



BELLS FERRY LCI

Community Design Guidelines

TUNNELL-SPANGLER-WALSH & ASSOCIATES
CHEROKEE COUNTY
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Bells Ferry LCI Community Design Guidelines

This document is part of a continued effort to revitalize the Bells Ferry Road Corridor. It is a supplemental study that follows the Bells Ferry Livable Centers Initiative (LCI)¹, a previous study coordinated by Cherokee County completed in 2005. Through public participation, the Bells Ferry LCI created a vision for the Study Area that reflects the community's desires. It envisions the development of the corridor at an urban scale, with mixed use and walkable developments integrated with multi-modal transportation choices. The emphasis is on creating a livable environment, providing efficient vehicular circulation, and encouraging a more efficient utilization of existing infrastructure.

These guidelines are intended to guide private development to achieve the physical form envisioned by the Bells Ferry community. The document is an implementation tool that will ensure that new development is compatible with the surrounding areas and creates a pleasing and stable environment through economically viable land utilization. Finally, the document refines public projects contained in the LCI study.

In order to accomplish this goal, the vision was translated into a Regulating Plan. The plan serves as a framework for regulatory conditions governing the Study Area to ensure that development reflects consistent principles of good urban design, and creates an attractive environment that will encourage investment in the area.

These Community Design Guidelines will serve as the base of an evolving process of collaboration between the public and private sectors to

¹ The Livable Centers Initiative (LCI) is a program offered by the Atlanta Regional Commission (ARC) that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

maximize public investment while improving the public realm of the Bells Ferry Study Area. They are the first steps of a continuous process that will extend for years to come and will revitalize this area as an attractive live-work-and-play community.

The Process

The Bells Ferry Community Design Guidelines are the result of a process that involved the County government, property owners, residents, business owners, and other stakeholders. A public workshop was held in September 2006 followed by two public meetings in the following months. At the workshop a Study Area base map was used to gather community knowledge and ideas on the allocation of the Neighborhood Zones, Special Districts, neighborhood centers, civic spaces, multiuse trails, and pedestrian, vehicular and bicycle facilities. Said map included earlier LCI study recommendations for review by the community, in addition to site plans of developments under construction or undergoing County approval.

The Design Guidelines Components

This document consists of three sections: Existing Conditions; Regulating Plan, and General Standards. The Existing Conditions section analyses Bells Ferry's existing street network, civic space, vehicular and pedestrian facilities, architecture and private frontage. The Regulating Plan is the framework that will permit and encourage development to occur in accordance with the vision. The General Standards include standards for streetscape, architecture, environment and landscape, signage, visibility, and driveway and parking.

These Design Guidelines were developed using the Cherokee County Traditional Neighborhood Development (TND) ordinance (provided under separate cover) as a base. It provides illustrations for several standards from the County's ordinance, in addition to complementary standards and best practices that are not addressed by the existing code but that are suitable for the needs and characteristics of the Bells Ferry Study Area.



County staff, property owners, residents, business owners, and other stakeholders attended a public workshop in September of 2006



The public workshop was an important tool to gather community knowledge and ideas about the Bells Ferry Study Area



The draft Bells Ferry Community Design Guidelines was presented on November 5, 2006, for public review

How to Use this Book

This document is to be used in conjunction with the Cherokee County Traditional Neighborhood Development (TND) ordinance, provided under a separate cover. The TND ordinance comprises findings for project application submission and approval, the planning process, density calculations as well as regulations referent to the Neighborhood Zones that may not be addressed by this document. References to the TND ordinance are highlighted in *italics*. Please note that not all the regulations contained in the TND ordinance are shown in this document.

This document is composed of three sections:

Existing Conditions, which describes and analyzes the existing infrastructure in the Bells Ferry Study Area.

Regulating Plan, which delineates the location of each Neighborhood Zone, neighborhood nodes, show possibilities of street network and civic spaces.

General Standards, which provides standards for the Study Area and individual Neighborhood Zones. All parcels within the Study Area are assigned to a specific Neighborhood Zone and shall follow the General Standards of that Zone.

General Standards contains both regulations and best practices. Regulations are mandatory standards that must be followed accordingly. Best practices are recommendations and are not mandatory, but they are strongly encouraged. Regulations are activated by "shall", while best practices and recommendations are defined by "should".

Finally, the illustrations and images contained in this document are for illustration purposes only. The architectural style of the buildings in those images are incidental and should not be taken literally.

Regional Context

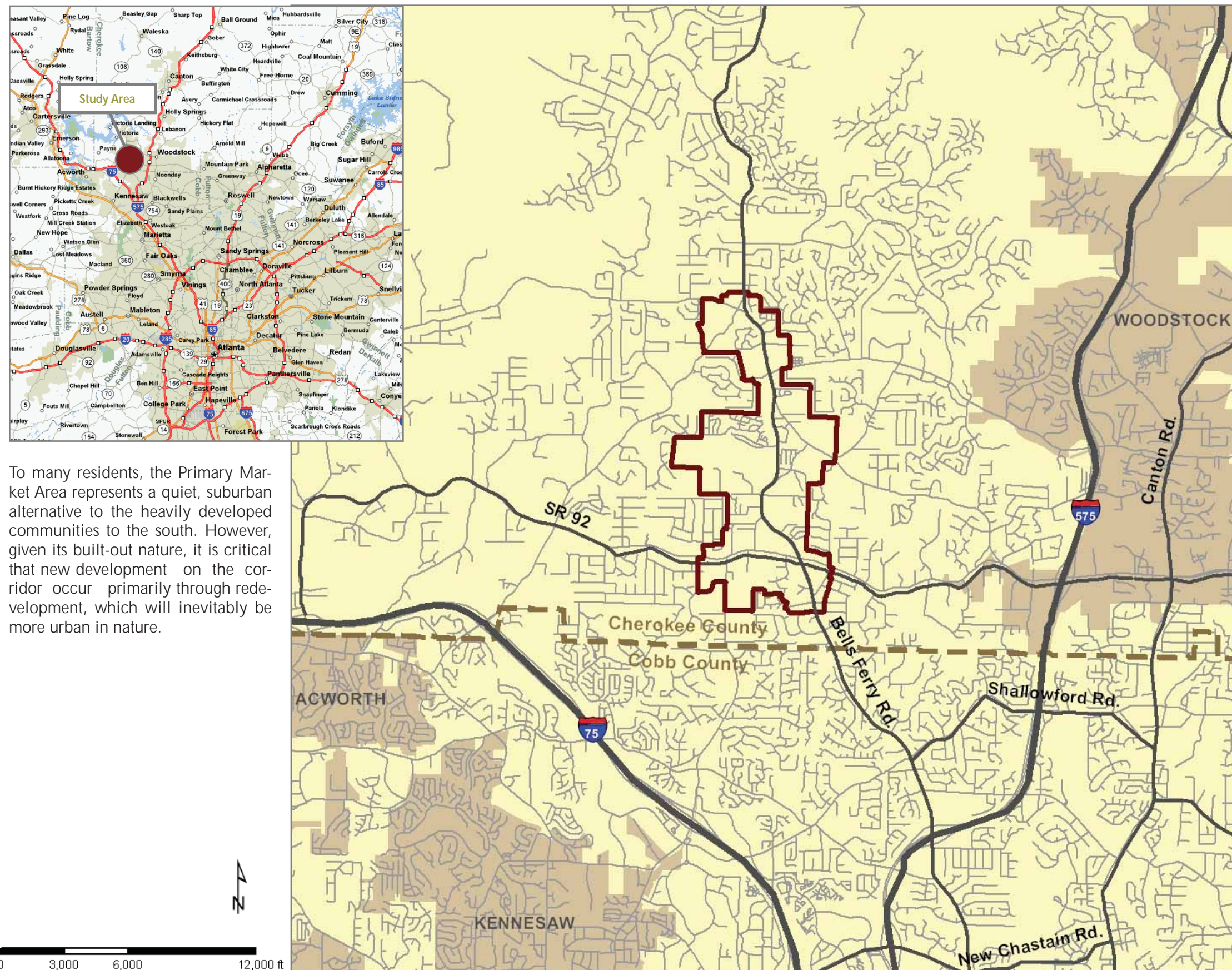
The Bells Ferry Corridor Study Area is located in the northwest quadrant of Metro Atlanta, west of Woodstock and north of Kennesaw. It is located in the southwestern part of Cherokee County and is approximately three miles long. It stretches south to north from the Cobb County line to the intersection of Bells Ferry Road and Kellogg Creek Road.

The Study Area is defined by existing parcels that front Bells Ferry Road. It totals 1,750 acres, of which 1,304 acres are developed and 447 are either undeveloped or undevelopable.¹ As such, the Study Area is representative of many built-out corridors across the region in their need for redevelopment.

Of Metro Atlanta area counties, Cherokee County is one of the smallest (in population) and least urbanized. Even though it is among the largest in land area, it ranks sixth among metro counties in population. Currently, 28 percent of the county population lives within a 10-minute drive of the Bells Ferry Road / SR 92 intersection.¹

The corridor plays a key role in the regional transportation context. Bells Ferry Road is the primary north-south arterial in the southwest part of Cherokee county, while Highway 92 serves as the major east-west arterial connector between I-75 and I-575. These connections provide easy access and a privileged location to the area.

A recent market analysis of the Study Area¹ shows that the Primary Market Area² serving this corridor has experienced modest growth until recently, with a mix of affordable housing, neighborhood retail and small commercial businesses.



To many residents, the Primary Market Area represents a quiet, suburban alternative to the heavily developed communities to the south. However, given its built-out nature, it is critical that new development on the corridor occur primarily through redevelopment, which will inevitably be more urban in nature.

¹ Bells Ferry LCI Study prepared by Sizemore Group in collaboration with Pond & Company and Huntley Partners, 2006. pg 2-59.

² The Primary Market Area approximates 5-minute drive drive-time area from the Bells Ferry Rd-SR 92 intersection, which corresponds closely to the geographic area included within a radius of three miles from that same intersection.

Bells Ferry Corridor LCI Overview - Vision¹

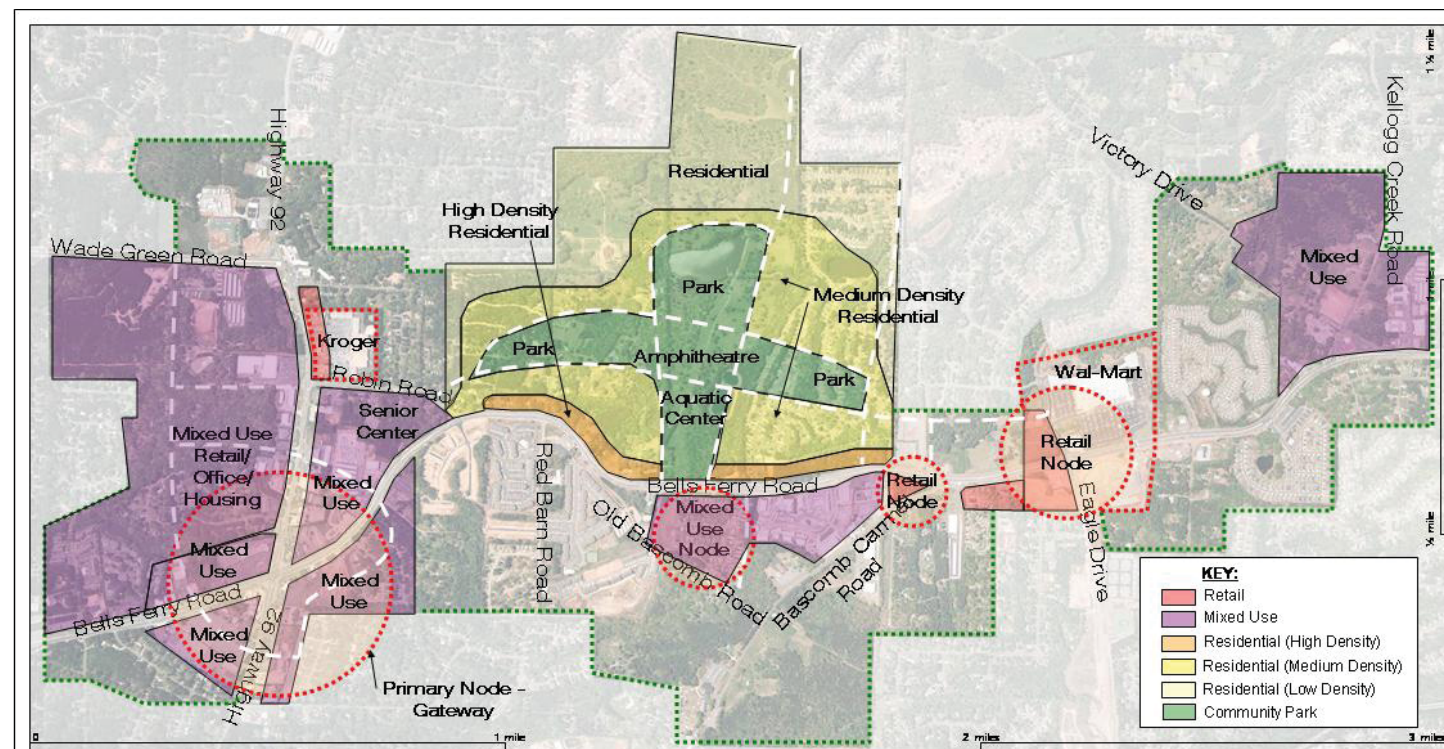
In February 2005, the Atlanta Regional Commission awarded grant money to Cherokee County to prepare the Bells Ferry Corridor Study. The Study, which lasted the remainder of 2005, examined transportation and land use along the corridor, and developed a long-term vision for its revitalization.

The vision resulting from the Bells Ferry Corridor Study was to transform the Study Area into a 'community of choice' offering a range of activities, shopping, and housing for the entire community. The Study called for accommodating these through the redevelopment of underutilized properties, such as trailer parks, vacant lands, and marginal commercial properties (also known as grayfields). In their place, the Study envisioned new, high-quality developments that enhanced the corridor and surrounding neighborhoods.

In addition to serving immediate neighborhoods, the Study's vision also recognized the corridor's role as a gateway destination to Cherokee County. It envisioned establishing it as a regional model for corridor redevelopment, featuring diverse choices in shopping, housing, employment, entertainment, and recreation. Central to this was a balance between housing and jobs, and a desire to support a vibrant and diverse community with people of all incomes, ages, social and cultural backgrounds.

The Study also carefully considered transportation improvements that fit with this land use vision. It strove to balance the needs of regional through traffic, especially along SR 92 and Bells Ferry Road, with adjacent land uses and desires for improved walkability. Its vision strove to guarantee that residents have transportation alternatives and modes for traveling within the area.

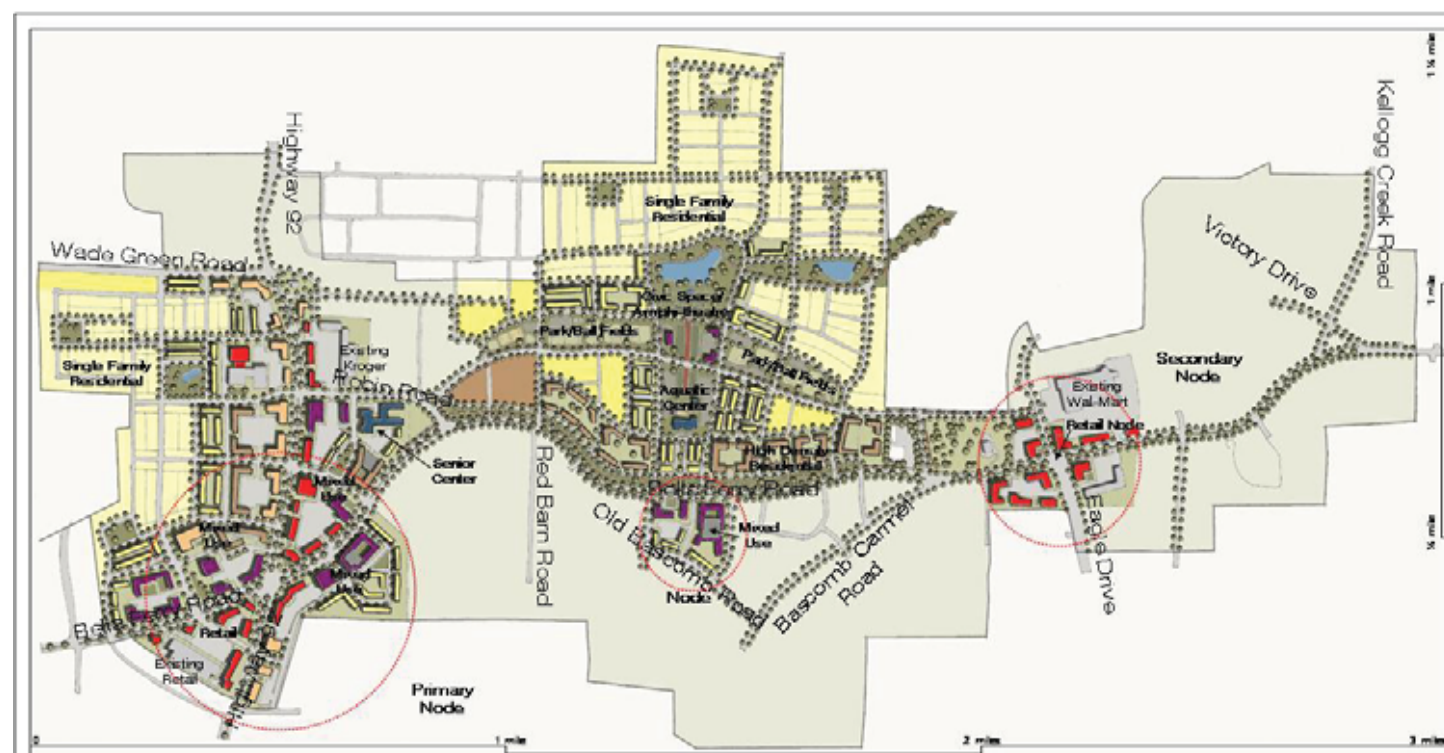
¹ Bells Ferry LCI Study prepared by Sizemore Group in collaboration with Pond & Company and Huntley Partners, 2006.



Concept Plan

General Notes:

- A mixed use center at the intersection of Bells Ferry Road and Highway 92
- A central park area to serve the entire community, complete with Aquatic Center and Amphitheatre surrounded by varying densities of residential housing.



Master Plan

- Retail
- Mixed Use
- Multi Family / High Density
- Office
- Town homes / Medium Density
- Low Density Residential
- Civic Space
- Existing Structures
- Community Park
- Existing and Improved Water Bodies



Other key goals of the Bells Ferry LCI Concept Plan included:¹

- To concentrate the retail and commercial activities in the two nodes and along SR 92.
- To consolidate residential uses between the two nodes on Bells Ferry Road with a smaller mixed-use node at mid-point.
- To create a primary mixed-use node at the intersection of SR 92 and Bells Ferry Road which becomes the gateway to Cherokee County and the Bells Ferry community.
- To create a focal point for the community that creates 'sense of place' for the community.
- To leverage the civic amenities such as parks, playgrounds, open spaces, library, aquatic center and senior center in creating a vibrant public realm.
- To create a loop of street around the intersection of SR 92 and Bells Ferry Road that reduces pressure on the intersection and allows for smoother traffic flow.
- To consolidate the retail and commercial uses along SR 92 that engages the street and provides inter-connectivity between the parcels and visually blocks the parking.
- To make the SR 92 and Bells Ferry Road Corridor a pedestrian-friendly environment that enhances the pedestrian experience.
- To provide diverse housing types and product mix that promotes economic, social and cultural mix and a unique residential neighborhood.
- To preserve the creek/buffer and provide greenway (trail) linkage to communities along the creek.
- To provide a good hierarchical street network that offers alternative ways for traffic circulation.
- To provide bike trail and other multi-use trails.
- To create a pedestrian-friendly / pedestrian-scale streets with good sidewalks and streetscape.
- To attract more businesses and employers and create a strong economic base with jobs and tax revenues to the county.
- To provide small parks and pocket parks throughout the area in close proximity for the residents (within 5-minute walking radius).

