commission's Livable Centers Initiative, Spalding County developed the Tri County Crossing LCI Plan, adopted in March 2009, which articulated a future vision for the development of this area. The plan seeks to create a focused and walkable mixed-use center integrating commercial, employment and residential uses. The Tri County Crossing Overlay District (TCC) implements the vision for this area set forth in the Tri-County Crossing LCI Plan by guiding development to: create a vibrant pedestrian-oriented area, establish better connectivity to surrounding neighborhoods, protect and enhance public open spaces, encourage mixed-use development and a range of housing options, and maximize connectivity and mobility of all types.

The TCC District identifies important and required new street connections which will be built as development occurs. It will create a connected system of streets and blocks that manage and distribute vehicular traffic and ensure a pattern of walkable pedestrian-oriented streets. Street design standards ensure that future streets will encourage walking and cycling and provide valuable public spaces.

The TCC District includes Development Standards that ensure pedestrian-oriented design. Buildings are sited close to streets with active ground floor use and pedestrian amenities. A range of housing options is permitted and encouraged in order to create a mixed-use center where housing and services are located within walking distance of each other. The resulting development pattern will better utilize land, protect open space, manage traffic congestion, and create lasting community value.

(Res. No. A-10-04, § 1, 8-2-10; Res. No. A-10-04, § 1, 8-2-20)

Sec. 2202B. - Definitions related to the TCC District.

When a word used in this section is in SMALL CAPS, the following definitions shall apply. Words used in this section, but not defined herein, shall have the same definition set forth in Article 2 of this ordinance and/or Article 2 of the Spalding County Subdivision Ordinance, Unified Development Ordinance, Appendix A.

- A. *Accessory dwelling unit*: A dwelling unit not greater than forty (40) percent of the floor area of the primary dwelling unit, located on the same residential lot.
- B. *Alley*: A right-of-way or secondary way that affords access to the side or rear of abutting property, including access to service areas, parking, outbuildings for residential, commercial and mixed-use buildings in mid-block locations.
- C. *Build-to line*: The front setback line along which the building street facade is required to be located.
- D. *Building type development standards*: Development standards for building design and placement within the TCC District.
- E. *Commercial outdoor seating*: A public OPEN SPACE that provides areas for outdoor dining adjacent to street-level commercial uses such as cafes or restaurants.
- F. *Civic building type*: A building located and designed to accommodate public or civic uses such as educational facilities, government administration, libraries, or places of worship
- G. *Commercial building type*: A building located and designed to accommodate single use office or commercial uses as part of a retail or office complex.
- H. *Greenway trail*: A linear public OPEN SPACE that provides pedestrian and non-motorized access along streams, streets, utility easements, and other open space corridors.
- I. *Flex unit building type*: A building located and designed to accommodate an attached or detached building with residential and commercial uses within individually owned and occupied units.
- J. *Mixed use building type*: A building located and designed to accommodate residential and commercial uses on multiple stories.
- K.

Mixed use street: A street that is the development's primary thoroughfare that affords access to the front entrance of commercial, retail and mixed-use buildings.

- L. *Primary driveways:* Driveway connections to commercial development from adjacent public streets, providing access to parking lots.
- M. *Planned street:* Proposed new streets or driveways shown on the TCC District REGULATING PLAN.
- N. *Public street frontage:* Public OPEN SPACE that is comprised of the street tree planter and sidewalk along PLANNED STREETS, required as part of the STREET DESIGN STANDARDS.
- O. *Protected open space network:* Land protected permanently from development as defined within the Spalding County Comprehensive Plan, including open space along streams, wetlands, and floodplains.
- P. *Park:* A public OPEN SPACE that provides recreation amenities and gathering spaces.
- Q. *Plaza:* A public OPEN SPACE that is available for civic and commercial activities.
- R. *Private open space:* OPEN SPACE that restricts public access to residents of adjacent development.
- S. *Residential street:* A street that serves multi-family and residential development that includes a landscape planting strip and sidewalks, and may include on-street parking.
- T. *Residential facade treatment:* The required ground floor architectural design for residential buildings along the STREET FACADE FRONTAGE.
- U. *Regulating plan:* A development plan that applies to the TCC Overlay District. The Regulating Plan identifies PLANNED STREETS, street types, and GREENWAY TRAILS for the purposes of regulating street, block and pedestrian connectivity.
- V. *Secondary driveways:* Driveway connections through parking lots that front along commercial buildings.
- W. *Storefront facade treatment:* The required ground floor architectural design for commercial and mixed-use buildings along the STREET FACADE FRONTAGE.
- X. *Street design standards:* The design standards for PLANNED STREETS.
- Y. *Street facade frontage:* The percentage of the BUILD-TO LINE required to be occupied by front building facade. This ensures that streets have a consistent street edge occupied by building facade.
- Z. *Street wall:* A short wall built along the BUILD-TO-LINE, co-planar with the front building facade.