Evaluation of Current County Development Regulations

The shape and character of today's Bells Ferry Road is largely the result of development regulations imposed by Cherokee County. Historically, the regulations affecting the built environment have fallen into two categories: zoning and subdivision. These categories are controlled by the County's Zoning Ordinance and Development Regulations, respectively. The former primarily regulates the placement of buildings on lots and their design, while the latter controls land subdivision, street dimensions, grading and other facilities beyond the scope of the structure. Both are intended to establish baseline standards for new development, and, in doing so, protect the public health, safety, and welfare.

Until recently both the Zoning and Subdivision Ordinances have ensured that development in the County is typical of the suburban development pattern seen through the region. This pattern is marked by single-use subdivisions, office parks, shopping centers, parks, and industrial parks, all tied together by an automobile-based transportation system of arterial, collector and local streets. It is conceptually simple to understand, and has guided the County's growth for decades. Unfortunately, with changing community desires, demographics, and development trends, it may no longer be appropriate for many areas of the County, including the Bells Ferry Road corridor.

County Zoning Ordinance

The Cherokee County Zoning Ordinance regulates land use development through the zoning of different portions of the County to one of 22 possible districts. These can be grouped into agricultural, single-family, multifamily, commercial, office, industrial, planned development, and traditional neighborhood development categories.

With the exception of the Traditional Neighborhood Development district, all districts are primarily single-use, meaning that different uses or

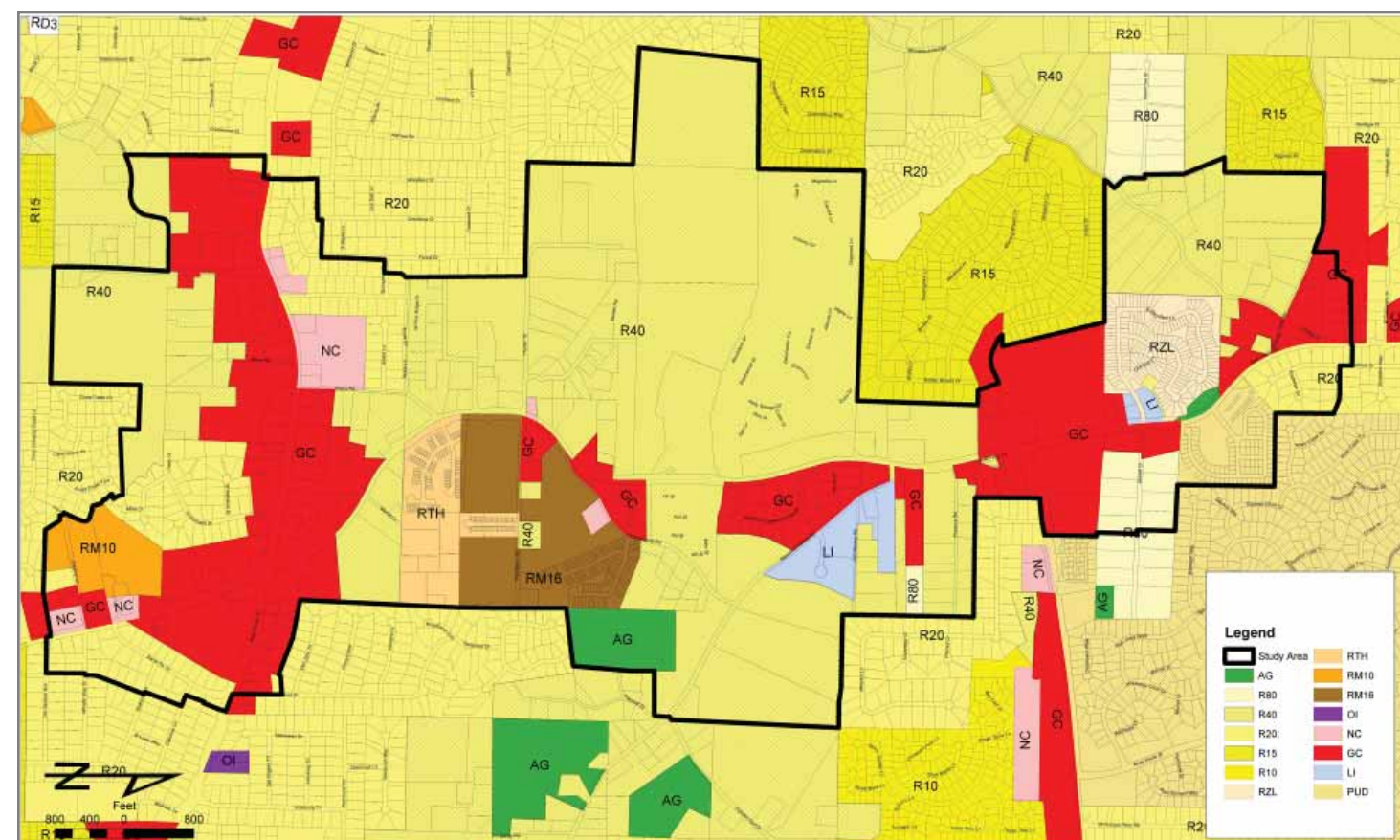
housing types cannot easily be built in close proximity. Furthermore, all have front setbacks well in excess of 20 feet (often between 35 and 50 feet) and side setbacks (typically between 10 and 25 feet). None have significant design standards.

The result of most of the County's zoning districts is that buildings are developed with little regard for their surroundings or the creation of a cohesive community. Buildings meeting use, setback, and buffer requirements are permitted, with little regard for how they look or relate to the building next door; the result is that most development resembles that found in countless other suburban areas, rather than Cherokee County. Furthermore, distances between uses and buildings are required to be so great that virtually all trips must be made by car.

This zoning pattern also affects the ability of parts of the County, including the Bells Ferry Road corridor, to evolve over time. Single-use districts mean that marginal shopping centers can only be redeveloped into new shopping centers, regardless of whether there is demand for them or not. Likewise, housing in a particular subdivision is often limited to one price-point or type. Thus, a couple who has lived in a neighborhood but want to downsize after their children have grown must move to a subdivision of smaller homes or leave the area entirely. The result is that residential and commercial areas are often subject to rapid change. This contrasts with traditional towns and cities in which the physical form allows for changing demographics and markets.

The recently adopted Traditional Neighborhood Development district, upon which these guidelines are based, contrasts with other County zoning districts by promoting development patterns that are compact, complex, and diverse. It is intended to allow the creation of walkable neighborhoods and towns and, in doing so, allow parts of the County (where desired) to transition from a conventional suburban pattern to a more traditional one.

The Traditional Neighborhood Development district follows on the heels of efforts to expand the Zoning Ordinance to support higher quality development. The Highway 92 Village Overlay is one such effort. It provides architectural controls and permits a mix of uses. However, it does not encourage traditional town building, and has better served to improve aesthetics along State Route 92 rather than fundamentally change development patterns.



Bells Ferry Road Study Area - Existing County Zoning

County Development Regulations

The Cherokee County Development Regulations primarily impact the built environment through Section 4.0 Residential and Non-Residential Development Standards, which addresses the subdivision of land into blocks and streets. It also controls the design of said streets.

The Development Regulations, much like the Zoning Ordinance, are based on a conventional suburban development pattern marked by poor street connectivity, wide, high-speed streets, and limited provisions for innovative street or subdivision design. It is also strictly divided into residential and non-residential standards.

Key components of the Development Regulations that are contrary to traditional town building practices include:

- A limited requirement for street connectivity. Subdivisions of over 150 units must have two entrances, but there is no requirement for connecting to adjacent developments.

- Requirements for deceleration lanes on County roads, which reinforce the notion that said roads are high-speed, anti-pedestrian corridors.
- A limited number of street cross-sections. There are four residential sections and one non-residential one. This fails to reflect the diversity of streets found in traditional towns.
- Specific street design standards, which encourage high-speed, anti-pedestrian corridors. These include: minimum 12-foot travel lanes on most streets; 35-foot residential curb radii; 40-foot non-residential curb radii; sight distances of 200 plus feet; and prohibitions of street off-sets.

While these standards are certainly appropriate for many parts of the County, they are not desirable in an area like the Bells Ferry Road corridor where walkability and a traditional town pattern is desired. Fortunately, the County's Traditional Neighborhood Development code does include provisions for street connectivity and greater street flexibility within the Bells Ferry Road area.

Cherokee County Comprehensive Plan

The Cherokee County Comprehensive Plan establishes Character Areas for different parts of the county. These Character Areas reflect long-term aspirations for land use and design, rather than existing conditions.

The Comprehensive Plan establishes the Bells Ferry LCI area as a distinct Character Area that directly incorporates the vision expressed through the LCI planning process. It also includes strategies for achieving that vision, including design policies, development recommendations and implementation steps. The frame at right summarizes the Bells Ferry LCI Character Area.

Character Area: Bells Ferry LCI

(Extracted from the Cherokee County Comprehensive Plan)

The Bells Ferry area is a gateway into Cherokee County from Cobb County. It connects the southwestern portions of the county with Towne Lake and Woodstock, areas of significant private investment and attractive physical development. The Bells Ferry LCI plan identified a series of issues to be addressed in the Corridor; the need for redevelopment of some of the existing commercial space, the lack of alternative routes causing traffic congestion at the primary intersection and the potential development on currently vacant parcels in the study area. The vision of the Bells Ferry community is to redevelop grayfield commercial properties and under-utilized areas into a “community of choice” that can offer diverse choices and activities for the whole community.

- To provide diverse choices in shopping, housing, entertainment and recreation that not only serves this community but as a destination choice for the region;
- To increase job opportunities for residents and improve the jobs to housing balance;
- To provide the residents with transportation alternatives and modes for traveling within the area; and
- To support the diversity of people of all incomes, ages, social and cultural backgrounds.
- The integration of land uses and emphasis on patterns of more compact development can facilitate the feasibility of transit in the future for this area. The following are the primary development areas within the corridor:

Mixed Use Nodes

The intersection of Bells Ferry / SR 92 (primary node), the warehouse/industrial node along Bells Ferry at Bascomb Carmel / Bells Ferry, and the Kellogg Creek / Bells Ferry intersection node are designated as “mixed use” and encourage the following uses:

- Park/Open Space;
- Commercial/Retail;
- Civic;
- Office;
- Single-family Residential;
- Townhomes; and
- Multi-family Residential.

Residential Neighborhoods – High Density: Bells Ferry Parkway Enclave

Between the Mixed Use Nodes, the LCI Plan calls for existing and new residential neighborhoods to be knit together with a grid of streets to provide more options for local trips. The new residential development would include a wide variety of housing types (i.e. single family, townhouses and multi-family) with the higher intensity located along Bells Ferry.

Parks and Open Space

A high concentration of park space is located within the heart of the Bells Ferry Parkway Enclave. The park space here will accommodate both active and passive recreation opportunities along with the proposed Cherokee County Aquatic Center and will serve as a unique asset within the character area. Also included within this zone are existing ponds, which are to be leveraged as public amenities and gathering spaces.

Development Strategies

- Create a strong urban structure that reflects sound urban design principles of creating the public realm; hierarchy of streets, open spaces, creating vistas and public and civic spaces, pedestrian-friendly environment and high quality architecture. Include a diverse mix of housing types, such as condominiums, apartments, live/work units, town homes, cluster housing and single family.
- Provide transportation alternatives for residents; good street grids, transit, bike and pedestrian pathways that not only serve as alternative ways but also encourage walking and biking. Internal and external connections and walkability are

key to character area in order to reduce automobile trips and to encourage a close-knit community. All projects must connect to multi-use trail and paths.

- Preserve natural areas, features and make connections to Lake Allatoona and Noonday Creek.
- Provide enhanced arterial access and inter-parcel connectivity that enhances vehicular circulation. Create a hierarchy of streets and appropriate traffic calming that promotes appropriate vehicle speeds and safety.
- Encourage appropriate densities that can support the retail, entertainment and commercial activity that creates a successful community.
- Open spaces, pocket parks and civic/public spaces that enhance quality of life should be provided within all land uses and developments. Open space and parks should be usable, designed and maintained spaces not left over open spaces or buffers, creeks or flood plains.

Implementation

- Create a greenway system that links different areas of the community;
- Create a focal point for the community that creates a “sense of place”;
- Prepare and launch a Public/Private Partnership initiated by the County aimed at facilitating LCI compatible private development projects within the Bells Ferry Corridor utilizing redevelopment powers, bond financing and other economic development incentives available to the County. Explore establishing a Tax Allocation District (TAD) as a funding source for infrastructure improvements.
- Initiate funding efforts to attract Federal and State transportation funds, as well as Atlanta Regional Commission LCI Implementation Grant funds.
- Adopt regulatory enhancements and develop public facilities and greenspace to facilitate the Bells Ferry LCI Plan.



EXISTING CONDITIONS

Street Network

Streets and blocks are among the most important characteristics in physically defining a place. While buildings and land uses often change, the street and platting pattern of a community often remains unchanging over the centuries. Blocks and streets can be thought of as the “bones” of a community. As bones determine a person’s height, stature and looks, block and street patterns directly affect a community’s form and the importance of key sites within it.

Two principal blocks and street patterns exist:

Dendritic or tree-like street systems are made up of many small and disconnected local streets that feed into fewer collector streets that, in turn, feed into even fewer arterials. Because this pattern contains many dead-end local streets, it forces all traffic onto collectors and arterials, resulting in large block sizes and increased trip distances.

The dendritic pattern tends to discourage walking, encourage traffic congestion on collectors and arterials, and create a transportation system that is prone to shutdown when accidents or other incidents disrupt traffic on collectors or arterials. The creation of longer trips also supports conventional suburban land uses marked by their automobile orientation, separation of use, and disregard for the quality of the streetscape. These great distances also have a direct impact on the ability of emergency vehicles to respond to situations in an efficient manner.



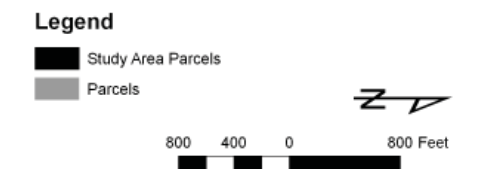
Dendritic system: the distance from A to B is one mile and achievable along one route
 Interconnected system: the distance from A to B is one half mile with multiple route options

Interconnected street systems are made up of a series of small and medium sized streets arranged in a grid or modified grid pattern. In this pattern, virtually all streets connect to other streets.

This provides small blocks, ensuring many possible the interconnected street pattern encourages walking, bicycling and other forms of non-motorized transportation because it increases the likelihood of being able to make a trip without being forced onto a high-speed, high-volume arterial or collector. It also tends to support pedestrian-oriented land uses by allowing land uses to be closer together, thus increasing the opportunities for shared parking and pedestrian-oriented streetscapes.

Existing Conditions:

The existing street and block network in the Bells Ferry Corridor is a dendritic system. Many dead-end local streets provide access to the large blocks that surround Bells Ferry Road within the Study Area. However they are disconnected from other local streets, forcing most traffic onto Bells Ferry Road and State Route 92, the main arterials. This system does not encourage pedestrian activity since the large block sizes and lack of a street grid increase trip distances and make walking less pleasant and practical. The 2005 LCI called for creating a more interconnected system through the introduction of new streets, including an extension of Robin Road, and a new parkway paralleling Bells Ferry Road.



Civic Space

In a world where people are increasingly isolated by technology and fast-paced lifestyles, many are increasingly recognizing the value of communities that allow them to connect with others. This connection can take many forms, ranging from a sidewalk chat with a neighbor to formalized church or school activities. One of the greatest opportunities, however, lies somewhere in between, in a community's civic spaces - those outdoor spaces providing opportunities for people to meet and socialize in a relaxed, safe setting.

The desire for civic spaces can be seen across all aspects of life, but nowhere more than in real estate markets. One of today's hottest real estate trends is the community where people can partake daily in a variety of civic spaces. Many no longer want to drive long distances to play in a park or playground with their children or relax on a warm summer evening. They want their communities to provide these opportunities close by.

The TND Ordinance include five types of civic space, each with their own specific meaning:

Parks: A natural preserve available for unstructured recreation. A Park may be independent of surrounding building frontages. Its landscape shall consist of paths, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 15 acres. Larger parks may be approved by warrants as districts in all zones.

Green: An open space, available of unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistic disposed. The minimum size shall be two acres and the maximum shall be 15 acres.

Plazas: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Threes are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be one acre and the maximum two acres.



Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be one acre and the maximum shall be five acres.

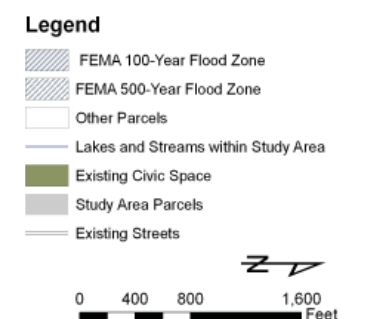
Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.

Existing Conditions:

There is a lack of all forms of civic space in the Bells Ferry Road corridor, including parks, greens, square, plazas and playgrounds. This creates an environment that is visually harsh and uninviting to most people. Ideally, these should be distributed across the Study Area to create an integrated civic space system. In doing so, they are accessible to many people, and serve both a community and an environmental role.

Most civic spaces that do exist in the Study Area are sites that could not be developed. A few pocket green areas can be found in residential developments and behind Wal-Mart, but these are buffers or berms rather than us-

able public spaces. They are simply unpaved areas with no amenities to encourage gatherings or other community uses. In addition, many house water retention ponds. Lastly, even if somebody wanted to use them, they are not accessible because they are often hidden at mid-block locations or at the end of a dead-end street.



Vehicular Facilities

The Bells Ferry Road Study Area's vehicular system is typical of many suburban and exurban areas of America in that it is designed for ease of automobile use. The Study Area's vehicular facilities are, for the most part, designed to move many cars at high speeds. Lane widths are wide, curves smooth, and speed limits generous. Along major roadways, such as Bells Ferry Road and Highway 92, deceleration lanes and left turn lanes allow cars to safely turn without being hit from the rear by fast moving cars behind them.



BELLS FERRY ROAD

Bells Ferry Road is the corridor's north-south major thoroughfare. It has two 12-foot lanes, plus turning and deceleration lanes on each side. A concrete median separates the two sides and varies in width depending on the location.



STATE ROUTE 92 (HIGHWAY 92)

State Route 92 is the major east-west connection in the area. Its width varies according to the location. West of Bells Ferry Road it assumes a four-lane character with turn lanes close to main intersections.



LOCAL RESIDENTIAL STREETS

New residential developments have fairly narrow local access streets. The tree-lined sidewalks contribute to the neighborhood character of many of them.

Many of those streets end in cul-de-sacs, typical of suburban residential developments around the region.



LOCAL ROAD

A few local roads are not paved and recall the rural character once found throughout the Bells Ferry Road Study Area.

Pedestrian Facilities

While the Study Area's vehicular orientation has benefitted drivers, it has also meant that pedestrian facilities have been built primarily as an afterthought. Accordingly, the Bells Ferry Study Area today is not a pedestrian-friendly for several reasons. Overall, sidewalks are narrow and lack shade, forcing pedestrians to walk unbuffered adjacent to fast moving traffic. The dendritic street system identified earlier also means that walking distances between uses are often so great that they are impractical. Finally, the lack of sidewalks in some locations creates even more barriers, while large intersections intimidate pedestrians because of the lack of pedestrian scale.



BELLS FERRY ROAD

Sidewalks are present along most of Bells Ferry Road. However, rarely is a pedestrian seen walking on them. The sidewalks are fairly narrow and pushed close to the curb, which makes them more dangerous and less attractive to pedestrians.



MAJOR THOROUGHFARE INTERSECTIONS

Many major intersections are not pedestrian-friendly, even with striped crosswalks. Pedestrians must cross several lanes of stopped or turning traffic, while, a lack of street-oriented buildings and street trees causes them feel wider than they are. These conditions degrade the pedestrian experience and cause pedestrians to feel unsafe.



STATE ROUTE 92

Sidewalks are being added to State Route 92 in conjunction with its widening. However, they will be close to traffic and unbuffered, and will likely do little to create a high quality pedestrian experience.