(Res. No. A-10-04, § 1, 8-2-10; Res. No. A-10-04, § 1, 8-2-20)

Sec. 2203B. - Boundaries of the TCC District.

The Official Map (SECTION 2301 of this ordinance) shows the boundary of the TCC District. Article 23 also contains additional information regarding interpreting district boundaries and amending boundaries, etc.

(Res. No. A-14-04, §§ 1, 2, 7-21-14; Res. No. A-18-02, §§ 1, 2, 6-4-18; Res. No. A-10-04, § 1, 8-2-20)

Sec. 2204B. - TCC District regulating plan.

The TCC District REGULATING PLAN shown on Figure 1 applies to the TCC District and identifies required new streets and street types for the purpose of regulating street connections and design.

(Res. No. A-10-04, § 1, 8-2-10; Res. No. A-10-04, § 1, 8-2-20)

Sec. 2205B. - Permitted uses.

The TCC District should include a mix of uses integrated vertically (in multiple stories in one building) and horizontally (on one site adjacent to each other) to encourage a range of uses within walking distance. All uses not specifically permitted within the TCC District by this section are specifically prohibited.

- A. The following principal uses are permitted within the TCC Overlay District:
 - 1. Accessory dwelling units;
 - 2. Dwelling, single-family attached (townhome);
 - 3. Dwelling, condominium;

4. Dwelling, loft residential;
 5. Dwelling, flex, live/work unit;
 6. Farmers and flea markets;
 7. Independent retirement facilities;
 8. Intermediate care home;
 9. Nursing home;
 10. Residential above commercial;
 11. Any retail business or professional service (which does not have continuous, unenclosed outside storage, and which is not otherwise listed herein);
 12. Drug store/pharmacy;
 13. Eating and drinking establishments (coffee shop, restaurant-sit down, restaurant with alcoholic beverages);
 14. Grocery with general merchandise;
 15. Animal hospital or kennel;
 16. Appliance sale and repair;
 17. Art studio;
 18. Athletic club and facilities;
 19. Barber/beauty shop;
 20. Bank or financial institution;
 21. Bed and breakfast inns;
 22. Dry cleaning, laundromat;
 23. Day care center (must comply with the rules promulgated by the Georgia Department of Human Resources;
 24. Dental laboratory;
 25. Gasoline service stations;
 26. Hotel (with interior room entrances only);
 27. Medical laboratory;
 28. Professional offices, including medical;
 29. Civic, cultural, community facility, library, museum;
 30. Government buildings—Administrative and police, except maintenance;
 31. Hospital, health institutions, clinics;
 32. Recreational parks and facilities;
 33. Off-street parking lot or parking garage.
- B. The following principal uses are permitted as special exceptions in the TCC District:
1. Church, synagogue, chapel or other place of worship;
 2. Building contractor;
 3. Car wash;
 4. College, university, technical school;
 5. Group personal care home (as defined in section 202:BBB(2));
 6. Personal care home (as defined in section 202:BBB(3));
 7. Dwelling, multi-family: Multi-family development in conjunction with a mixed-use commercial/residential development meeting the following development standards:
 - a. Planned as part of a mixed-use commercial development with the residential component not exceeding more than forty (40) percent of the development site.
 - b. Following the building type development standards for multi-family set forth in section 2207B Development Standards.
 8. School—Elementary, middle, high (public or private);

9. Utilities (communication, cellular or microwave towers, electric substations.

These uses are additionally shown in Table 1, as follows:

TABLE 1

	Permitted	Special Exception
Residential		
Accessory dwelling units	•	
Dwelling, single-family attached (townhome)	•	
Dwelling, condominium	•	
Dwelling, loft residential	•	
Dwelling, multiple family	•	
Dwelling, flex, live/work unit	•	
Group personal care home (as defined in section 202:BBB(2))		•
Independent retirement facilities	•	
Intermediate care home	•	
Nursing home	•	
Personal care home (as defined in section 202:BBB(3))	•	
Residential above commercial	•	
Retail		
Any retail business or professional service (which does not have continuous, unenclosed outside storage, and which is not otherwise listed herein).	•	
Bars and taverns	•	
Drug store/pharmacy	•	
Eating and drinking establishments (coffee shop, restaurant-sit down, restaurant with alcoholic beverages)	•	
Grocery with general merchandise	•	

Services and Professional Offices		
Animal hospital or kennel	•	
Appliance sale and repair	•	
Art Studio	•	
Athletic club and facilities	•	
Barber/beauty shop	•	
Bank or financial institution	•	
Bed and breakfast inns	•	
Catering service		
Dry cleaning, laundromat	•	
Day care center (must comply with the rules promulgated by the Georgia Department of Human Resources)	•	
Dental laboratory	•	
Hotel (with interior room entrances only)	•	
Medical laboratory	•	
Professional offices, including medical	•	
Institutional and Civic		
Church, synagogue, chapel or other place of worship		•
Civic, cultural, community facility, library, museum	•	
College, university, technical school	•	
Government buildings—Administration and police; except maintenance	•	
Hospital, health institutions, clinics	•	
Recreational parks and facilities	•	
School—Elementary, middle, high (public or private)	•	
Other		

Building contractor		•
Car wash		•
Farmers and flea markets		•
Gasoline service stations		•
Off-street parking lot or parking garage	•	
Utilities (communication, cellular or microwave towers, electric substations)		•

C. The following accessory uses are permitted in the TCC district:

12. Mobile food service unit, temporary.

(Res. No. A-10-04, § 1, 8-2-10; Res. No. A-18-02, §§ 3, 4, 6-4-18; Res. No. A-10-04, § 1, 8-2-20; Ord. No. 2022-007, § 14, 10-3-22)

Sec. 2206B. - Plan review and approval procedures.

A. *Pre-application concept conference/review.*

1. Prior to filling an application for development within the TCC District, the applicant shall confer with the administrative officer or his designee in order to review the general character of the planned development (on the basis of a tentative site plan sketch) and to obtain information on development standards and ordinances affecting the proposed planned development.
2. Before an application is accepted, the applicant shall submit a preliminary concept plan for review by the community development department.

B. *Plan submittal and review.*

1. The applicant shall submit a concept plan of the proposed development. The concept plan shall, at a minimum show the following information:
 - a. Planned development name;
 - b. The owner and developer of the property;
 - c. Architect, engineer or planner who designed the plan;
 - d. Vicinity map of the property;
 - e. Parcel boundaries;
 - f. Date, scale, north arrow;
 - g. Total acreage of the tract;
 - h. Topography at ten-foot contour intervals;
 - i. Proposed land use, net acreage, building square footage and/or number of units of each type;
 - j. Proposed street layout and future right-of-way protection based on the regulating plan including proposed street and driveway cross sections based on the STREET DESIGN STANDARDS;
 - k. Proposed parking plan showing the number of spaces, whether they are on-street or off-street spaces, and calculations justifying the number of spaces provided;
 - l. Proposed lot layout;
 - m. Proposed buffers, open space, common space and natural environmental features such as creek systems, PROTECTED OPEN SPACE NETWORK (as defined in the Spalding County Comprehensive Plan), ponds and stormwater detention/retention areas;
 - n. Location of proposed buildings including setbacks and required BUILD-TO LINE FRONTAGE;
 - o. Proposed building elevations of typical buildings;

p. Proposed phases of development.

2. The community development department shall coordinate review of the plan and associated documents and provide a report to the planning commission which will be a part of the site plan approval process. Modifications to the REGULATING PLAN or alternative street layout may be considered based on unique site constraints as long as the intended connectivity and the location of external connection/intersections with existing streets are maintained to assure interconnectivity.

C. *Concept plan approval.* The concept plan shall be reviewed by the planning commission and approved by the board of commissioners during the site plan approval process.

(Res. No. A-10-04, § 1, 8-2-10; Res. No. A-10-04, § 1, 8-2-20)

Sec. 2207B. - Development standards.

A. *Street design standards.* PLANNED STREETS shall be dedicated and designed as defined in the REGULATING PLAN in order to ensure district-wide connectivity and walkable street design. Table 2: STREET DESIGN STANDARDS, outlines the design requirements for each street type.