LOCAL RESIDENTIAL STREETS

New residential developments have tree-lined sidewalks at least on one of the side of the street. They also provide a landscaped strip adjacent to the curb.

Older local streets and local unpaved roads do not have sidewalks.

Architecture

The design of buildings is one of the most critical components of place, and nowhere is this more evident than on their facades. The design and character of street-facing facades is a reflection of both buildings and their users, and must be carefully considered for its impact on the overall sense of place. Often buildings in a community can be designed to reflect the principal traditional styles found in that community. They can also be used to reflect a future vision.

The Bells Ferry Study Area lacks architectural consistency and uniqueness of character. The area is marked by non-descript buildings or corporate prototypes found in suburban areas across the country; from looking at its buildings there is nothing to suggest that the Study Area lies in Cherokee County. Only a handful of older buildings exist, but these are largely rural building types that are inappropriate models for the now-urbanized corridor.



Generic strip malls are found in the Study Area, along with other commercial buildings lacking any architectural identity.



Mobile home parks occupy a significant portion of the Study Area's residential land uses. Their lack of architectural character contributes to the Bells Ferry Study Area's overall lack of identity.



New residential developments are characterized by suburban typology and generic architecture. Many homes have frontal garages, frontal parking pads, and poorly proportioned facades.



This building is one of the few historic structures found in the area, but its rural building form is no longer a viable model for new development.

Private Frontage

Private frontage refers to the way a building engages the public street or pedestrian walkway. It is the part of a building that is more seen, and contributes to the overall perception of an area.

Three different private frontages are found in the Bells Ferry Study Area. All three show parking areas or driveways between the building and the street. This demonstrates the importance of vehicles in the area.



BUILDING + PARKING LOT + STREET

Most "big boxes" and strip commercial buildings are separated from the street by large, deep parking areas.



BUILDING + DRIVEWAY + STREET

Recent residential areas include houses separated from the street by driveways. The result is a street experience marked by driveways and blank garages, rather than human activity, stoops, or porches.



BUILDING + PARKING + STREET

Most smaller commercial or office buildings are set back far from the street. The buildings are separated from the public frontages by smaller parking areas of usually one or two bays.



REGULATING PLAN

Street Network

Every community is defined by the physical patterns of its streets, blocks and sidewalks. Together, their interconnected relationship defines a community's structure now and into the future. As such, elements represent fundamental components of town planning and must be carefully understood for their implications on everything from transportation mode to neighborhood ambience.

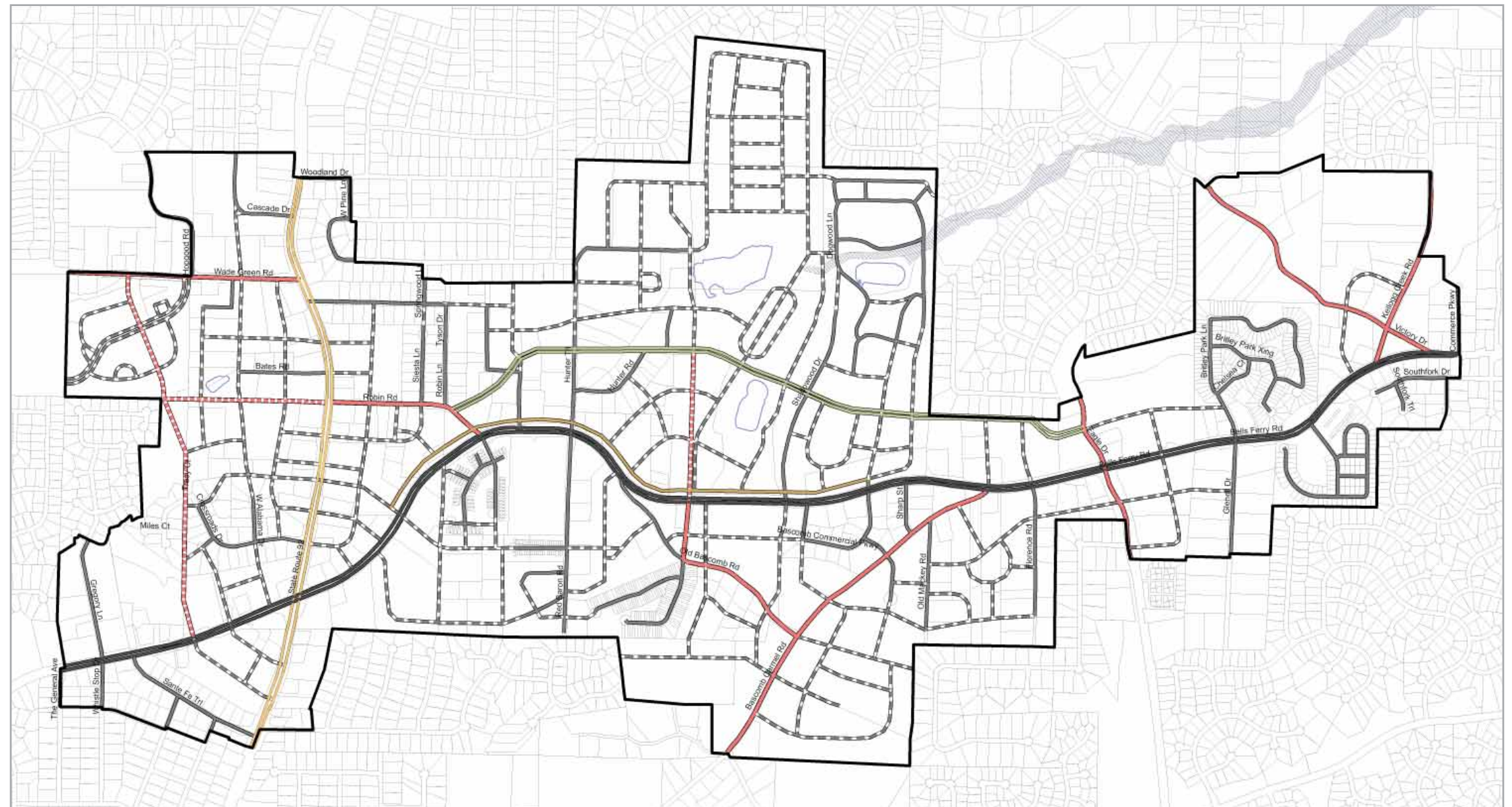
In the Bells Ferry Study Area, streets and streetscape should balance pedestrian and vehicular needs. Because this is a very large area and encompasses different Neighborhood Zones with different needs and characters, the streets are hierarchically organized via adequate lane widths, sidewalks and street trees.

General Guidelines

As the Bells Ferry Road corridor redevelops and its density increases, proposed pedestrian and bicycle improvements will not be enough to completely mitigate traffic growth. It will be necessary to increase street connectivity to mitigate the negative impacts of growth. The street network at right represents one option for the future street system in the Study Area. It is based on both the recommendations of the Bells Ferry LCI and the requirements of the Cherokee County TND Ordinance. It is a long-term vision that may take decades to implement, but the realization of a such an interconnected system is necessary to the land use and design vision of these documents and the LCI Study.

The map at right shows two types of thoroughfares: Primary Streets/Access Road/Bells Ferry Parkway, and Secondary Streets.

The Locations of proposed Primary Streets, Access Road and Bells Ferry Parkway are approximate and subject to change. Their final locations shall be determined by the party that constructs them, whether the County or a private developer, but shall generally provide the network connections between existing streets as shown. Where one of



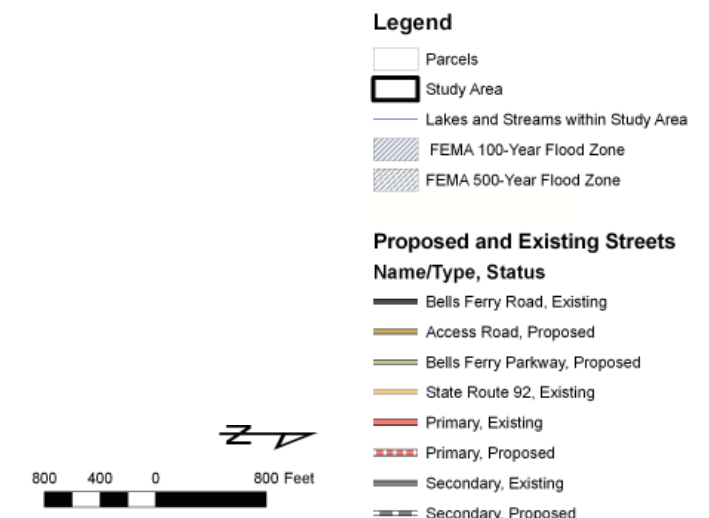
said streets is built by a developer whose site does not allow for full completion of the networks, streets shall stub out property lines and successive street development on adjacent lots shall tie into and complete the network.

Location of proposed Secondary Streets are more flexible and are intended to illustrate potential locations for some, but clearly not all, new streets.

The requirements of the Cherokee County TND Ordinance include maximum block size and connectivity requirements, and shall guide the exact locations of these, as agreed to by Cherokee County. Additionally, new developments containing only Secondary Streets shall not preclude the redevelopment of adjacent parcels, and

developers shall stub out said streets at adjacent property lines. Likewise, projects abutting an existing stub out shall connect thereto.

The assemblies (or cross sections) of all streets shall be as defined in this document or the TND ordinance. The four major thoroughfares with assemblies defined herein, including Bells Ferry Road, State Route 92, the proposed Bells Ferry Parkway, and the proposed Access Road, shall be constructed or enhanced by the County and private developers accordingly. All other streets shall follow the regulations of Table 3C (Thoroughfare Assemblies), according to the Neighborhood Zone in which it is located.



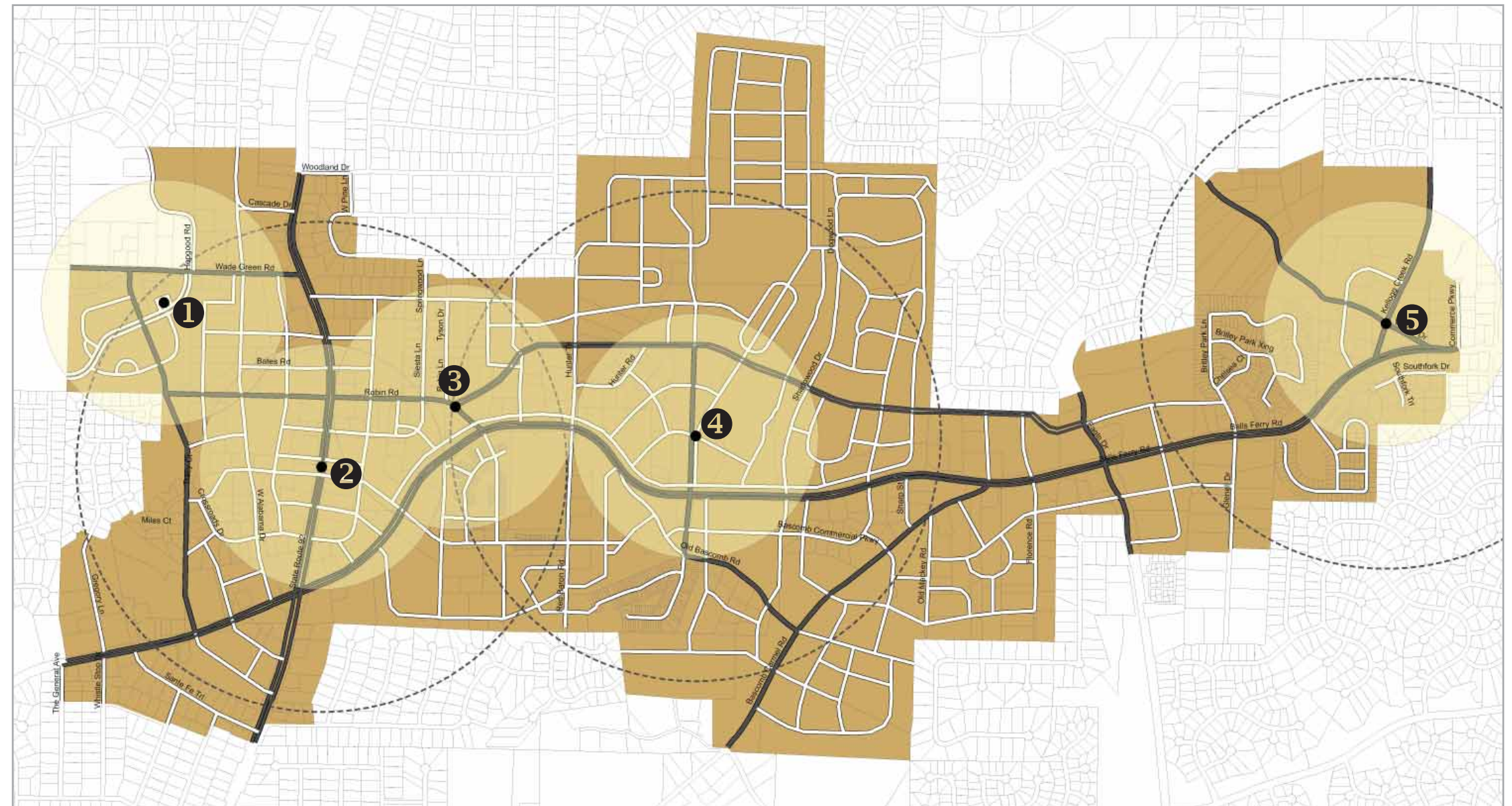
Neighborhood Centers

The proposed street grid of Bells Ferry Study Area provides the minimum structure necessary to create more walkable neighborhoods. However, without a mix of land uses, it is almost impossible to create a vibrant environment. For that reason, the combination of the street grid and the concentration of Neighborhood Center zone provide the perfect arrangement to create lively neighborhood centers.

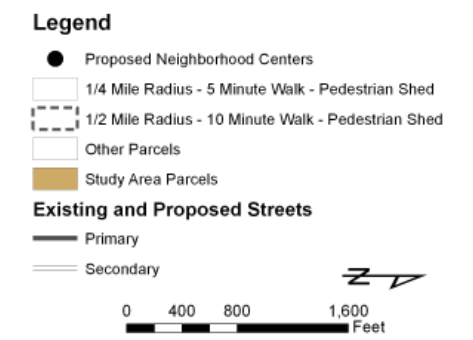
The concept of neighborhood centers is often confused with the idea of a shopping center or any other conventional suburban type of “center”. However, in the more urban context envisioned, neighborhood centers are characterized by having primary pedestrian access, as opposed to almost exclusive automobile access. They are mixed use areas intended to serve the surrounding community with commercial uses, services, parks, plazas, community buildings, etc. These uses serve the community’s daily needs while the centers function as gathering spaces that promote human interaction and social exchange.

The quarter-mile radius circle around the centers conveys the idea of five-minute-walk pedestrian sheds. The pedestrian sheds represent the scale of the traditional, sustainable neighborhood, in which people feel comfortable walking to close destinations. When combined, the pedestrian sheds become villages, towns, cities or interconnected areas that share uniqueness and sense of identity.

The neighborhood centers identified at right are the result of field observations of existing commercial areas, community workshop, existing zoning, and Bells Ferry LCI recommendations. The centers are mostly located at the intersections of major existing and proposed thoroughfares. The result is a series of pedestrian sheds that are interconnected through a structured street network system that form the Bells Ferry Road community.



- 1 Wade Green Neighborhood Center
- 2 Highway 92 Neighborhood Center
- 3 Bells Ferry Parkway Neighborhood Center
- 4 Neighborhood Center
- 5 Kellogg Creek Road and Victory Drive Neighborhood Center



Civic Space

The civic spaces proposed on the Regulating Plan are intended to be the basis for a larger system that will organically developed piece by piece as the area redevelops. New projects shall incorporate civic spaces like plazas and playgrounds interspersed with the residential areas according to the allowances and requirements of the TND Ordinance.

PARK		NE
GREEN		NE NG NCr
SQUARE		NG NCr
PLAZA		NCr
PLAYGROUND		NE NG NCr



Bicycle Facilities

Bicycle facilities in the Bells Ferry Road Corridor should take two primary forms: multi-use trails and bicycle routes. Multi-use trails should be 12-foot-wide off-road facilities, while bicycle routes can be on- or off-road, depending on right-of-way considerations and cost.

The proposed multi-use trail runs parallel to Bells Ferry Road from Wal-Mart to south of Robin Road. Approximately 75 percent of the multi-use trail is located within the linear park parallel to the Bells Ferry Road.

South of Robin Road the trail connects to a bicycle route running to Bells Ferry Road along proposed new streets and though the Neighborhood Center Square.

The proposed bicycle route is more conceptually flexible than the multi-use trail. It could be achieved by adding a five-foot bike line on both sides of said new streets, by constructing a multi-use trail on one side, or by simply marking the streets as a bike route with signs. Clearly, however, the former two options are preferred.

KEY CIVIC SPACES:

- 1 Linear Park
- 2 Neighborhood Center Square
- 3 Neighborhood Center Square
- 4 Floodplain
- 5 Lake
- 6 Other Civic Spaces (Not Recommended)

Legend

- Other Parcels
- FEMA 100-Year Flood Zone
- FEMA 500-Year Flood Zone
- Multiuse Trail
- Bicycling Route
- Study Area Parcels
- Lakes and Streams within Study Area

Civic Space

- Existing
- Proposed
- Proposed and Existing Streets

800 400 0 800 Feet

Neighborhood Zones

The Neighborhood Zones are a classification of human environments based on the typical elements of the built environment like streets, buildings, landscaping, etc. Each Neighborhood Zone is appropriate for a specific area, varying from less to more urban environments.

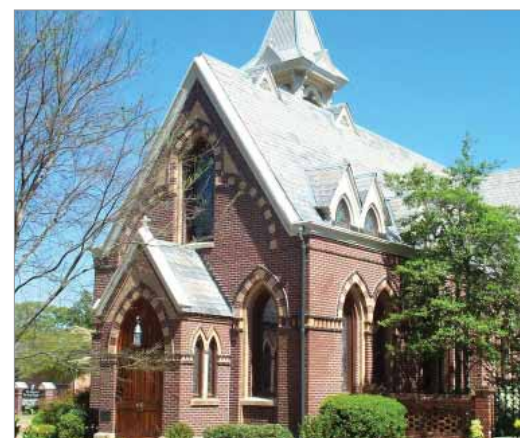
To characterize each Neighborhood Zone, the built environment elements assume different forms. For example, a small road is less urban than a main avenue. A four story-building is more urban than a single-family house with a front yard and a porch. The array of possibilities that the Neighborhood Zones create gives people the option to choose where they want to live, work and play according to their life style.

There are four categories of Neighborhood Zones: Neighborhood Edge, Neighborhood General, Neighborhood Center and Special District. In addition, two other functions add to the Neighborhood Zones: civic space and open space.

The following pages provide standard regulations based on the County's TND Ordinance. These are intended to guarantee that each Zone develops with the appropriate character and in harmony with all areas in the Bells Ferry Road corridor.

Neighborhood Edge (NE)

NE consists of low density suburban residential areas, differing by allowing home occupations. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.



Neighborhood General (NG)

NG consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.



Neighborhood Center (NC)

NC consists of higher density mixed-use building types that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree plantings and buildings set close to the frontages.



Special Districts (SD)

SD consists of a primary single-use area. It usually incorporates a large retail facility, industry, hospital, shopping mall, or any other uses that may be too complex and variable in their needs to be regulated within the Regulating Plan.



Regulating Plan

The Regulating Plan is the heart of these Community Design Guidelines. It combines land use and zoning regulations in a new format that is design-oriented and user-friendly. In doing so, it recreates the urban character through the Neighborhood Zones and guides the realization of the community's vision.

Neighborhood Zones have been strategically allocated considering the community vision for the area, existing zoning and ongoing developments. The integration of these zones with civic spaces will guarantee functionality and diversity that are necessary for the revitalization of the Bells Ferry Study Area.

Neighborhood Center Zones are higher density mixed use areas located at the neighborhood centers identified previously. They are distributed at major intersections and strategic areas in a way that most of the Bells Ferry community can access at least one center within a five-minute walk.

Neighborhood General Zones occupy most of the Study Area. They are the transitions between the centers and the lower density single-family neighborhoods. They include many key redevelopment sites in the Study Area, and are intended to develop into traditional small town neighborhoods, complete with corner stores, small offices, and townhouses.

Neighborhood Edge areas are primary suburban single-family houses and are located where the community expressed the desire to preserve existing neighborhoods.

Special Districts are concentrated where "big box" retail stores are already in place (such as Wal-Mart and Kroger), and where potential areas for auto-oriented land uses were identified. The intersection of Bells Ferry Road and State Route 92, where the Food Depot is located, is another potential Special District area. Because of the large scale and character of the intersection, it would be very difficult to adapt it to be a primary pedestrian-friendly node. However, it is strongly

recommended that the buildings around that intersection address directly the street with facades close to the sidewalks, instead of parking areas. The Power Substation on Bells Ferry Road is another use that is defined as a Special District, since its configuration has many variables that do not fit under any other Neighborhood Zone.

The Regulating Plan map include locations where Shopfront is the mandatory private frontage. This is mainly at major intersections, in Neighborhood Centers, and certain Special Districts. These represent locations where it is critical that all buildings, regardless of the use, provide a first floor architectural treatment consistent with a "Main Street" environment. Studies by retailers have shown that retail in such environments works best when storefronts are continuous.

This distribution of land use patterns will allow diversity of housing choices to occur within different areas of the community. In addition, neighborhood oriented retail and services will be more accessible to pedestrians, residents and visitors in general, while big box retail will have dedicated areas and will not be ruptures in the urban fabric and the walkable environment.



Neighborhood General areas are intended to develop into traditional small town neighborhoods, complete with corner stores, small offices, and townhouses.



The intersection of Bells Ferry Road and State Route 92, where the Food Depot is located, is a potential Special District area.

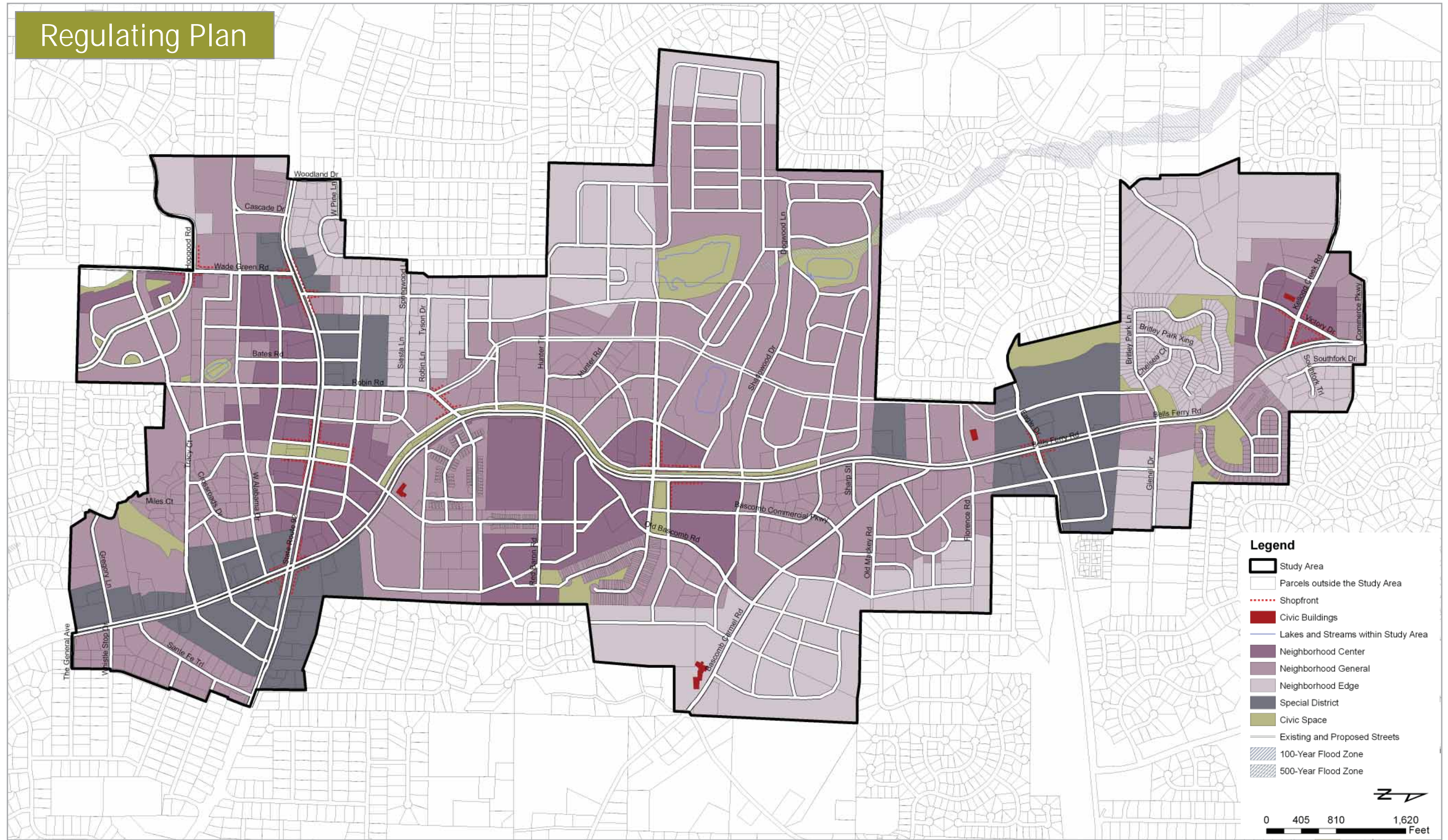


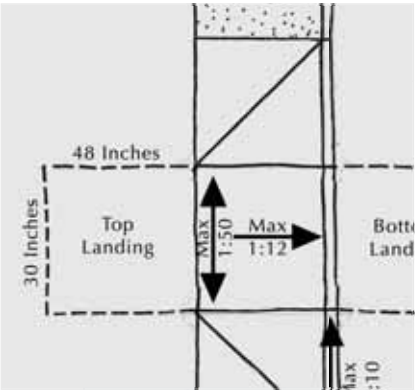
Mandatory Shopfront enhances the "Main Street" character of main intersections and Neighborhood Centers.

Key Elements

- Encourage development through the implementation of regulations that ensure the implementation of the community vision.
- Establish a guiding document for application of the County's Traditional Neighborhood Development districts.
- Establish a traditional town character in the Study Area.
- Accommodate new development in Neighborhood Centers to foster vitality necessary for the revitalization of the entire Study Area.
- Guarantee the appropriate mix of uses for each Neighborhood Zone in order to provide proper land use balance throughout the Study Area.
- Create a pedestrian- and bicycle-friendly environment through land use diversity and consistent streetscape.
- Guide the creation of a street network to improve multi-modal connectivity.
- Redirect auto-oriented uses to Special Districts.

Regulating Plan





GENERAL STANDARDS

Neighborhood Edge

The table below summarizes the Neighborhood Edge in the Bells Ferry LCI Study Area.

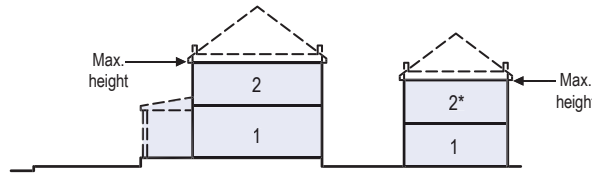
SUMMARY TABLE

NE

BUILDING FUNCTION (see Tables 10 & 11)	
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use
BUILDING HEIGHT (see Table 8)	
a. Principal Building	3 stories max.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	72 ft. min 120 ft. max
b. Lot Coverage	60% max
BUILDING TYPE (see Table 9)	
a. Edgeyard	permitted
b. Sideyard	prohibited
c. Rearyard	prohibited
d. Courtyard	prohibited
BUILDING DISPOSITION	
a. Front Setback	24 ft. min.
b. Side Setback	12 ft. min.
c. Rear Setback	12 ft. min.
d. Frontage Buildout	
OUTBUILDING DISPOSITION	
a. Front Setback	20 ft. min.
b. Side Setback	3 ft. or 6 ft
c. Rear Setback	3 ft. or 23 ft.
PRIVATE FRONTAGES (see Table 7)	
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	prohibited
d. Forecourt	prohibited
e. Stoop	prohibited
f. Shopfront & Awning	prohibited
g. Gallery	prohibited
h. Arcade	prohibited
Refer to Summary Table 14	
PRIVATE PROVISIONS	
See Tables 11 & 12	

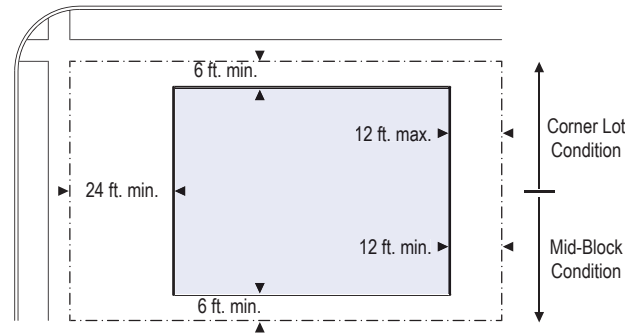
BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



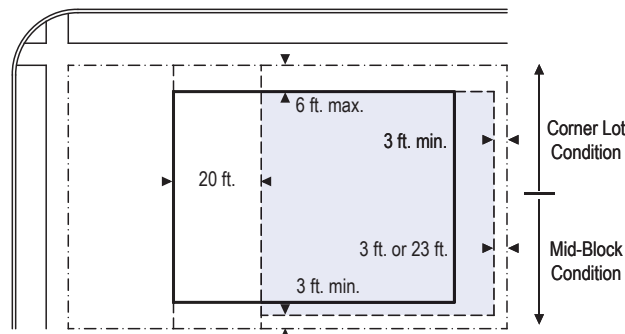
BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Facades shall be built along the principal frontage to a minimum of 50% of its width of the principal frontage.



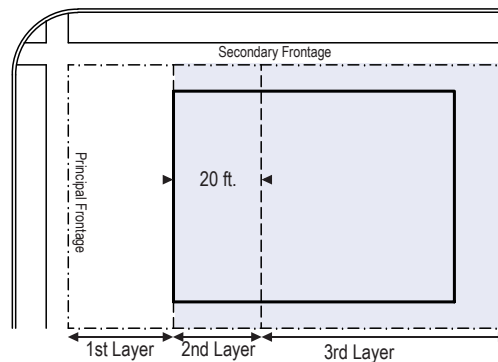
OUTBUILDING DISPOSITION

1. The elevation of the out buildings shall be distanced from the lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.



Neighborhood General

The table below summarizes the Neighborhood General in the Bells Ferry LCI Study Area.

SUMMARY TABLE

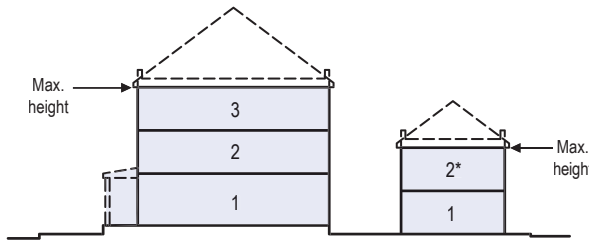
NG

BUILDING FUNCTION (see Tables 10 & 11)	
a. Residential	limited use
b. Lodging	limited use
c. Office	limited use
d. Retail	limited use
BUILDING HEIGHT (see Table 8)	
a. Principal Building	4 stories max, 2 min
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	18 ft min 96 ft max
b. Lot Coverage	70% max
BUILDING TYPE (see Table 9)	
a. Edgeyard	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited
BUILDING DISPOSITION	
a. Front Setback	6 ft. min. 18 ft. max.
b. Side Setback	0 ft. combined min.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	
OUTBUILDING DISPOSITION	
a. Front Setback	20 ft. min. + bldg. setback
b. Side Setback	0 ft. min. or 3 ft.
c. Rear Setback	3 ft.* or 23 ft.
PRIVATE FRONTAGES (see Table 7)	
a. Common Lawn	prohibited
b. Porch & Fence	permitted
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	prohibited
Refer to Summary Table 14	
PARKING PROVISIONS	
See Tables 11 & 12	

* or 15 ft. from center line of alley

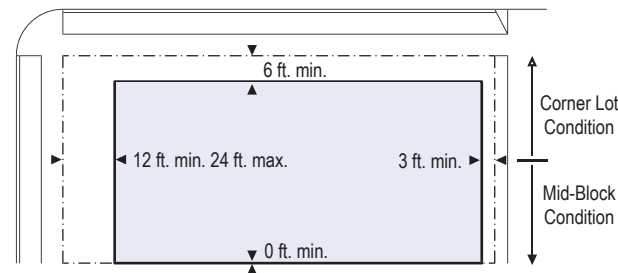
BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



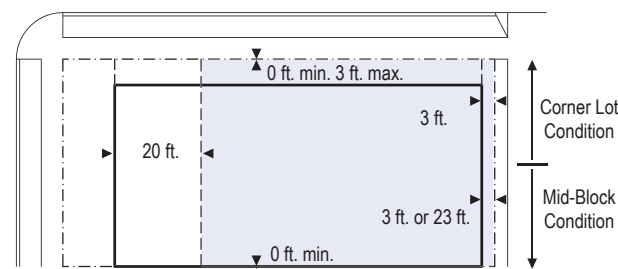
BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table 16E).



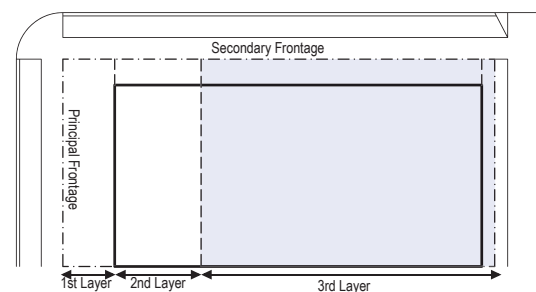
OUTBUILDING PLACEMENT

1. The elevations of the out buildings shall be distances from the lot lines as shown.



PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.



Neighborhood Center

The table below summarizes the Neighborhood Center in the Bells Ferry LCI Study Area.

SUMMARY TABLE

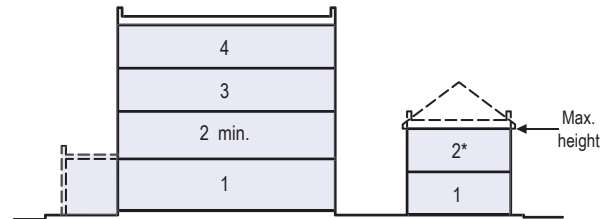
NC

BUILDING FUNCTION (see Tables 10 & 11)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use
BUILDING HEIGHT (see Table 8)	
a. Principal Building	6 stories max. 2 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	18 ft min 180 ft max
b. Lot Coverage	80% max
BUILDING TYPE (see Table 9)	
a. Edgeyard	prohibited
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted
BUILDING DISPOSITION	
a. Front Setback	0 ft. min. 12 ft. max.
b. Side Setback	0 ft. min. 24 ft. max.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	70% min at setback
OUTBUILDING DISPOSITION	
a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft. min.*
c. Rear Setback	3 ft. max.
PRIVATE FRONTAGES (see Table 7)	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
Refer to Summary Table 14	
PARKING PROVISIONS	
See Tables 11 & 12	

* or 15 ft. from center line of alley

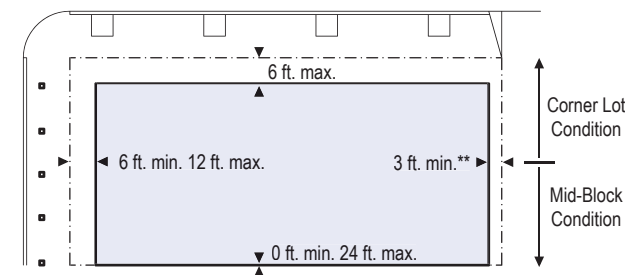
BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



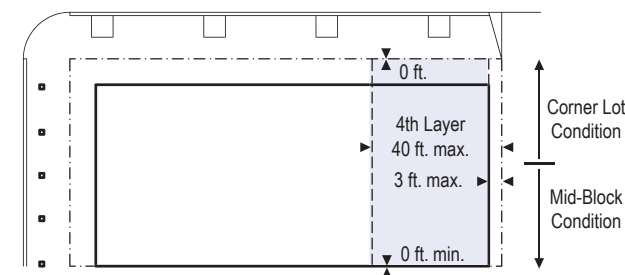
BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along the principal frontage lines and elevations along lot lines (see Table 16E).



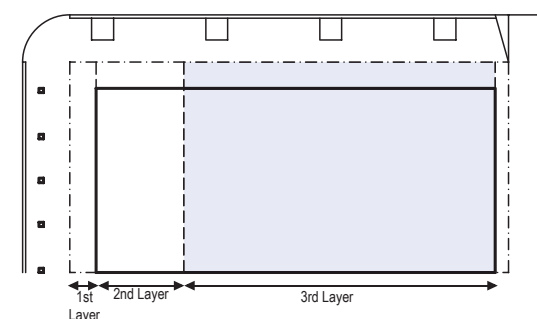
OUTBUILDING DISPOSITION

1. The elevations of the out buildings shall be distances from the lot lines as shown.



PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16D).



Special Districts

Special Districts accommodate uses that may not fit in traditional Neighborhood Zones, but are nevertheless necessary to the Study Area. Some of the uses found in Special Districts are large retailers, exclusive commercial areas, hospitals, university campus, hotels, and industrial and office parks.



Special Districts

The table below summarizes the Special District in the Bells Ferry LCI Study Area.

SUMMARY TABLE

SD

BUILDING FUNCTION	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use
BUILDING HEIGHT	
a. Principal Building	6 stories max. 2 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	18 ft min, no max
b. Lot Coverage	80% max
BUILDING TYPE	
a. Edgeyard	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted
BUILDING DISPOSITION (see text at right)	
a. Front Setback	0 ft. min. 12 ft. max.
b. Side Setback	0 ft. min. 24 ft. max.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	50% min at setback
OUTBUILDING DISPOSITION	
a. Front Setback	0 ft. min.
b. Side Setback	0 ft. min.*
c. Rear Setback	0 ft. min.
PRIVATE FRONTAGES (see Table 7)	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
Refer to Summary Table 14	
PARKING PROVISIONS	
See Neighborhood Center Requirements	

* or 15 ft. from center line of alley

General

The Special District is intended to primarily house large “big box” retail and highway commercial uses that are not entirely compatible with the walkable character envisioned for the majority of the Bells Ferry Road Study Area, but are nevertheless an essential part of modern living.

Blocks & Thoroughfares

As with Neighborhood Zones, developments in the Special District must be divided into a series of blocks and streets. However, because big box stores are allowed, they will invariably require larger block sizes and varying approaches to street layout.

- Development sites, including parking lots, shall be divided into a series of blocks and streets meeting all of the thoroughfare standards of Tables 3, 4, and 5 of the TND Ordinance.
- Thoroughfares may be public or privately owned.
- Where a thoroughfare separates a store from its parking, Public Frontage standards shall not be varied in front of said stores. Outdoor display for said stores shall be provided in Private Frontage.
- The average maximum block perimeter shall be 3,000 feet.
- Utilities, except for those serving light fixtures, shall be prohibited from running under parking lots. All utilities shall be limited to thoroughfares, so as to facilitate the long-term redevelopment of parking lot into new uses without moving utilities.
- Where a thoroughfare abuts a parking lot, a minimum five-foot-wide landscaped area shall be provided between said thoroughfare and the parking. Said area shall be planted with trees a maximum distance of 50 feet on-center.

Building Depth

- All buildings shall have a minimum depth of 20 feet.

Building Disposition

- Buildings shall enfront for a minimum of 50 percent along all public or private thoroughfares. Said frontage shall be calculated based on the entire block, and not an individual block face.
- The above notwithstanding, buildings shall enfront for a minimum of 50 percent along all Primary Streets.
- Where two existing public thoroughfares intersect, buildings shall be placed at said intersection.