1. REGULATING PLAN: The REGULATING PLAN identifies planned streets, street types, and greenway trails for the purposes of regulating street, block and pedestrian connectivity.
 - a. PLANNED STREETS shall be located according to the REGULATING PLAN. The property owners reserve the right to shift the alignment of streets shown on the REGULATING PLAN, but the integrity of the street network and the connectivity of the streets as shown on the REGULATING PLAN must be maintained.
 - b. The right-of-way for planned streets shall be platted according to the specified STREET DESIGN STANDARDS.
 - c. All MIXED USE and RESIDENTIAL STREETS shall be built by the developer and turned over as public right-of-way to be maintained by Spalding County. The dedicated right-of-way shall be shown as such on a final survey plat that is submitted to and approved by Spalding County.
 - d. ALL PRIMARY and SECONDARY DRIVEWAYS shall be built and maintained by the developer.
 - e. Utilities. Site utilities such as stormwater, water and sewer lines, and electrical and telecommunication lines shall be located within the right-of-way of PLANNED STREETS to ensure future public access and maintenance.

Table 2: Street Design Standards

	MIXED USE		RESIDENTIAL		PRIMARY DRIVEWAYS		SECONDARY DRIVEWAYS		ALLEY	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Right-of-way Width (ft)	70	100	50	80	50	80	50	80	14	22
Design and Posted Speed (mph)	25		25		15		15		5	
Lane Configuration										
Travel Lanes (per direction)	1	1	1	1	1	1	1	1	1 lane total, yield condition	
Left Turn Lane	-	1	-	1	-	1	-	1	-	
Right Turn Lane	Only allowed at intersections of State Routes								-	

On-street Parking	Yes	Yes	Optional	None	-					
Bicycle Facility	Bike Lane	Bike Lane	Bike Lane	In travel lane	-					
Lane Dimensions										
Travel Lane Width (ft)	10	11	10	11	10	11	10	11	10	12
Left Turn Lane Width (ft)	10	11	10	11	10	11	10	11	-	
On Street Parking Width (ft)	<u>7.5</u>	8	<u>7.5</u>	8	<u>7.5</u>	8	None	-		
On Street Parking Length (ft)	22		22		22		None	-		
Bicycle Lane Width (ft)	5	6	5	6	5	6	In travel lane	-		
Public Frontage										
Block Dimensions (ft) (driveway access and/or street spacing)	200	500	200	500	200	600	-	600	Mid block, residential or commercial service access	
Street Tree Planter Type	Tree well/grate		Grass planting strip		Grass planting strip		Grass planting strip (along parking aisles)		Paved shoulder	
							Tree well/grate (along building facade)			
Street Tree Planter Width (ft)	4	6	4	8	4	8	4	8	2	5
Street Trees (Minimum 2-inch caliper)	1 per 50 linear ft.		1 per 50 linear ft.		1 per 50 linear ft.		1 per landscaped island (along parking aisles)		None	
							1 per 50 linear ft. (along building facade)			

Bulb-outs for On-Street Parking	Every three spaces		Every three spaces		Every three spaces		None	None
Sidewalk Width (both sides) (ft)	10	-	5	8	5	8	5 (along parking aisles)	None
							10 (along building facade)	
Seating/bench	1 per 200 linear ft.		1 per 200 linear ft.		None		1 per 200 linear ft. (along building facade)	None
Lighting	Pedestrian-scaled, decorative							None

2. *Street types.* The TCC District includes the following street and driveway types:

- a. MIXED USE STREET. This street serves as a "main street" for commercial, retail and mixed-use buildings. Buildings are "built-to" the street along wide pedestrian sidewalks that can serve as outdoor seating and merchandising for cafes and retail shops. The street includes on-street parking, bicycle lanes and regularly planted street trees. (See Figure 2A)
 - b. RESIDENTIAL STREET. This street serves multi-family and residential development and includes on-street parking, a landscape planting strip and sidewalks. Residential buildings are oriented to the street with potential for small front yards and residential lawns. (See Figure 2B)
 - c. PRIMARY DRIVEWAYS. These are "primary" driveway connections to commercial development from adjacent public streets, providing access to parking lots. They are intended to provide safe and comfortable pedestrian connections to commercial development. (See Figure 2C)
 - d. SECONDARY DRIVEWAYS. These are "secondary" driveway connections through parking lots that front along commercial buildings. These driveways may have direct access to parking aisles but need to have continuous pedestrian sidewalks on both sides either through landscape islands or adjacent to commercial buildings. (See Figure 2D)
 - e. ALLEY. A right-of-way providing access to service areas, parking, outbuildings for residential, commercial and mixed-use buildings in mid-block locations. (See Figure 2E)
3. GREENWAY TRAIL. GREENWAY TRAILS shall be dedicated and designed as defined in the TCC District REGULATING PLAN. There are two (2) Greenway Trail design conditions. (See Table 3: Greenway Trail Design, for design requirements)
- a. Off street. Trails adjacent to the PROTECTED OPEN SPACE NETWORK, parks or streams.
 - b. With street. Trails within the right-of-way of the street and adjacent to development.