Signage

- Freestanding signs are permitted.

Drive Throughs

- Drive through facilities are permitted.
- Drive-through facilities and associated queuing facilities shall not be located between any building and the closest adjacent thoroughfare. Furthermore, when said facility is within 50 feet of an existing or proposed public sidewalk, and when queuing lanes and service windows, bays or lanes would otherwise be visible from the major pedestrian route, then landscaping shall be installed to screen the service windows, bays or lanes from view to the maximum extent practicable.



✓ New Thoroughfares divide this big box shopping center into blocks, which could be developed in the future



✓ Buildings shall enfront at least 50 percent along Primary Streets



✓ This retail outparcel anchors a corner, while the Lowe's behind it sits further from the street



✓ Mixed-uses are encouraged, but not required in the Special District

Bells Ferry Parkway

The idea of the Bells Ferry Parkway was developed during the LCI study and is part of the vision for the revitalization of the corridor. It is envisioned as approximately 1.3 miles long, running north-south and connecting Robin Road to Eagle Drive by Wal-Mart.

Public Frontage

Due to the unique nature of the Bells Ferry Parkway, a consistent public frontage must be provided, regardless of Neighborhood Zone. Along the Parkway:

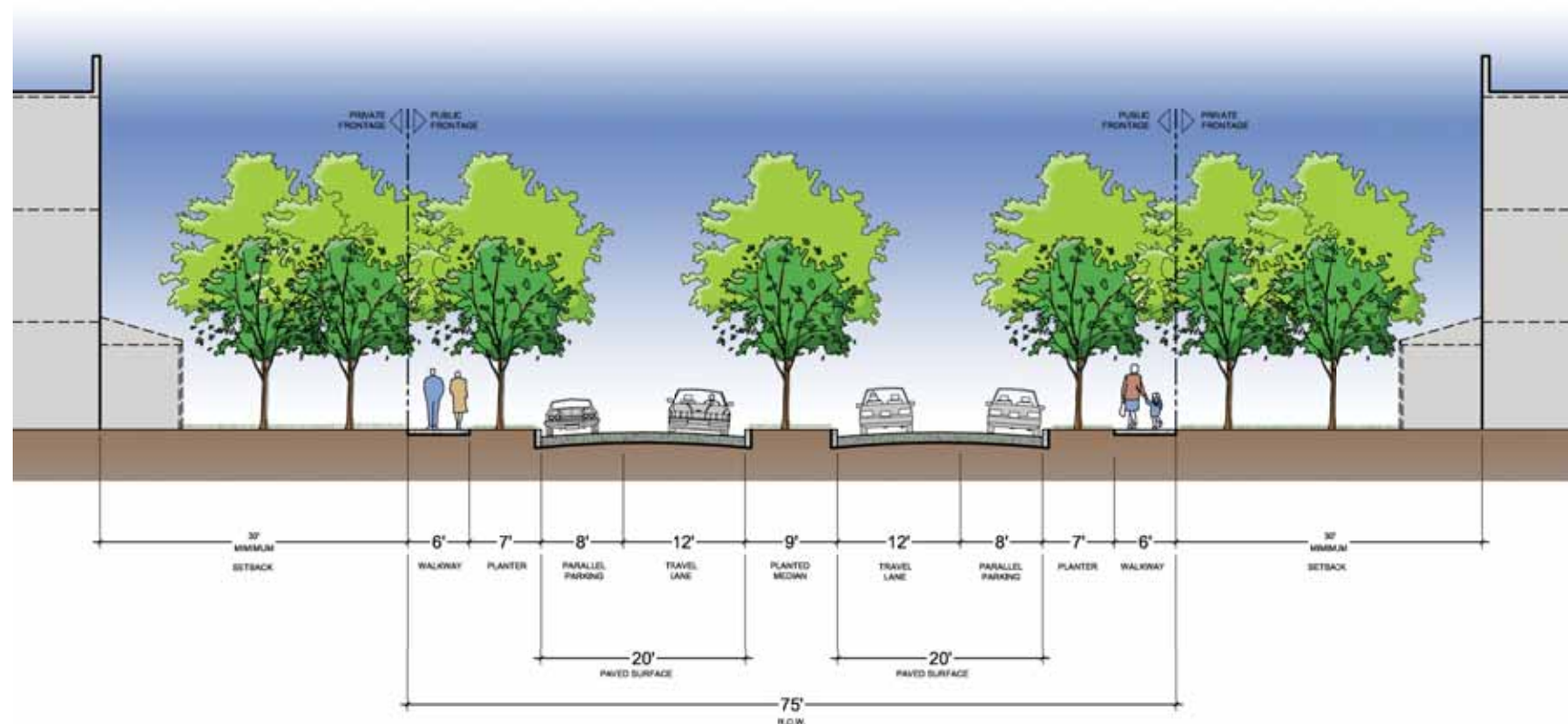
- Sidewalks shall be a minimum of six feet wide.
- Planters shall be seven feet wide with a minimum of one tree for each 30 feet of Frontage Line on-center.
- Median shall be nine feet wide with a minimum of one tree for each 30 feet on-center.



- Street trees shall match the species of street trees specified on Table 6.

Private Frontages

Bells Ferry Parkway is envisioned as a true parkway, featuring a green landscape through which cars, pedestrians and cyclists safety travel. This requires a far greater setback in all Neighborhood Zones than those required by the base zone regulations. To this end, the following standards must be considered for the entire corridor:



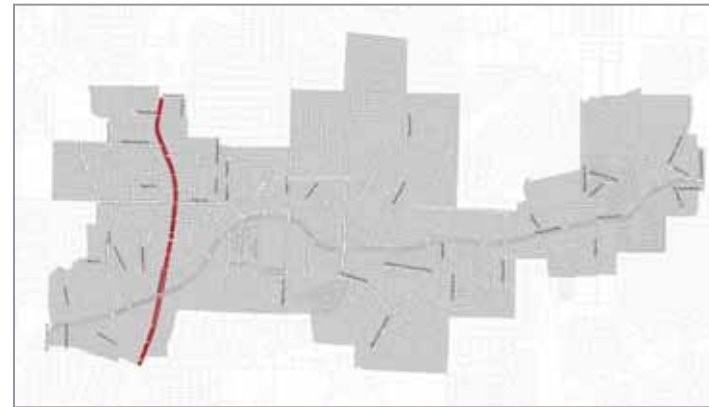
- A front building setback of between 30 and 40 feet shall be required.
- The area between the building and the street should be treated as a park, and landscaped with preserved trees, passive recreation areas, and aesthetic improvements.
- The park that will be created along the parkway may be widened at some areas where playgrounds, sport courts and other recreational facilities may be appropriate. These areas are not defined in this plan and may be created as new development occurs.
- Sidewalk shall be linked to primary pedestrian entrances of all buildings via a pedestrian walkway or wheelchair ramp between three and four feet wide.

State Route 92

State Route 92, also known as Highway 92, is the primary east-west thoroughfare that connects the Study Area with I-575, Woodstock, and Mountain Park. Currently, the Georgia Department of Transportation (GDOT) is widening and reconstructing the road between Woodland Drive and Cherokee Trail. The road work totals 4.96 miles, and includes all extents inside the Study Area.

As a state route, a key element of State Route 92 are deceleration lanes. They are required by GDOT at most driveways and intersections as speed-change lanes. They enable a vehicle leaving the road to slow to the safe speed after it has left the main flow of faster-moving traffic. Even though deceleration lanes increase speeds and give the road a less pedestrian-friendly scale, they may also benefit aesthetics and pedestrian safety.

Along State Route 92, deceleration lanes should serve as a basis for establishing a large planter



area between the roadway and the sidewalk. For the sake of aesthetics and consistency of pedestrian facilities, this will allow sidewalks to be pulled back from the road and come close to it adjacent to the deceleration lane. This will provide a clearly defined sidewalk, while the resultant wide planter safely buffer pedestrians.

The proposed deceleration lane/planter treatment also allow tree planting consistency. GDOT requires a minimum 8-foot setback from the travel lane for tree planting on urban streets of 35 miles per hour or less. However, this requirement does not apply where deceleration lanes

exist, allowing for trees to be planted consistently along the road. Where the planter becomes wider, another row of trees may be added.

Public Frontage

Public frontages must be consistent for the corridor:

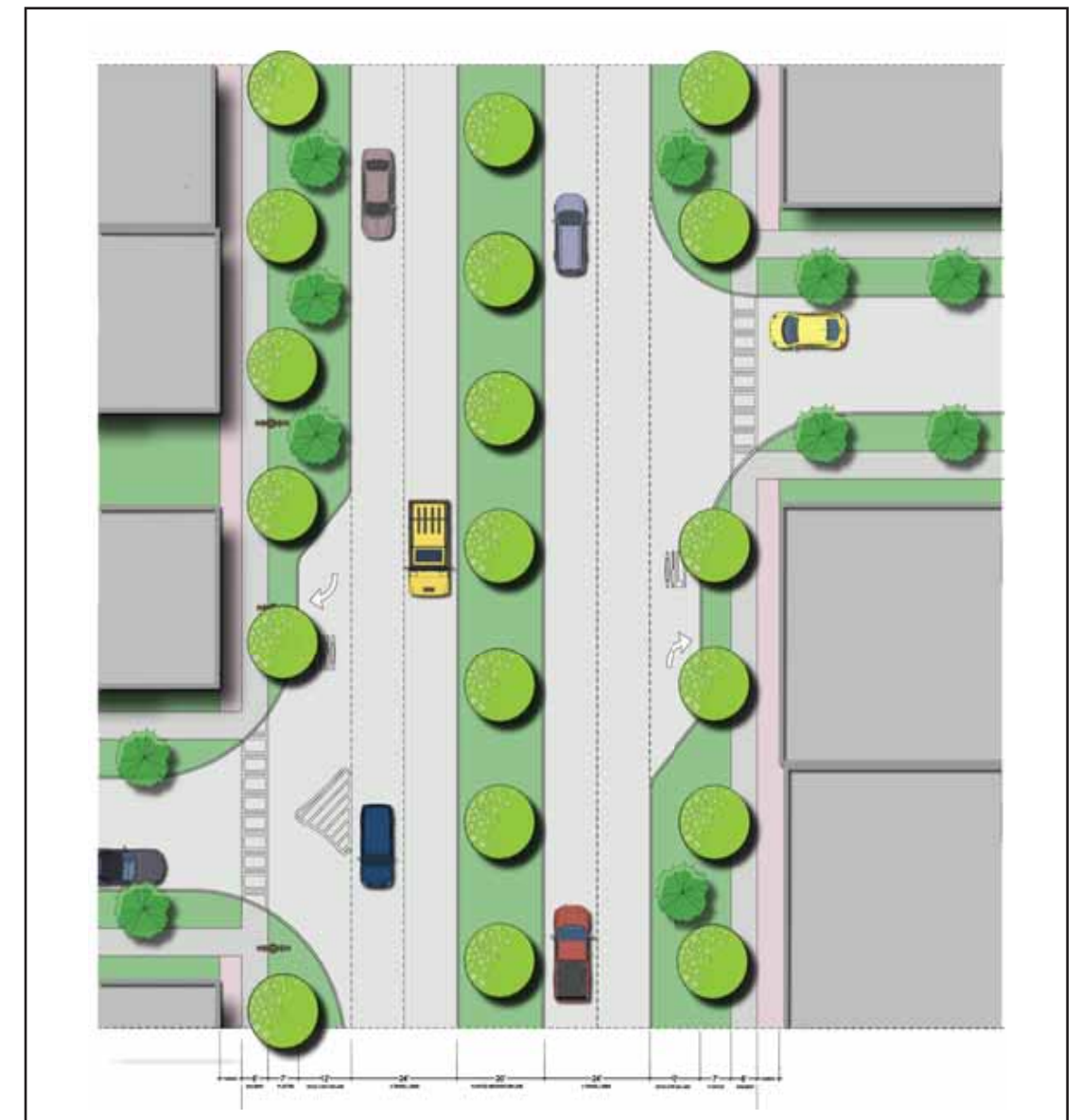
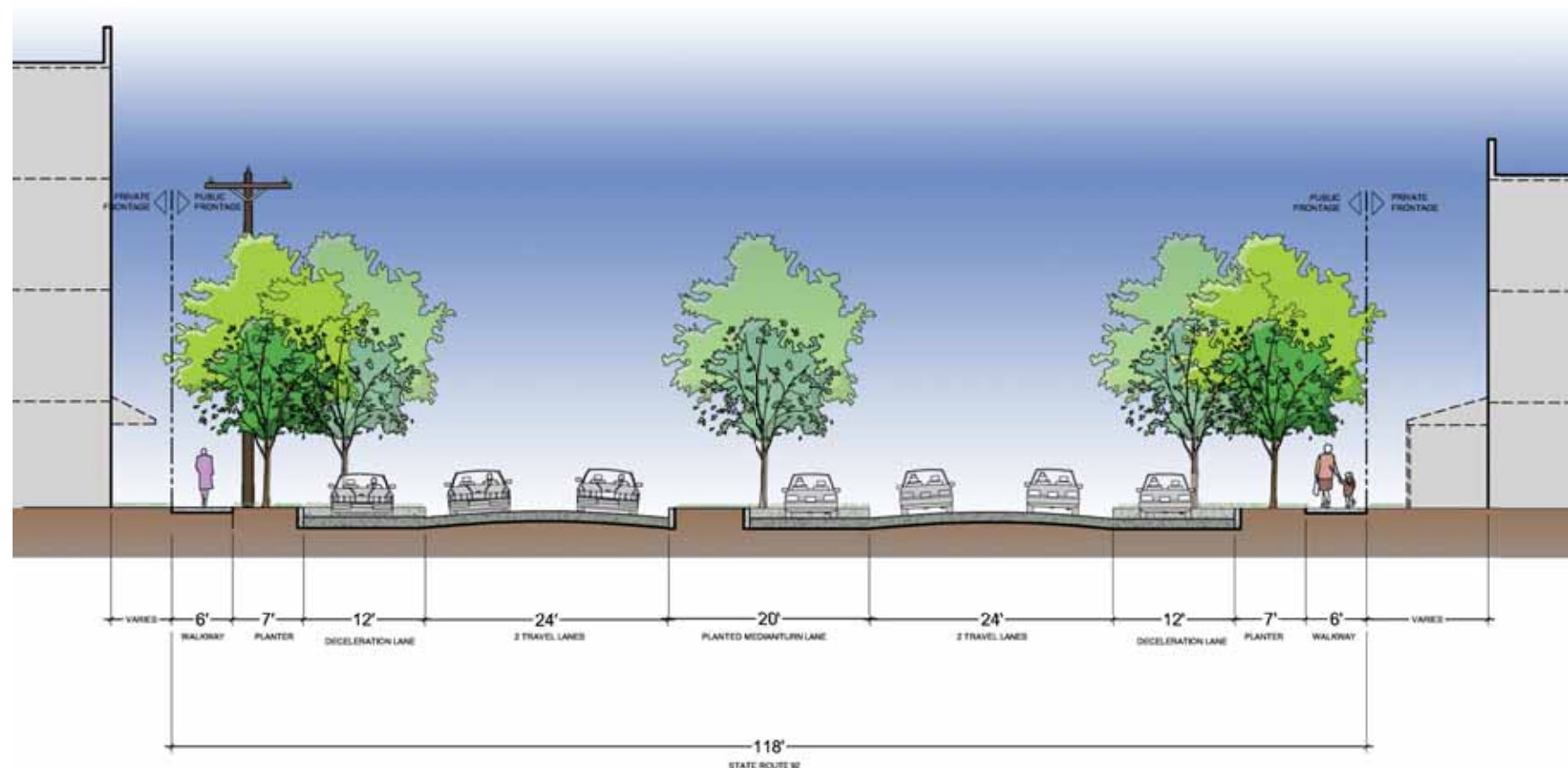
- Sidewalks shall be a minimum of six feet wide.
- Where deceleration lanes are in place, planters shall be seven feet wide with a minimum of one tree for each 30 feet of Frontage Line.
- Where deceleration lanes are not in place, planters shall be 19 feet wide with double row of trees, the first row no less than eight feet from the curb and the second row aligned with the planted trees at narrower planter.
- Median shall be 20 feet wide with a minimum of one tree for

- each 30 feet.
- Street trees shall match the species of street trees specified on Table 6.
- Street trees under power lines should match the species of street trees specified on page 36.

Private Frontages

Private frontages also must be consistent:

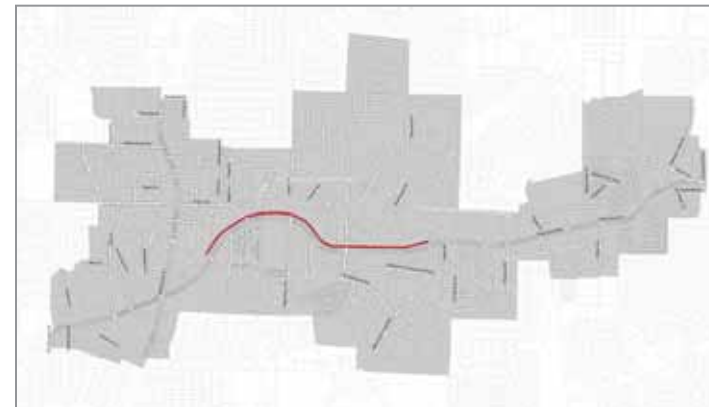
- Sidewalk shall be linked to primary pedestrian entrances of all buildings via a pedestrian walkway or wheelchair ramp between three and four feet wide.



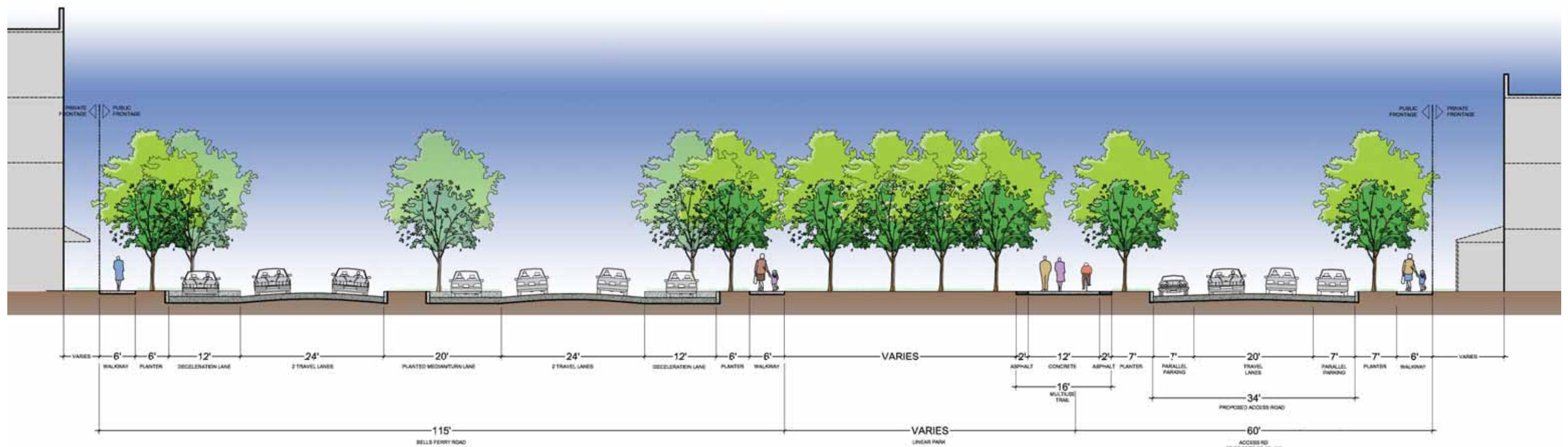
Bells Ferry Road, Access Road and Linear Park

A key recommendation of the 2005 LCI study was the creation of a linear park/street system paralleling Bells Ferry Road. This proposed facility would allow local traffic to avoid Bells Ferry Road and improve aesthetics. It would also make it possible for housing to occur directly adjacent to Bells Ferry Road without being subject to the less pleasant attributes of such a location.