Table 3: Greenway Trail Design

	Off Street	With Street (1)
Trail Width (ft.)	10	10
Minimum Clear Zone (ft.)	3 (both sides of trail)	3 (both sides of trail)
Landscape Zone (ft.)	5 (both sides of trail)	7-12 (between street and trail)

Supplemental Sidewalk (ft.)	-	10 (only when adjacent to mixed use buildings)
Right-of-Way Width (ft.)	22	21-27
Pavement Material	Asphalt	Concrete
(1) Trail shall be combined with required sidewalk.		

4. Highway 41 frontage. In order to strengthen the pedestrian environment of the Highway 41 corridor the following frontage standards shall apply (See Figure 3):
 - a. BUILD-TO LINE. Buildings and parking lots shall be setback a minimum of thirty (30) feet from the right-of way.
 - b. A ten-foot wide sidewalk shall be constructed within the setback, located ten (10) feet from the right-of-way.
 - c. A double row of canopy trees as defined in the Spalding County Landscape Ordinance shall be planted on each side of the sidewalk, spaced every fifty (50) linear feet.
 - d. STREET FACADE FRONTAGE. Buildings shall occupy a minimum of twenty-five (25) percent of the Highway 41 frontage BUILD-TO-LINE.
 5. Existing street frontage. Sidewalks of at least five (5) feet in width shall be provided along all existing public street frontages of a development. A landscaped street tree planter of at least six (6) feet shall be provided between the street and sidewalk and shall be planted with canopy trees spaced every fifty (50) linear feet.
 6. Access management.
 - a. For access to existing streets and highways, new driveways and streets (not identified on the REGULATING PLAN) shall be spaced a minimum of four hundred (400) linear feet apart and shall be right-in/right-out only.
 - b. For access to new streets, parcels are permitted a maximum of one (1) driveway curb cut per block face or one (1) curb cut per four hundred (400) linear feet of block face, whichever is greater.
 - c. Inter-parcel access. Vehicular access between separate parcels shall be required where feasible in the form of joint use driveways. Parking lot site design shall be organized to facilitate a continuous driveway along the back of adjoining properties. Stub-outs shall be used when proposed development is adjacent to undeveloped parcels. Cross access easement agreements shall be required for site plan approval. (see Figure 4)
- B. Building type development standards. Development standards for building design and placement within the TCC Overlay District are governed by building types.
1. Building types. Table 4: Building Type Development Standards outlines the design requirements for each street type. The TCC Overlay District includes the following building types:
 - a. TOWNHOUSE - as shown on Figure 4A.
 - b. MULTI-FAMILY - as shown on Figure 4B.
 - c. FLEX UNIT - as shown on Figure 4C.
 - d. MIXED USE - as shown on Figure 4D.
 - e. COMMERCIAL - as shown on Figure 4E.
 - f. CIVIC - as shown on Figure 4F.
 2. BUILD-TO LINE. The BUILD-TO LINE is the line along which the front building facade is permitted/required to be located. This requirement ensures that buildings are built close to the street, with parking lots behind, to create an inviting pedestrian environment.
 - a. STREET FACADE FRONTAGE. The percentage of the build-to line required to be occupied by building facade. This ensures that streets have a consistent street edge occupied by building facade. As specified in Table 4 and shown on Figure 5.

- b. STREET WALL. STREET WALLS may be used to meet up to thirty (30) percent of the STREET FACADE FRONTAGE requirement. Street walls shall be a minimum of three and one-half (3.5) feet in height, constructed of a material matching the adjacent building, and shall be no less than seventy-five (75) percent opaque.
- c. Commercial outparcels with small building footprints such as gas stations, convenience stores, or restaurants may meet the STREET FACADE FRONTAGE requirement with any combination of building facade and STREET WALLS. (see Figure 6)
3. Single-family buffer. Development abutting single-family parcels shall have a minimum one hundred-foot setback measured from existing residential parcel line.

Table 4: Building Type Development Standards

	TOWNHOUSE		MULTI-FAMILY		FLEX UNIT		MIXED USE		COMMERCIAL		CIVIC	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Building Envelope (Principal Building)												
BUILD-TO LINE (ft) (front setback)	0	15	0	15	0	15	0	15	0	15	0	-
STREET FACADE FRONTAGE (%)	80	-	70	-	80	-	70	-	50	-	-	-
Side Setback (ft)	0 (20 ft. between buildings)	-	0 (20 ft. between buildings)	-	0 (20 ft. between buildings)	-	0 (20 ft. between buildings)	-	0 (20 ft. between buildings)	-	0 (20 ft. between buildings)	-
Rear Setback (ft)	15	-	15	-	15	-	15	-	15	-		
Building Square Footage (sf)	1,250 (per unit)	-	850 (1 bedroom) 1,000 (2 bedroom) 1,250 (3+ bedroom)	-	1,000 (per unit)	-	-	-	-	-	-	-
Building Envelope (Accessory Building)												
Front Setback (ft) (measured behind principal building setback)	25	-	Not Permitted		25	-	Not Permitted		Not Permitted		Not Permitted	
Side Setback (ft)	0	-			0	-						
Rear Setback (ft)	5	25			5	25						
Building Height (stories)												

Principal Building	1	3	2	3	2	3	2	3	1	2	1	3
Accessory Building	1	2	Not Permitted		1	2	Not Permitted		Not Permitted		Not Permitted	
Parking												
Location	25 ft. behind principal building setback											
Vehicular Access	rear ALLEY		rear ALLEY or PRIMARY DRIVEWAY		rear ALLEY		rear ALLEY or PRIMARY DRIVEWAY		rear ALLEY, PRIMARY or SECONDARY DRIVEWAY		rear ALLEY or PRIMARY DRIVEWAY	
Building Use												
Residential	•		•		•		•					
Retail					•		•		•			
Services and Home Occupation, Minor					•		•		•			
Institutional/Civic							•				•	

C. *Open space.* All development shall be required to dedicate open space. The minimum requirement for open space is twenty (20) percent of the parcel area.

1. OPEN SPACE requirements shall be met by providing any of the following:

- a. PARK. A public OPEN SPACE that provides recreation amenities and gathering spaces. A PARK is landscaped with lawns and trees, including existing or natural vegetation and shall have no more than twenty (20) percent of its area covered with impervious surfaces. A PARK shall have streets along a minimum of fifty (50) percent of its perimeter.
- b. PLAZA. A public OPEN SPACE that is available for civic and commercial activities. A PLAZA is landscaped with paved walks, hardscaped areas, trees and ornamental structures such as fountains, gazebos, and public art. A plaza shall have street along a minimum of fifty (50) percent of its perimeter.
- c. GREENWAY TRAIL. A public OPEN SPACE that provides pedestrian and non-motorized access along streams and other open spaces. The trail shall be a twelve-foot wide concrete trail with greenspace on either side. Where GREENWAY TRAILS are required, and are along the PROTECTED OPEN SPACE NETWORK or stream, there shall be a minimum twenty-five-foot easement provided, exclusive of the PROTECTED OPEN SPACE NETWORK or required stream buffers, for such trail with public access provided.
- d. COMMERCIAL OUTDOOR SEATING. A public OPEN SPACE that provides areas for outdoor dining adjacent to street-level commercial uses such as cafes or restaurants. This OPEN SPACE can be provided as extended sidewalk space or courtyards adjacent to buildings.
- e. PUBLIC STREET FRONTAGE. A public OPEN SPACE that is comprised of the street tree planter and sidewalk along PLANNED STREETS, required as part of the STREET DESIGN STANDARDS.

- f. PRIVATE OPEN SPACE. An OPEN SPACE that restricts access to residents of adjacent development. Residential development may provide up to fifty (50) percent of their required open space as PRIVATE OPEN SPACE in the form of courtyards, lawns, gardens, terraces, swimming pools, or other common outdoor amenities.
2. OPEN SPACE shall be dedicated, designed and constructed pursuant to the following regulations:
- a. Detention ponds, required stream buffers, and PROTECTED OPEN SPACE NETWORK shall not be used in OPEN SPACE calculations.
 - b. The owner shall submit a maintenance agreement establishing a mechanism for maintaining OPEN SPACE dedication located with the development.
 - c. For developments constructed in phases, required OPEN SPACE shall be constructed or dedicated in an amount proportionally equivalent to each phase of development.
 - d. OPEN SPACE dedication shall be guaranteed through bonds, conservation easements, land donation to the County or permanent deed restriction.
- D. *Parking.* Parking lots shall be designed and landscaped to create an attractive environment that encourages pedestrian activity and controls the micro-climate created by large paved areas.
1. *Required number of parking spaces.* The TCC Overlay District is to be pedestrian oriented with parking standards that maximize the amount of parking spaces provided and require the provision of bicycle parking. Table 5: Parking Standards outlines the minimum and maximum spaces for the primary uses within the TCC Overlay District. Minimum parking standards for all other uses shall be defined by the Spalding Standard for Off-Street Parking and Service Facilities (Appendix G) as amended hereafter.