The first element of the proposed facility is the public frontage along Bells Ferry Road itself. This treatment is similar to that recommended for Highway 92. The only difference is that the planter should narrow to six feet where a deceleration lane occurs, rather than seven.



On the west side of the road a large public park should be provided. Within this park, existing mature trees should be preserved, and a multi-use trail constructed. West of this, a new local access road is envisioned, including two travel lanes and two lanes of parking. On its west side, a mandatory public frontage consisting of a seven-foot planter and a minimum six-foot sidewalk is required. Private frontages shall be as established by the adjacent Neighborhood Zone.



Concept Plan

This Concept Plan is a mixed-use neighborhood center with an interconnected system of streets and alleys, tree-lined sidewalks and buildings facing the streets, articulated with a series of civic spaces. This area, bounded north by Bells Ferry Road and the Bells Ferry Linear Park, south by State Route 92 and west by Robin Road, is currently occupied by warehouses and auto-oriented uses.

The construction of this plan is not a mandatory endeavor but rather an illustration of how new development can occur in accordance to the Regulating Plan and the General Standards. The graphics also illustrate how different Neighborhood Zones transition while still forming a cohesive environment.

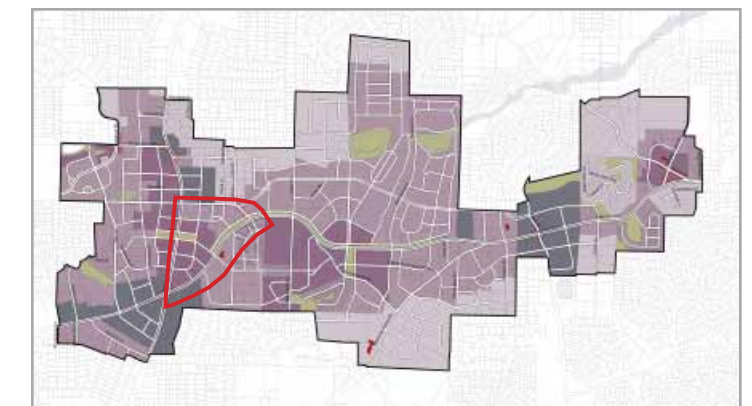
Mixed use, commercial and multi-family buildings are concentrated at the southeastern corner, close to the major intersection between Bells Ferry Road and State Route 92. This area is the Neighborhood Center zone that brings a **town center** feeling to the community, with buildings closer to the streets, shops, services, residences, pocket parks and plazas.



The Neighborhood General zone, located at the northwest area of the plan, illustrates a more residential oriented setting with small single-family lots and townhomes. Even though the setbacks and buildings are closer to the street than the traditional suburban typology (large setbacks and yards), this zone allows a green environment to be created. It also provides housing options to those who want to live in an urban environment, enjoy all the benefits of having a town center within a walking distance but want a single-fami-

ly home or townhome, enjoy having a small yard and a more green environment.

The civic spaces are envisioned as a linear park between the Bells Ferry Road and the access road, pocket parks, mid-block green spaces or rambles. These civic spaces range from urban to suburban and will provide for a variety of community needs.



Sidewalk Curbs & Crosswalks

- Crosswalks are required on all Primary Streets. On Secondary Streets crosswalks should only be provided as appropriate for the traffic volume and character of the street.
- Inlaid colored asphalt crosswalks are encouraged on Primary Streets.
- Where painted crosswalks are provided, they should be "piano stripped" to provide maximum visibility to drivers.
- All curb ramps shall have a landing at the top and bottom, a maximum slope of 1:12, a maximum cross slope of 1:50, and a minimum width of 36 inches, per the requirements of the Americans with Disabilities Act (ADA). Landings should have the same width as the ramp and a minimum depth of 48 inches.
- Two ramps are encouraged at street corners, but no less than one is required. Ramps shall be located so that turning cars approach the crossing pedestrian from the side in order to provide pedestrians with greater awareness of on-coming vehicles. This should be accomplished by placed crosswalks as close to the beginning of intersection curb radii as possible.

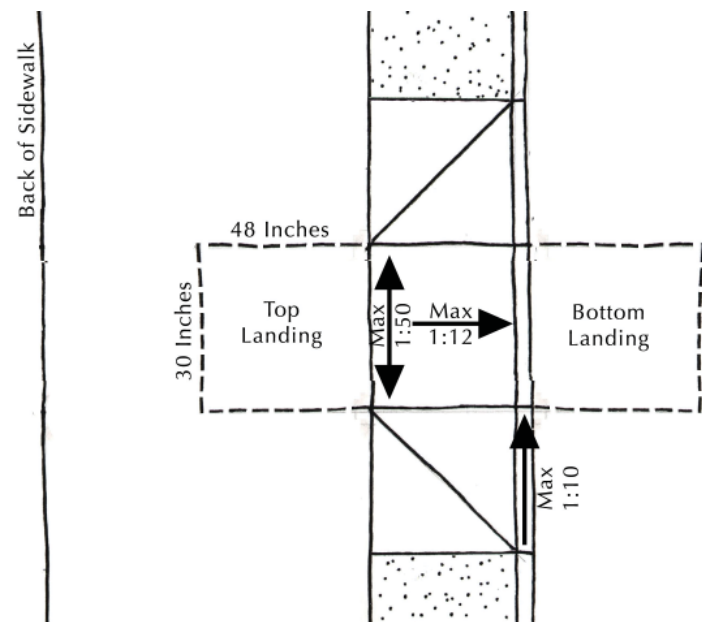


Diagram showing recommended wheelchair landing

Sidewalk Walkways

- Nothing permanent shall be placed in the Walkway.
- All sidewalk Walkways shall provide a relatively level continuous walking surface with a maximum cross slope of 1:50 and a minimum width of 30 inches, the acceptable cross slope and width standards established by the ADA. These shall apply even where sidewalks traverse driveways or alleys.
- Walkways crossing driveways and alleys should continue across said facilities with the same prevailing width, slope, and cross slope.
- If existing width constraints prevent the above treatment, a "dropped driveway" may be used to meet ADA requirements. To do this the portion of the driveway crossing the Walkway should have approximately the same grade as the street. The Walkway is then sloped uniformly at a maximum of 1:10 to meet the dropped driveway. Where it crossed the driveway should have a maximum cross slope of 1:50 and a minimum width of 30 inches.
- In cases where the maximum cross slope cannot be achieved due to topography, a bypass walk should be considered at the top of the driveway.

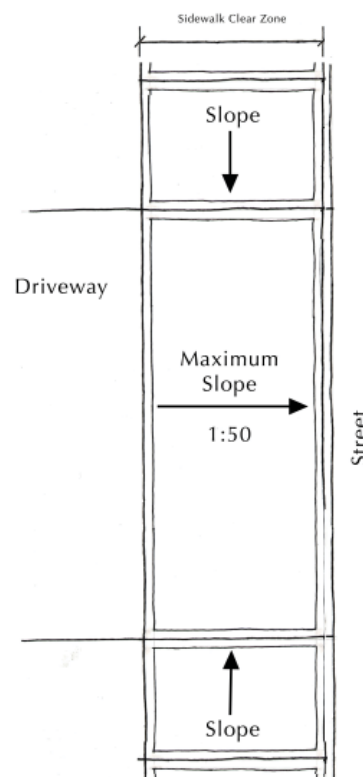


Diagram showing a "dropped driveway"



Inlaid colored asphalt crosswalk on Primary Streets



"Piano striped" crosswalk on Secondary Streets



No less than one ramp per corner is required



Ramps shall not exceed a 1:12 slope.



Sidewalk does not continue across alley



Sidewalk continues across driveway

Building Frontage/ Private Frontage

The primary way in which a building relates to the surrounding community is through its private frontage. The private frontage is the area between the building and the street and includes the front yard and the building's external architectural elements. The TND Ordinance provides a range of private frontages, as shown at right.

The private frontage may take many forms and contribute to the individual character of each Neighborhood Zone. They are dependant on other functions, such as building setback and use. Their various combinations of private frontages, buildings and streets results in a rich street experience that nurture sense-of-place.

This section is intended to present graphic depictions of the private frontages contained in the TND Ordinance. It is also intended to provide additional guidelines for items not contained in the Ordinance.

General Standards

- Mechanical features shall be located to the side or rear of a building and screened from view from any park or street with plantings, walls or fences.
- When located on rooftops, mechanical features shall be incorporated in the design of the building and screened with materials similar to the building.
- Streetscreens shall be located coplanar with the building Facade line as shown in Table 16-d (County's TND ordinance). (NC only)
- A first level Residential or Lodging Function shall be raised a minimum of two feet from average sidewalk grade. (NC only)
- Portable air conditioning units shall not be located in street-facing windows.
- Primary pedestrian entrances of all buildings shall be linked to the adjacent public sidewalk via a pedestrian walkway or wheelchair ramp between three and four feet wide.

- Retaining walls exceeding 32 inches in height shall be allowed when required by topography.
- Small plantings are encouraged between retaining walls and the public frontage.
- All openings, including porches, galleries, arcades and windows, the exception of storefronts, shall be square or vertical in proportion.

Common Yard

- A minimum of one tree to match the species of street tree on the public frontage shall be planted within the First Layer of each 30 feet of frontage line.
- Off-street parking shall not be allowed on Common Yards.

Porch, Balcony & Fence

- Open porches may encroach up to 50 percent of the depth of the Setback. (NG, NC only)
- Balconies and bay windows may encroach up to 25 percent of the depth of the Setback. (NG, NC only)
- Fences adjacent to the street shall be picket-wood, stone, composite materials or ornamental metal, with the finished side facing the street.
- Fences, if provided at the first layer, shall be painted. Fences at lot lines may be of wood board or chain link.
- Balconies and Porches shall be made of painted wood, brick, stone or masonry construction. (NE)
- Balconies and Porches shall be made of painted wood, brick, stone or masonry construction or metal. (NG only)
- Balconies shall be made of concrete, painted wood, or metal. (NC only)
- Wrap-around porches are encouraged at corners.

Terrace or Light Court

- Fences adjacent to the street shall be picket-wood, stone, composite materials or ornamental metal, with the finished side facing the street.
- Fences, if provided at the first layer, shall be painted. Fences at lot lines may be of wood board or chain link.

Table 7: PRIVATE FRONTAGES - Cherokee County TND Ordinance

	SECTION	PLAN
	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE
a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.		
b. Porch & Fence: a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.		
c. Terrace or Light Court: a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.		
d. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.		
e. Stoop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.		
f. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.		
g. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.		
h. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.		

Forecourt

- A minimum of one tree to match the species of street tree on the public frontage shall be planted within the First Layer of each 30 feet of frontage line.

Stoop

- Stoops may encroach 100 percent of the depth of a Setback. (NG only)
- Stoops shall have enclosed risers and be of stone or brick and shall match the foundation material of the building they serve.

Shopfront and Awning

- Awnings may encroach up to 50 percent of the depth of the Setback. (NG, NC only)
- Awnings may encroach the public sidewalk without limit. (NG, NC only)
- Awnings shall be at least five feet deep as measured from the building's front facade.
- Awnings serving as an entry canopy shall match adjacent business awnings in depth and height.
- Awnings shall be of canvas and similar fabrics, fixed metal, or similar materials.
- Internally-lit awnings and canopies that emit light through the awning or canopy material are prohibited.
- Valance width and height shall be aligned horizontally.

Gallery and Arcade

- Galleries shall be made of concrete, painted wood, or metal. (NC only)
- Arcades shall be made of concrete, painted wood, or metal. (NC only)
- Arcades shall only be used when applied to all buildings along a given block face. Arcades on adjacent buildings shall touch to form a continuous covered walking area.
- Arcade shall be integrated into the overall building facade and shall match it architecturally.



✓ Common Yard



✓ Porch & Fence



✓ Terrace or Light Court



✓ Shopfront and Awning



✓ Shopfront and Awning



✓ Forecourt



✓ Stoop



✓ Arcade



✓ Gallery overlaps sidewalk

Facade Materials

Architecture is one of the most critical components of place, and nowhere is this more evident than on building facades. The design and character of street-facing facades is a reflection of both buildings and their users, and must be carefully considered for its impact on the overall sense of place.

Buildings must be designed to maximize their positive impacts on the neighborhood. Conventional or “cookie cutter” approaches to design are not in keeping with the community’s vision and identity, and must be avoided.

General Standards

- The external finishing material on all facades shall be limited to brick, wood siding, cementitious siding, stucco, or stone.*
- Brick shall be full-depth or half-depth hand-laid masonry brick.
- Stone shall be cast or stacked stone with mortared joints.*
- Wood siding and cementitious siding shall be smooth, painted, and arranged horizontally.
- Stucco shall be true hard coat stucco. Exterior Insulation Finishing Systems (EIFS) is prohibited.
- The external finishing material on facades of buildings housing exclusively office, exclusively retail functions or any combination thereof shall be limited to brick, stucco, or stone.* In addition to the above materials, split-face block may be utilized on exterior facades, but only along a non-enfronting side or rear facade that is not visible from an adjacent street, or civic space.
- The external finishing material on facades of Houses (detached single-family) and Cottages shall be wood siding, cementitious siding, painted or unpainted brick, or unpainted native stone. Painted wood fish-scale style shingles are also permitted on the face of gables.

- Building wall materials may be combined on each facade only horizontally, with the heavier material below the lighter material.
- Streetscreens should be between 3.5 and eight feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be replaced by a hedge or a fence by warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrians.
- Individual residential front facades within 15 feet of the front property line shall have no more than two corners, excluding bay windows, porches or stoops.
- Building numbers shall be at least 6 inches in height and located above or beside the street-facing pedestrian entrance.
- Chimneys shall begin at grade and be faced with brick, stone, cast stone or true stucco.
- Foundations shall be constructed as a distinct building design element that contrast with the front facade material:
 - Brick, stone, or true stucco are permitted
 - Standard, unfinished concrete block and stacked stone are not permitted
- Front doors shall not be vinyl, plastic or metal.
- Portions of enfronting façades containing first story retail or restaurant uses shall be composed as a simple plane with jogs of less than ten feet.
- For materials of porches, fences, balconies, galleries and arcades refer to “Building Frontage/Private Frontage” section of this document.

* The TND Ordinance does not currently permit stone, which is recommended as a material by these guidelines.



✓ Chimneys shall begin at grade



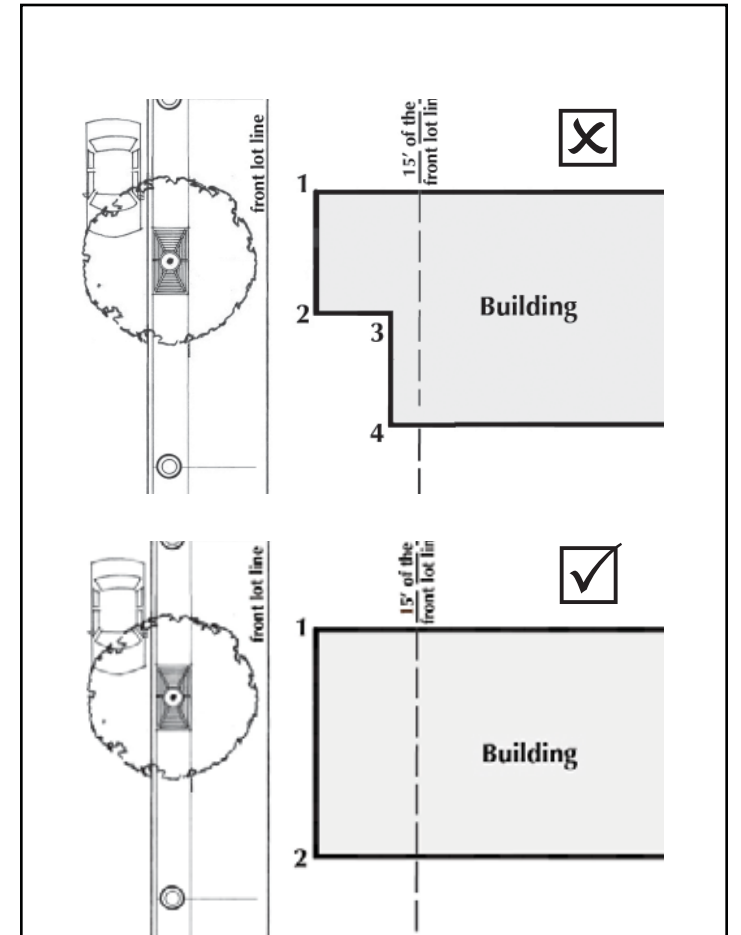
✗ Chimneys shall not be faced with siding.



✓ Building wall materials may be combined on each facade only horizontally, with the heavier material below the lighter material



✗ Building wall materials may be combined on each facade only horizontally, with the heavier material below the lighter material



Individual residential front facades within 15 feet of the front property line shall have no more than two corners, excluding bay windows, porches or stoops



Doors and Windows

The size, scale, design, and detail of a building's doors and windows are important to the character of each individual building and to the visual character of the area where it is located. For that reason, it is important to be mindful about the impact that those elements have on the community when repairing openings and when designing new openings for both existing and new structures.

The size and proportion of doors and windows are frequently related to the architectural style of the building. Regulations and principles of design vary with building styles. However, there are general standards, especially regarding scale and disposition, that generally apply to doors and windows regardless of style.

General Standards

- *Openings above the first story shall not exceed 50 percent of the total building wall area, with each facade being calculated independently.*
- *All openings, including porches, galleries, arcades and windows, the exception of storefronts, shall be square or vertical in proportion.*
- *Doors and windows that operate as sliders are prohibited along frontages.*
- Windows shall be a minimum of 15 percent of the total surface wall area along facades that do not face streets (excluding outbuildings).
- Windows shall be equally placed vertically and arranged horizontally along frontages.
- Where used, window shutters shall match half the width of window opening.
- Windows shall include sills of masonry, stone, cast stone, or terra cotta on windows.
- Flat "snap-in" muntins and muntins sandwiched between layers of glass shall not be allowed along frontages.
- Window finishings shall not be painted aluminium or steel.

- Wooden window boxes shall be allowed.
- Window panes serving on all buildings (other than attached or detached single family houses faced in wood or cementitious siding) shall be recessed a minimum of three inches and a maximum of eight inches from the adjacent facade.
- Enfronting windows and door glass (except on churches and fire stations) shall utilize clear glass or tinted glass. Tinted glass shall have a transmittance factor of 50 percent or greater and shall have a visible light reflectance factor of ten or less.
- Painted window or door glass is prohibited.
- All shopfront and awning private frontage shall provide the following elements:
 - A non-glass base or knee wall beginning at grade and extending not more than 24 inches above the walkway.
 - A glass display window beginning at the top of the bulkhead or knee wall, to a height not less than ten feet and not more than 12 feet above the adjacent required walkway. Such glass shall provide views into display windows having a minimum depth of two and one-half feet and that are accessible from the building interior.
 - A main entry door remaining unlocked during normal business hours, and having a surface area that is a minimum of 70 percent glass.
 - A glass transom located above the glass display window having a minimum height of eighteen inches and a maximum height of 36 inches.
 - A minimum of 75 percent of the length of the enfronted portion of the build-to line shall be provided in glass, including glass doors and display windows.
 - No linear distance of more than ten feet without intervening glass display windows or glass doors.
 - First story drop ceilings recessed a minimum of 18 inches from the display window opening.



✓ Window shutters are half the width of window opening



✓ Street facing windows shall be equally placed vertically and arranged horizontally.



✗ Windows shall be square or vertical in proportion. Provide openings above the first story that do not exceed 50 percent of the total building wall area.



✗ All enfronting facades serving commercial uses: A minimum of 75 percent of the length of the enfronted portion of the build-to line shall be provided in glass.



✗ Painted window or door glass is prohibited.



✗ Windows shall be a minimum of 15 percent of the total surface wall area along facades that do not face streets (excluding outbuildings).

Roofs

The form and treatment of roofs is often an afterthought in the design process. Far too often in conventional developments, poorly considered roofs can contribute to the creation of a monotonous environment that lacks vitality or sense of place.

The character of roofs is an important part of any community that has an overall vision. The roofs of individual buildings and their relationship to other buildings should avoid monotony and create an architecturally rich and varied community fabric.