Table 5: Parking Standards

Land Use	Automobile Parking Spaces		Bicycle Parking Spaces	
	Minimum (1)	Maximum	Minimum	Maximum
Dwelling (Townhouse, Condominium, loft, multifamily)	1 (per dwelling unit)	1.5 (per dwelling unit)	1 (per 5 units) Minimum 2 spaces	1 (per 5 units) Maximum 30 spaces
Dwelling, Flex, Live/work	1.5 (per dwelling unit)	2 (per dwelling unit)		
Retail and Service Commercial	3 (per 1,000 sf.)	5 (per 1,000 sf.)	1 (per 20 automobile spaces)	1 (per 20 automobile spaces)
Profession and Medical Office	2 (per 1,000 sf.)	4 (per 1,000 sf.)		
Mixed Use (residential/office/retail)	1 (per dwelling unit) + 50% of required office and/or retail spaces	1.5 (per dwelling unit) + 75% of required office and/or retail spaces		
Note: All on-street parking spaces provided as part of a development shall be counted toward the number of required spaces.				

- 2. Parking spaces provided over the minimum number required must utilize pervious pavement materials such as grass paver systems or pervious pavement.
- 3. *Parking lot design.*
 - a.

All off-street parking shall be located to the side and/or rear of all buildings. No parking shall be permitted between a building a street.

- b. Bicycle parking shall be located within two hundred (200) feet of a building primary entrance and located to provide natural surveillance. Refer to the Association of Pedestrian and Bicycle professionals bicycle parking guidelines in selecting the type of bicycle parking racks: <http://www.apbp.org/?page=Publications>
 - c. Internal parking lot driveways shall have a minimum width of fourteen (14) feet for one-way traffic and twenty-four (24) feet for two-way traffic.
4. *Parking lot landscaping.* Development shall comply with the Spalding County Landscape and Tree Preservation Ordinance (Zoning Ordinance, Appendix K) and the following standards:
- a. Parking lots shall be planted with one (1) two-inch caliper canopy tree and one two-inch understory tree for every ten (10) parking spaces or every two thousand (2,000) square feet of impervious surface on site, whichever is greater.
 - b. One (1) parking lot landscape island shall be provided for every ten (10) parking spaces on site. Landscape islands shall be a minimum of ten (10) feet in width and extend the length of two (2) parking spaces for a minimum of two hundred (200) square feet in size. Landscape islands shall be planted with two (2) canopy trees.
 - c. A landscape island, minimum ten (10) feet in width and extending the length of the parking field, shall be provided for every five (5) rows of parking. This landscape island shall have a pedestrian walkway of at least five (5) feet in width to connect parking lots to buildings and be planted with canopy trees spaced every thirty (30) feet on center.
 - d. Any parking not screened from the street by a building shall have a minimum eight-foot wide landscaped area between the parking lot and the street/sidewalk. Such landscaped area shall have a minimum of one (1) shade tree per fifty (50) linear feet, groundcover, and an evergreen hedge, decorative wall, or fence at a minimum two (2) feet to a maximum three and one-half (3.5) feet in height.
- E. *Pedestrian circulation.* Pedestrian circulation is as important as vehicular circulation. While PLANNED STREETS will include new sidewalks, internal sidewalk connections shall be provided between streets and buildings.
1. Continuous internal pedestrian walkways of at least six (6) feet in width shall be provided from the public sidewalk of right-of-way to the principal entrance of all buildings.
 2. All internal pedestrian walkways and crosswalks shall be distinguished from driving surfaces to enhance pedestrian safety and comfort using durable, low-maintenance surface materials such as pavers, bricks, or concrete. A crosswalk shall be required when a sidewalk crosses a driveway or a paved area accessible to vehicles.
 3. Sidewalks shall be provided along the full length of any side of a building adjoining a parking lot, designed according to the SECONDARY DRIVEWAY standards outlined in Figure 2D.
- F. *Building design.*
1. *General building design requirements.*
 - a. *Building orientation.* Buildings shall have their primary entrance for pedestrians visible and directly accessible from the street and sidewalk, including, but limited to, dwelling units, multi-family lobbies, and individual business establishments. This entrance shall be open to the public during business hours.
 - b. *Building mass and scale.* Building facades shall include vertical bays articulated such that no more than sixty (60) feet of horizontal distance of wall shall be constructed without architectural relief a minimum of thirty (30) feet wide and one (1) foot deep.
 - c. *Building materials.* The first two (2) stories of building facades shall be constructed of a minimum of eighty-five (85) percent of brick, cast stone, concrete siding such as Hardiplank, natural wood or stone material, exclusive of windows and doors.
 2. *Residential facade treatment.* Residential buildings shall have a RESIDENTIAL FACADE TREATMENT on the ground floor facade along the length of the required STREET FACADE FRONTAGE. This treatment shall include:
 - a. An entry stoop or porch at the primary pedestrian entrance.
 - b. Windows for a minimum of thirty (30) percent and a maximum of sixty (60) percent of the length of the built portion of the STREET FACADE FRONTAGE.
 - c. Acceptable building materials shall include brick, cast stone, concrete siding such as Hardiplank, natural wood or stone materials, or stucco, excluding vinyl siding.

Storefront facade treatment. Commercial and mixed-use buildings shall have a STOREFRONT FACADE TREATMENT on the ground floor facade along the length of the required STREET FACADE FRONTAGE. Standards for this treatment shall include:

- a. Corner building entrances for buildings on corner lots.
 - b. A non-glass base or knee wall beginning at grade and extending to a point no less than eight (8) inches but no more than twenty-four (24) inches above the sidewalk.
 - c. A glass display window a minimum of seventy-five (75) percent of the length of the built portion of the STREET FACADE FRONTAGE.
 - d. Provides no length of facade exceeding twenty (20) feet without intervening glass display windows.
 - e. A clear visual division shall be maintained between the ground floor and upper floors with either a cornice line or awning from twelve (12) to sixteen (16) feet above the base floor elevation.
 - f. Awnings shall be of fabrics, canvas, fixed metal, or similar material. Internally lit awnings and canopies that emit light through the awning or canopy material are prohibited.
 - g. Acceptable building materials shall include brick, cast stone, stucco, concrete or stone materials, excluding vinyl siding.
4. *Mechanical and service area screening.*
- a. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters/compactors, and other service functions shall not be visible from any street or sidewalk or adjacent residential area.
 - b. These facilities shall be incorporated into the overall design of the principal building using screening walls of compatible material, style, color, texture, pattern, trim and detail.
 - c. Screening walls shall be one (1) foot higher than the highest object being screened, but not more than ten (10) feet high. An opaque gate, with the same height as the wall, shall be included where access is needed.
 - d. Mechanical equipment at ground level shall be placed on the parking lot side of the building such that it is not visible from any street or sidewalk or adjacent residential area.
 - e. Mechanical equipment shall be screened from view by fencing, evergreen vegetation, or walls.
5. *Exterior lighting.*
- a. The purpose of these criteria is to create standards for outdoor lighting which will provide nighttime safety, security and utility, while reducing light pollution and light trespass, and increase conservation of energy. Any lighting used to illuminate parking areas, access drives or loading areas shall be of such a design or level of illumination so as to minimize the amount of ambient lighting perceptible from adjacent properties and that would impair the vision of motorists.
 - b. Lighting poles mounted on private property outside of public street rights-of-way may not exceed a height of sixteen (16) feet.
 - c. Accent lighting for building facades and other vertical structures shall be directed solely onto the building or structure and not toward the sky or onto adjacent properties. Direct light emissions shall not be visible above the roofline or beyond the building's edge. Shielding shall be provided to restrict light to the object being accented.
 - d. All pole mounted fixtures shall be mounted parallel to the ground. Building mounted floodlights shall be direct cutoff type and set parallel to the ground.
 - e. Lighting for uses adjacent to residentially zoned property shall be designed and maintained such that illumination levels do not exceed 1.0 foot-candle along property lines, measured at ground level by a light meter certified by its manufacturer as being calibrated in accordance with standards of the National Institute of Standards and Technology.
 - f. The use of search lights, laser lighting, or lights that pulse, flash, rotate or simulate motion for advertising or promotions is prohibited.
 - g. Any wall or pole-mounted light fixture shall be a cutoff luminaire whose source is completely concealed with an opaque housing and shall not be visible from any street.
 - h. Light fixtures for canopies covering fueling stations and at individual drive-through facilities shall be mounted such that the lens cover is recessed or flush with the bottom surface of the canopy and/or shielded by the fixture or the edge of the canopy.
6. *Signs.* Minimum design and location standards for signs are contained in the Spalding County Sign Ordinance (Appendix E). Consult that document for specific requirements.