Roof Types

- *Pitched Roofs, if provided, shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12. (NE, NG)*
- Detached single-family home primary roof forms shall be of: flat, pyramidal, front gabled, side gabled, cross gabled, hipped, or shed.
- *Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the Cherokee County Board of Commissioners.*
- Townhouse (single-family attached) primary roof forms shall be of: flat, pyramidal, side gabled or shed. Shed roofs shall be concealed with parapets along the street frontage.
- Exposed rafter ends (or tabs) at overhangs are discouraged.
- All roofs should overhang a minimum distance of 18 inches from the building facade, with the exception of roofs screened by parapet walls.
- Dormers are allowed, with the exception when dormers are taller than the main roof to which they are attached.
- No more than three adjacent attached or detached single-family houses should have the same roof form.

Roof Materials

- Building roofs shall have a minimum usable life of 30 years, per manufacturer's warranty.
- Roof shingles shall be of slate, cedar, or asphalt.
- Tiles shall be of clay, terra cotta or concrete.
- Gutters shall be of copper, aluminium or galvanized steel.
- Downspouts shall match gutters in material and finish.
- Roofs may be metal.



✓ Complex and diversified roof forms create a more interesting and rich community in terms of design



✓ Exposed rafter ends (or tabs) at overhangs are discouraged.



✗ Repetitive roof forms create a monotonous community in terms of design



✓ Flat roofs shall be enclosed by parapets a minimum of 42 inches high.



✓ No more than three adjacent attached or detached single-family houses should have the same roof form



✓ Roofs may be metal.


Landscape

Landscape standards vary by Neighborhood Zone. The following apply to all zones unless a specific Neighborhood Zone is indicated in parentheses.

General Standards

- A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in table 16-d. (NG, NC only)
- Trees shall be of various species, naturalistically clustered, with an understory stall below for maintenance. (NE)
- Trees of species matching the planting on the Public Frontage as shown in Table 4 (County's TND ordinance). (NG only)
- The First Layer as shown in Table 16-d shall be landscaped or paved to match the fronting Public Frontage as shown in Table 4A (County's TND ordinance). (NC only)
- Trees shall be a species with shade canopies that, at maturity, begin higher than the top of the second story of buildings. (NC)
- The Table 6 shows six common types of street tree shapes and their appropriateness within the Neighborhood Zones.



 English Ivy







PUBLIC PLANTING - The following species should not be planted in any Neighborhood Zone:

- *Albizia julibrissin* Durazz. - MIMOSA
- *Bambusa vulgaris* Schrad. - COMMON BAMBOO
- *Eichhornia crassipes* (Mart.) Solms - COMMON WATER HYACINTH
- *Elaeagnus umbellata* Thimb. - AUTUMN OLIVE
- *Euonymus fortunei* (Turcz.) Hand.-Maz. - WINTER CREEPER
- *Hedera helix* L. - ENGLISH IVY
- *Lagerstroemia indica* L. - CREPE MYRTLE
- *Lantana montevidensis* (Spreng.) Briq. - TRAILING SHRUB VERBENA
- *Lespedeza bicolor* Turcz. - SHRUBBY LESPEDEZA
- *Ligustrum sinense* - CHINESE PRIVET
- *Lonicera japonica* - JAPANESE HONEYSUCKLE
- *Lonicera maackii* - AMUR HONEYSUCKLE
- *Maclura pomifera* - OSAGE-ORANGE
- *Melia azedarach* - CHINABERRY TREE
- *Miscanthus sinensis* - CHINESE SILVERGRASS
- *Morus alba* - WHITE MULBERRY
- *Paulownia tomentosa* - PRINCESSTREE
- *Sorghum halepense* - JOHNSON GRASS
- *Vinca major* - COMMON PERIWINKLE
- *Vinca minor* - COMMON PERIWINKLE
- *Wisteria sinensis* - CHINESE WISTERIA

The following species are appropriate to be planted under power lines:

- *Halesia* - CAROLINA SILVER BELL
- *Lagerstromia indica redbud* - CREPE MYRTLE
- *Cornus Florida* - DOGWOOD
- *Koelreuteria paniculata* - GOLDEN RAIN TREE
- *Laburnum waterii* - GOLDEN CHAIN TREE
- *Ilex Vomitoria* - NATIVE HOLLY (tree form Yaupon)
- *Crataegus phaenopyrum* - WASHINGTON HAWTHORN

Table 6: PUBLIC PLANTING - Cherokee County TND Ordinance

	NE	NG	NCr	Suggested Native Species
Upright or Columnar 	■	■	■	<i>Magnolia virginiana</i> - SWEETBAY MAGNOLIA <i>Oxydendrum arboreum</i> - SOURWOOD <i>Platanus occidentalis</i> - SYCAMORE OR PLANETREE
Oval 	■	■	■	<i>Amelanchier arborea</i> - SERVICEBERRY <i>Cercis canadensis</i> - EASTERN REDBUD <i>Prunus caroliniana</i> - CAROLINA CHERRYLAUREL <i>Acer saccharum</i> - SUGAR MAPLE <i>Liquidambar styraciflua</i> - SWEETGUM
Round 	■	■	■	<i>Fagus grandifolia</i> - AMERICAN BEECH <i>Quercus alba</i> - WHITE OAK <i>Quercus coccinea</i> - SCARLET OAK <i>Quercus falcata</i> - SOUTHERN RED OAK <i>Quercus hemisphaerica</i> - LAUREL OAK <i>Quercus laurifolia</i> - SWAMP LAUREL OAK <i>Quercus lyrata</i> - OVERCUP OAK <i>Quercus nigra</i> - WATER OAK
Pyramid 	■	■		<i>Ilex cassine</i> - CASSINE HOLLY <i>Ilex opaca</i> - AMERICAN HOLLY <i>Juniperus virginiana</i> - RED CEDAR <i>Pinus virginiana</i> - VIRGINIA PINE <i>Liiodendron tulipifera</i> - TULIPTREE or YELLOW POPLAR <i>Pinus strobus</i> - WHITE PINE <i>Quercus shumardii</i> - SHUMARD OAK <i>Taxodium distichum</i> - BALD CYPRESS <i>Tsuga canadensis</i> - CANADIAN HEMLOCK
Spreading or Branching 	■	■		<i>Cornus florida</i> - FLOWERING DOGWOOD <i>Magnolia grandiflora</i> - SOUTHERN MAGNOLIA <i>Pinus taeda</i> - LOBLOLLY PINE <i>Quercus virginiana</i> - LIVE OAK
Irregular 	■	■		<i>Carpinus caroliniana</i> - AMERICAN HORNBEAM <i>Chionanthus virginicus</i> - WHITE FRINGE TREE <i>Ilex vomitoria</i> - YAUPON HOLLY

Stormwater Drainage

Georgia's water quality is largely dependent on the stormwater that drains from its communities. However, many homeowners are unaware that storm drains lead directly to rivers and streams. Because stormwater goes **untreated** to receiving waters, the materials that enter the storm drain have a huge impact on the capacity and capability of reclamation facilities to handle the pollutants in the water.

In response to these concerns, all storm drains in the Bells Ferry Study Area should be marked with a curb label or stencil. These labels inform residents, builders, landscape services, and other contractors to avoid placing any materials in the storm drain that could diminish water quality.

General Standards

- The following materials should not enter storm drains:
 - Household waste
 - Pet waste
 - Oils of any kind
 - Paint and/or paintbrushes
 - Pesticides and/or fertilizers
 - Grass clippings and other yard waste
 - Heavy metals or hazardous substances
 - Fill material, including dirt or concrete
- Storm drains should never be obstructed by debris or trash receptacles.
- During construction or maintenance activities, a curb and gutter inlet filter (such as sandbags, or rocks wrapped in silt fence fabric) should be installed by the resident or contractor against the storm drain opening. The filter should allow water to flow in freely, but should also prevent pollutants from entering the drain to the maximum extent possible. These structures should be installed according to the Georgia Stormwater Management Manual, or as determined by Fulton County, if necessary. Please see the "Environmentally Preferred Building Materials" section for additional information.

- Residences in the community should have drainage pathways constructed with rock or a similar material that leads from the gutter to the stormwater inlet structure. As an aesthetically pleasing addition to the residence, these pathways also provide several functional water quality benefits to the untreated stormwater that leads to Atlanta's rivers and streams. During a rain event, these rocks provide aeration, and disperse and slow the flow of water to the inlet, reducing the likelihood of flooding. As an added benefit, sediments and some pollutants will "drop out" of slow-moving water before it reaches the inlet.
- Light-weight materials, such as wood chips or bark, should not be used in the construction of drainage pathways. It will shift during similar rain events.
- Leaving a mature tree canopy in place is encouraged. It not only provides homes with shade, but some relief from stormwater by retaining a certain amount of water in their roots.



✓ Rocks or stones are recommended for stormwater drainage.



✗ Wood chips can become displaced after rain events, and should not be used for stormwater drainage.



✓ Stenciling raises awareness of the materials that should not enter the storm drain.



✗ Landscapes should not be cleared of all trees and vegetation.



✓ Trees are natural sponges that absorb stormwater runoff, improve air quality, and reduce energy and infrastructure costs.



✗ The storm drain is just for rain! Dumping of household chemicals, paints, oils, and pet waste is not permitted.

Pavement

Permeable (also called porous) surfaces can not only minimize stormwater runoff, but can add aesthetic variation to the landscape. As the natural ground surface filters rainwater through its soil, permeable surfaces provide the function and durability of pavement with the filtration benefits of the soil.

Oils, dirt and other pollutants from streets and sidewalks are washed away by stormwater runoff during rain events. If these pollutants are allowed to filter through the ground surface instead of simply being channelled back into rivers and streams, it would reduce flooding, infrastructure costs, and the amount of pollutants typically found in stormwater.

Permeable pavement also provides a means for surface water to infiltrate into the groundwater aquifer. With less water on the street, permeable pavements also reduce the occurrence of hydroplaning and similar rain-related traffic accidents.

General Standards

- *Impermeable surface should be minimized and confined to the ratio of lot coverage by building shown in Table 14-f.*
- Permeable pavement is encouraged along driveways, alleys, and on parking lots.
- Options for permeable pavement encouraged include porous asphalt, porous concrete, grass pavers, and interlocking concrete paving blocks.

Several options of porous pavement are available, and can be used to distinguish pedestrian versus automobile-oriented land uses.

In addition to making these entrances greener, driveways that use porous pavement help reduce the flow of stormwater to the street.

Porous pavement makes underground water storage possible

The large amount of surface parking in non-residential areas can be damaging to the environment

Impervious surfaces and lack of vegetation are common in many new neighborhoods.

Signage

Signs are very common in our society and necessary at some circumstances to convey messages, business advertisement, etc. However, it is important to recognize that they are not standalone objects on the landscape. They coexist with other signs, buildings, streetscape, people, vehicles, and innumerable other elements. Even though signage needs to convey its message, it needs to respect the environment where it is meant to work.

This page focuses on how signage can be effective without visually overwhelming the community.

Signage standards vary by Neighborhood Zone. The following apply to all signs unless a specific neighborhood zone is indicated.

General Standards

- There shall be no signage permitted additional to that specified in this section. (NE, NG only)
- One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
- One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 4 square feet. (NE, NG only)
- Blade signs, not to exceed 6 square feet for each separate business entrance, may be attached perpendicular to the Facade. (NC only)
- Signage shall not be lit. (NE only)
- A single external sign band may be applied to the facade or each building, providing that such sign not exceed 3 feet in height by any length. (NC only)
- Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit. (NC only)
- Signage shall be designed to complement the architectural features of the buildings it is on, and such signage shall be consistent with respect to size, scale, material, and design of such buildings.
- Billboards are prohibited.



Some signs located at the Bells Ferry area contribute for the visual clutter of the community.



A single external sign band may be applied to the facade or each building.



One blade sign for each business may be permanently installed perpendicular to the facade



Lack of signage standards can result in visual clutter. Billboards are prohibited.



A single external sign band may be applied to the facade or each building, providing that such sign not exceed 3 feet in height by any length



One blade sign for each business may be permanently installed perpendicular to the facade



One blade sign for each business may be permanently installed perpendicular to the facade



Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit

Visitability

“Visitability” refers to the ability of a building to be visited or accessed by persons with disabilities. Current national accessibility standards address certain types of multifamily dwellings, but not attached or detached single-family dwellings. To this end, the Visitability movement represents a voluntary effort on the part of developers to make all homes accessible, not just “special” ones.

In the Bells Ferry Study Area, where a variety of building uses are being planned, and where a commitment exists to assisting all people, Visitability serves as a key to achieving this inclusive vision.

General Standards

- *There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.*
- *All first floor interior doors (including bathrooms) shall provide 32 inches of clear passage.*
- *There shall be a half or full bath provided on the first story or each building.*



✓ This front door is accessible from the sidewalk but uses a low wall to separate public and private space



✓ A ramp provides access to the front door of the building



✓ This commercial building has a zero-step entrance



✗ Steps make visitability difficult on this business front door



✗ There is no ramp from walkway to residence entrance



✓ Zero-step entrance



✗ One step at this public building prevents visitors with disabilities to enter



✓ The front entrance of this building is at the same level as the walkway



✗ A few steps are enough to make this entrance inaccessible to person with disabilities

Driveway and Parking

The car and its needs are an essential part of community planning today, but the car's impact on community design should be balanced with a desire to achieve high standards of aesthetics and walkability.

In The Bells Ferry Study Area, carefully crafted driveway and parking standards ensure that the car does not overwhelm the Neighborhood Zones' desired scale and character.

Parking standards vary by Neighborhood Zone. The following apply to all zones unless a specific neighborhood zone is indicated in parenthesis.

General Standards

- Vehicular parking shall be required as shown in tables 11 and 12 from the County's TND ordinance.
- Parking shall be accesses by Alley or Rear Lane, when such are available on the Neighborhood Plan.
- Individual parcels are permitted a maximum of one driveway curb cut per street frontage. In cases where a property abuts multiple streets the total number of curb cuts or portions thereof may be allocated to a single street.
- Circular drives are prohibited, with the exception of hotel and hospital uses.
- Shared driveways are encouraged.
- Delineated driveways that include two paved tired strips with grass or gravel in the middle are encouraged.
- Driveways shall not be paved with asphalt.
- Driveways shall have widths of:
 - One family attached dwellings: A minimum of ten feet for a one-way and a maximum of 15 feet for two-way.
 - All other uses: A maximum of 12 feet for one-way and a maximum of 24 feet for two-way.

Surface Parking and Parking Structure

- On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
- Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Sections 8.10, 8.11 and 8.12 (from the TND ordinance).
- Liner Buildings shall have a minimum depth of 20 feet.
- Open parking areas shall be located at the Second and Third Layers, as shown in Table 16-d, except that Driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer. (NE only)
- All parking areas except for Driveways shall be located at the Third Layer, as shown in Table 16-d. Garages shall be at the Third Layer. (NG only)
- All parking areas shall be located at the Third Lot Layer. (NC only)
- The required parking may be provided within one-quarter mile of the site that it serves, subject to approval by Variance.
- A minimum of one bicycle rack place should be provided within the Public or Private Frontage for every ten vehicular parking spaces. This clause shall apply to single family detached home or townhomes. (NG only)
- A minimum of one bicycle rack place should be provided within the Public or Private Frontage for every ten vehicular parking spaces. (NC only)
- The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 30 feet. (NC only)
- Pedestrian entrances to all parking lots and parking structures shall be directly from a Frontage Line. Only underground parking structures may be entered by pedestrians directly from a Principal Building. (NC)
- Surface parking and parking decks shall be delegated to the least obtrusive locations.
- Parking is prohibited in the area between a building and the adjacent street. This shall not be interpreted as restricting on-street parking.
- Underground parking is allowed when possible.

- Drive through windows and all vehicular queuing, when permitted by zoning, shall be placed to the rear or side of the building façade, shall not be visible from any public right-of-way, and shall not be located within twenty-five feet of the back of the required sidewalk.
- Gasoline and service stations shall place all fuel dispensing, service canopies and service entry doors to the rear of the building and away from the public right-of-way. Said facilities and associated queuing shall not be visible from any adjacent street or located within twenty feet of the sidewalk.
- Where parking lots exceed 200 feet in width or length a pedestrian walkway having a minimum width of 10 feet, including a minimum 4-foot-wide landscaped area, shall be provided and shall connect to the closest sidewalks.

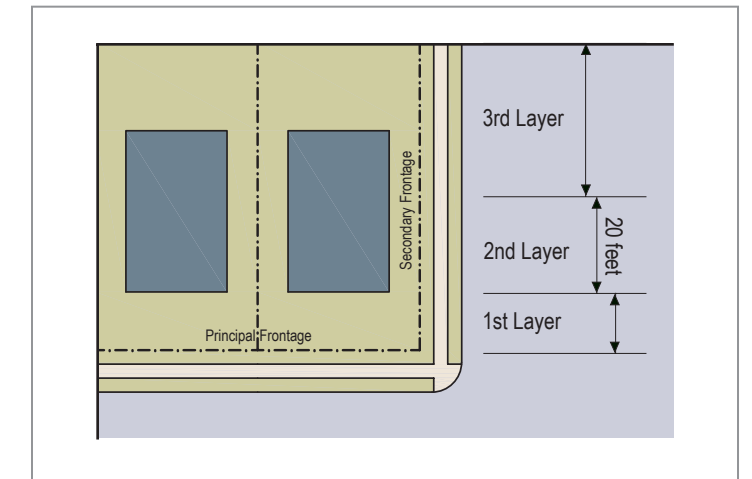


Table 16-d: LOT LAYERS - Cherokee County TND Ordinance

Garages

- Porte cocheres are encouraged on lots not served by alleys or lanes in order to provide vehicular access to the garage while minimizing its impact on the street experience.
- Certain garage types and configurations shall not be used on single-family houses, including:
 - Three-car or greater garages (home design can accommodate third car within main body of house).
 - Attached garages which protrude in front of the houses.



Parking shall be accesses by Alley or Rear Lane, when such are available on the Neighborhood Plan.



Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen



Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen



APPENDIX

Heart of Peoria

Location: Peoria, Illinois

Author: Duany Plater-Zyberk & Company

Date: June 2002

Web site: <http://www.heartofpeoria.com>

Summary: Peoria, like many places in the American heartland, experienced the decline of the old industrial economy and consequent impacts on demographics, the dynamic of its downtown area and suburban sprawl. The Heart of Peoria plan was envisioned by citizens and key leaders of Peoria to increase the competitiveness of the downtown area and the quality of life of the core neighborhoods. To accomplish its goals, this plan consists of two different categories: General Controls and Specific Interventions. The General Con-

trols are the fundamental framework that will allow and encourage development to occur. The central system of this category is the SmartCode (provided under separate cover) that provides specific regulations for each transect zone. The Specific Interventions are the pilot projects and other proposals that are illustrations of how development may occur according to the General Controls.

The General Controls contain the following components: **A/B Frontage Assignment**, which identify primary and secondary streets in terms of pedestrian-friendliness; **Street Reconfiguration** to accommodate new land uses and more pedestrian-friendly design; **The Smart Code** that provides an alternative to the Zoning Code of the City of Peoria, the City of Peoria Plan and the Growth management Strategy; and the **Regulating Plan**, which is based on the urban-to-rural transect and identify the principles that define quality of environments of varying urban density.

The Specific Interventions include the following types of projects: Private Development of Private Land; Private Development of Public Land; Public Works on Public Land; Public Works on Private Land.

Columbia Pike Form Based Code

Location: Arlington, Virginia

Author: Dover, Kohl & Partners

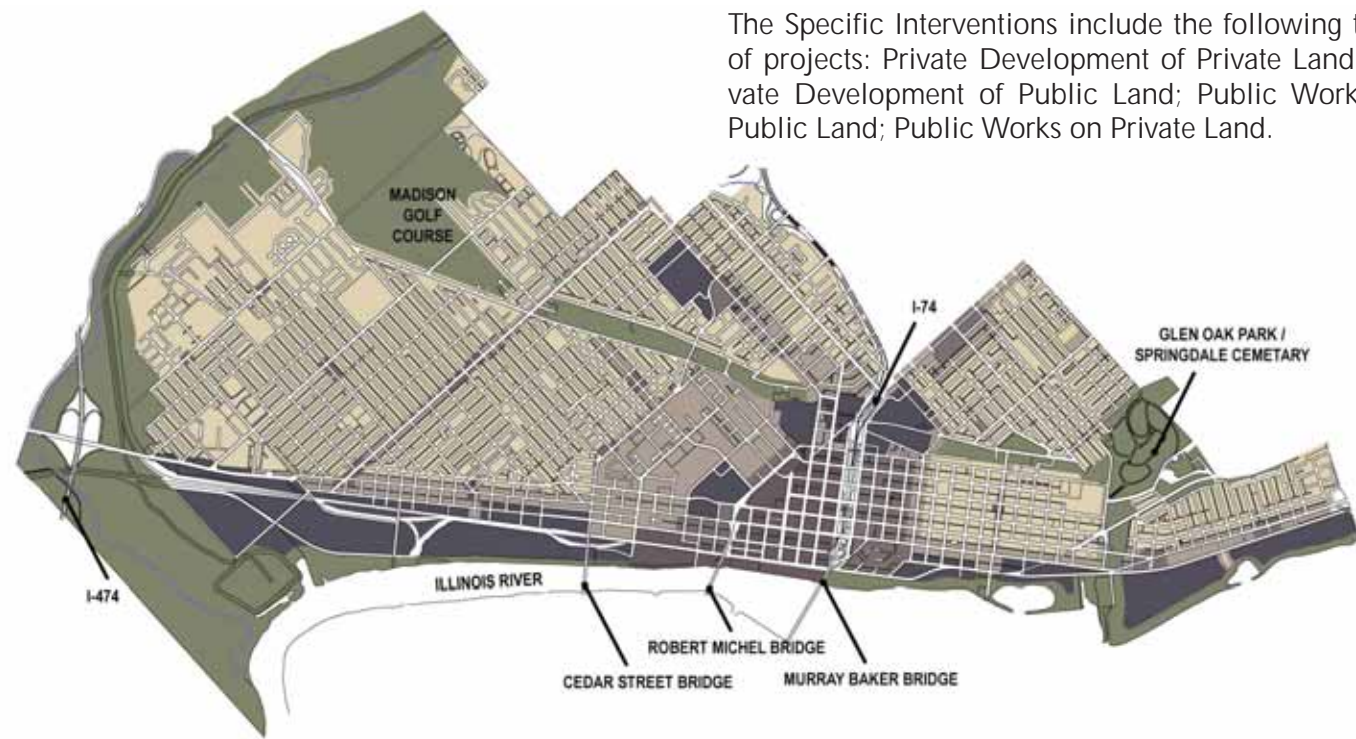
Date: September 2002

Web site: <http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsColumbiaCurrentCurrentStatus.aspx>

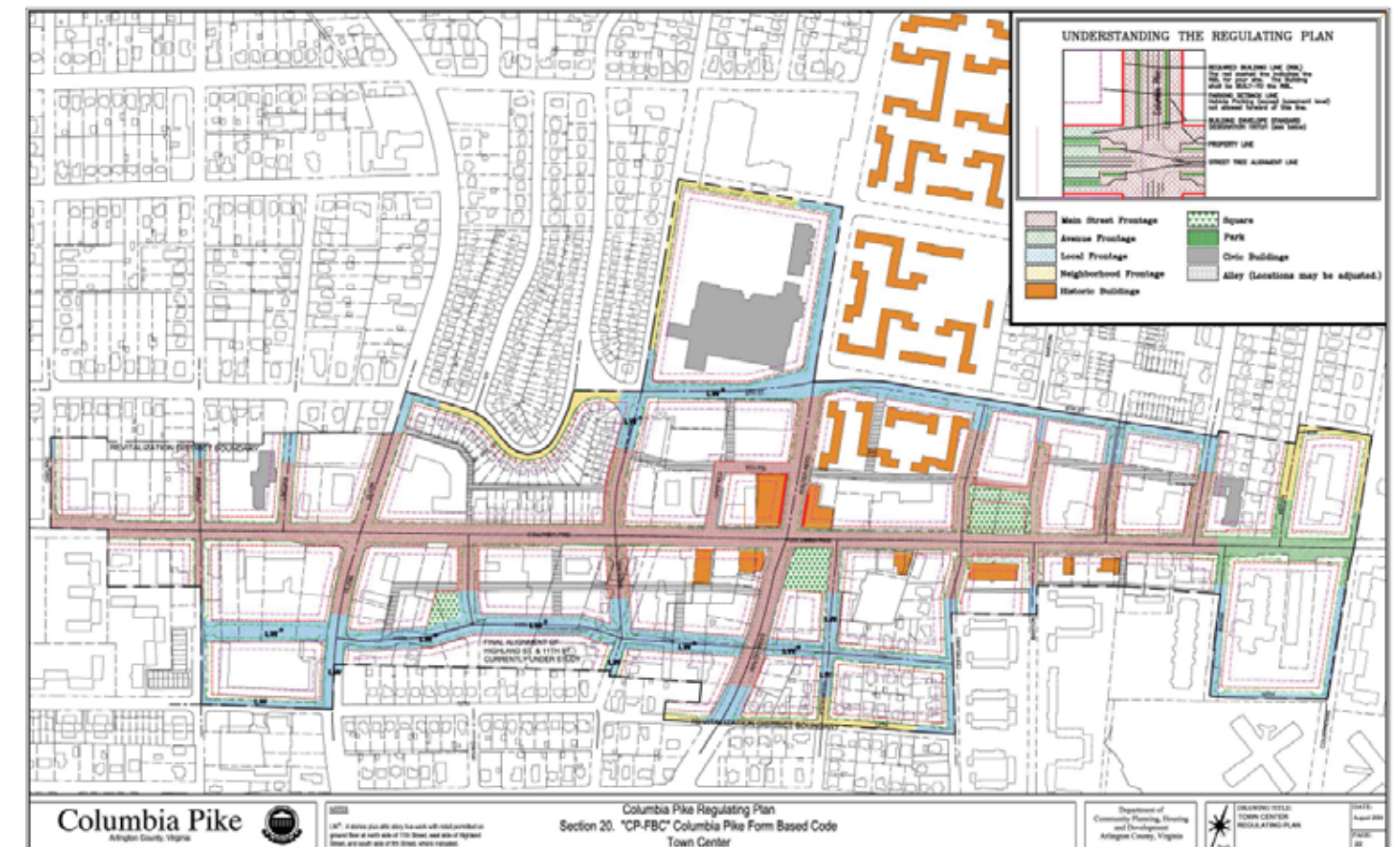
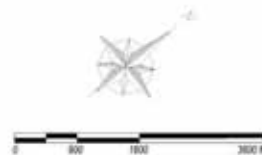
Summary: The Columbia Pike Form Base Code was a joint effort between citizens of Arlington County, the County and the Columbia Pike Revitalization Organization (CPRO). It was envisioned as a tool to revitalize this existing old corridor addressing issues like economic and community development, land use and zoning, urban design, transportation, housing and open space.

The corridor was divided into four study areas. Each area has its unique character and challenges. Examples of development massing and form were presented to the community on a public workshop and Regulating Plans were created reflecting the required building line, the street tree alignment and parking setback lines, and street frontage type for each street. Each street type have its correspondent Building Envelope Standards that include height, siting, elements and use specifications. The street types are: Main Street Frontage, Avenue Frontage, Local Frontage, Neighborhood Frontage, Historic Buildings, Square, Park, Civic Buildings and Alley.

General specifications that apply for any street type are provided for **Streetscape Standards** that includes regulations for front and rear areas, on-street parking, square and civic greens, materials, street furniture and tree list; **Architectural Standards** that includes regulations for building walls configuration, roofs and parapets, street walls, window and doors, signage, lighting and mechanical equipment; and Administration.



THE REGULATING PLAN. The Regulating Plan reflects a re-working of the current existing land use plan in order to establish the pedestrian-friendly, mixed-use character of the downtown core; accommodate a more urban pattern along the downtown waterfront; protect and enhance the character of the in-town residential neighborhoods, and re-direct more automobile oriented development to separate districts. In this diagram, you can clearly see the progression from the most rural areas to the most intensely urban areas of the downtown core. Note, also, the way the regulating plan indicates a direction for the redevelopment of the Southern Gateway Corridor area.



Overlay Code for Downtown Kendall

Location: Miami-Dade County, Florida

Author: Dover, Kohl & Partners

Date: June 1998

Web site: <http://www.myflorida.com/fdi/fsc/resource/document/docs/kendall99-166.pdf>

Summary: Downtown Kendall has experienced remarkably fast growth, but with characteristics of an auto-oriented suburb, such as poor pedestrian accessibility and visual blight. The objective of the plan was to establish order among the physical chaos, facilitate development in a sustainable pattern and create a lasting area identity.

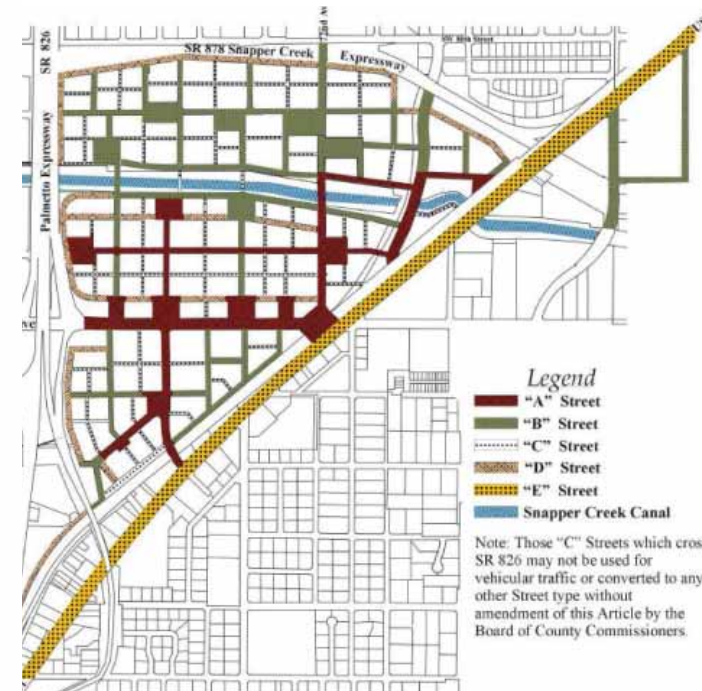
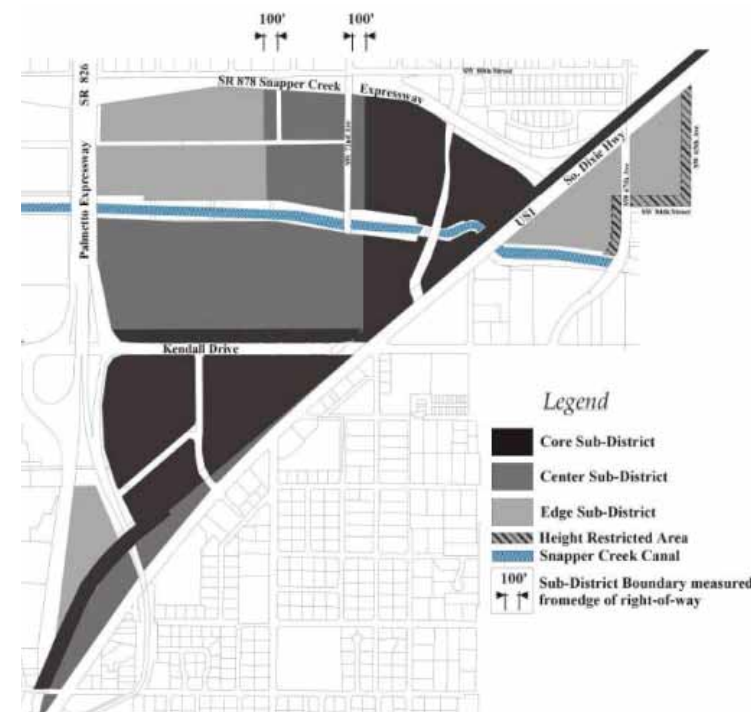
This Plan is organized into three primary sections: The regulation Plans, which allocates Sub-Districts, street frontages, and designated open space that serve as controlling factors of the plan; The Development Parameters, which are the instructions for implementing the

Regulation Plans; and the Additional parameters, which address issues of quality on the design of buildings and their grounds.

The Sub-Districts in the Regulating Plan are the Core, the Center and the Edge. They control land use and intensity of development.

The Street Frontage plan establishes a hierarchy of street types based on the level of pedestrian activity in existing and future locations. The streets have different Development Parameters depending on which Sub-District it is under. The Development Parameters include building height, building placement (front, interior side and rear setbacks, and frontage length), minimum depth habitable space, and off-street parking.

General Requirements and Additional Parameters are required independent of frontage and Sub-District category. General Requirements include regulations for permitted uses, building placement priority, lots and building standards, streets, alleys and paseos, courtyard gardens, street and garden walls, fences and hedges, open space, and parking. Additional Parameters include standards for landscape and signage.



Fort Myers

Location: Fort Myers, Florida

Author: Duany Plater-Zyberk & Company

Date:

Web site: <http://www.cityftmyers.com/departments/dra/duanyplan.htm>

Summary: Like many other downtown areas around the country, Fort Myers was witness of the revival of American main streets and downtown during the 1990s. However, it has an asset that not all the others had: an intact urban fabric with narrow streets, small blocks, historic buildings and a waterfront undisturbed by highways and highrises.

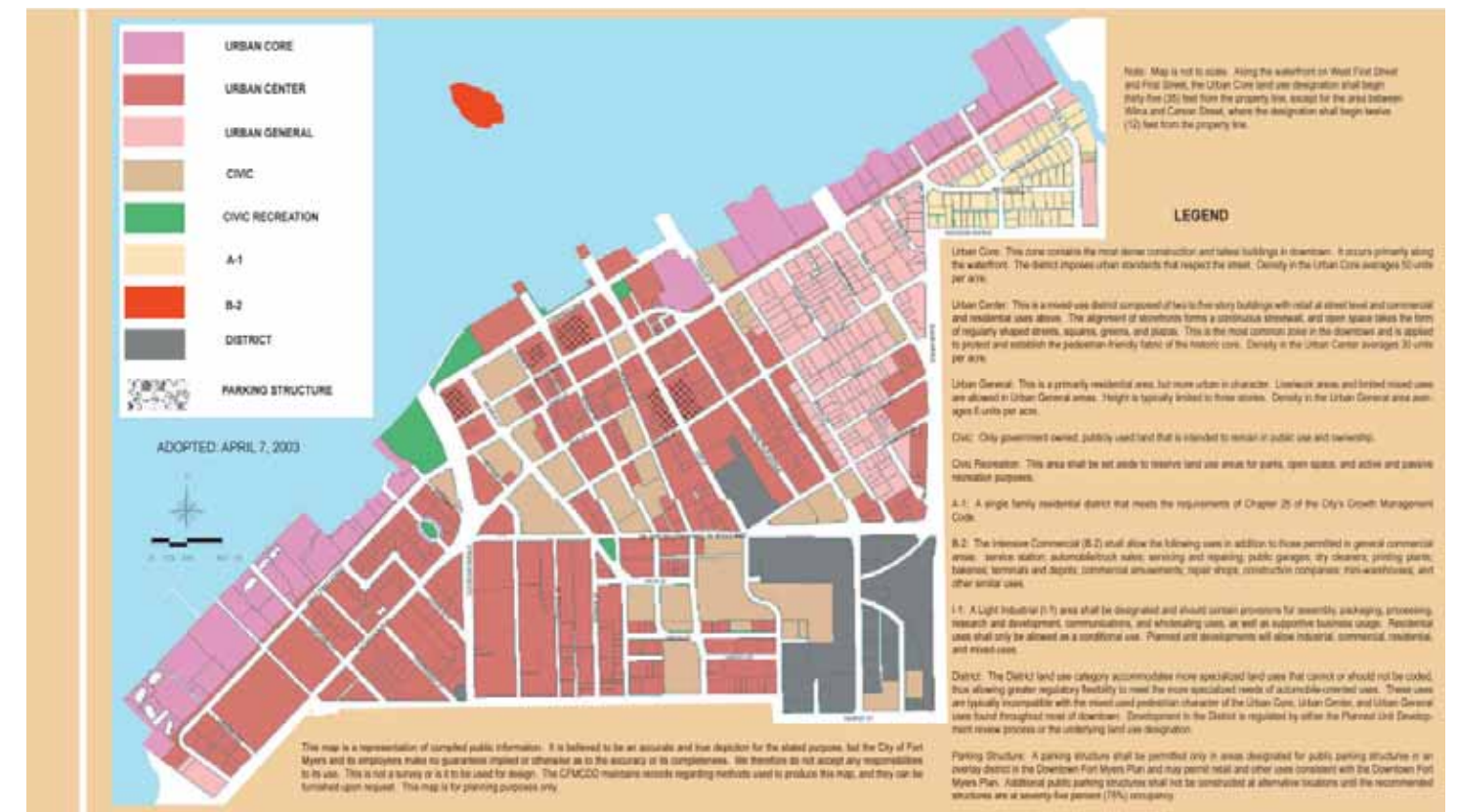
After several attempts to revitalize that area, and a more focused effort on revitalization of key downtown corridors during the 1990s, the City leadership initiated a new master plan process that resulted in the plan prepared by DPZ. The Plan is used in conjunction with three other documents provided under separate cover: The Smart Code, The Fort Myers Retail Analysis and the

Downtown Fort Myers Streetscape Plan.

The Downtown Fort Myers plan provides two different categories of product: General Controls and Specific Interventions. General Controls provide the fundamental systemic framework for development and redevelopment. The specific interventions are the pilot projects that are very useful resource of ideas but are not mandatory construction efforts.

The General Controls contain the following components: **A/B Frontage Assignment**, which identify primary and secondary streets in terms of pedestrian-friendliness; **Street Reconfiguration** to accommodate new land uses and more pedestrian-friendly design; **The Smart Code** that provides an alternative to the Zoning Code of the City of Fort Myers, its Comprehensive Plan and Growth Management Strategy; and the **Regulating Plan**, which is based on the urban-to-rural transect and identify the principles that define quality of environments of varying urban density.

The Specific Interventions include the following types of projects: Private Development of Private Land; Private Development of Public Land; Public Works on Public Land; Public Works on Private Land.



Leander Smart Code

Location: Leander, Texas

Author: Transect Codeware Company

Date: 2005

Web site: <http://www.ci.leander.tx.us/Documents/LeanderSmartCodeAdopted9.22.05.pdf>

Summary: The Leander Smart Code is a land development regulation that provides both zoning and subdivision standards. It was adopted as one of the instruments of implementation of the Comprehensive Plan. The Code is only enforced within the boundaries of a specific area of the city called Transit Development Oriented Development Sector.

The Code has policies on three different scales: the area, the community and the blocks and the buildings. Concerns with the area's natural infrastructure, natural and historic character, and growth strategies are addressed in the area's policies. The community policies include concerns regarding the neighborhoods like the range of open spaces and school size for each neighborhood, and a special concern with creating an environment that encourage pedestrian activity. Finally, the block and the building policies address design of streets and buildings to reinforce safe, vibrant, unique and accessible environment.

The Code has three main components: New Community-Scale Plans; Existing Community-Scale Plans; and Building-Scale Plans.

The New Community-Scale Plans comprises the Transect Map which allocates the Transect Zones for new Community Plans prepared by a landowner, a developer or by the City. The Plans shall comply with the Transect Map and the regulations contained in that article. Requirements include density calculation and housing mix, environmental, streetscape, civic functions, and special requirements.

The Existing Community-Scale Plans guide development within the Old Town and the plans may be prepared by the Planning Department or by a consultant on its behalf. The requirements for these plans include the Transect Zones, Civic Functions, pre-existing conditions and special requirements.

Finally, the Building-Scale Plans contain regulations to lots and buildings within a Community Plan. The requirements are either general to all zones or specific to a Neighborhood Zone. The required standards include general building disposition, configuration and function, general parking, architectural, environmental, landscape, signage and visitability.

