

# FORM-BASED UNIFIED DEVELOPMENT CODE

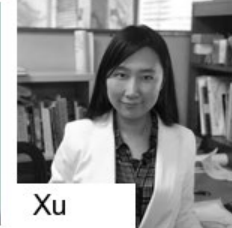
Updating the codes that build  
Thomasville's buildings, streets and  
public spaces

Welcome!

DOVER, KOHL & PARTNERS  
town planning



Jason



Xu



Rob

WHITE & SMITH, LLC PLANNING,  
AND LAW GROUP



Mark



Kelly



Don

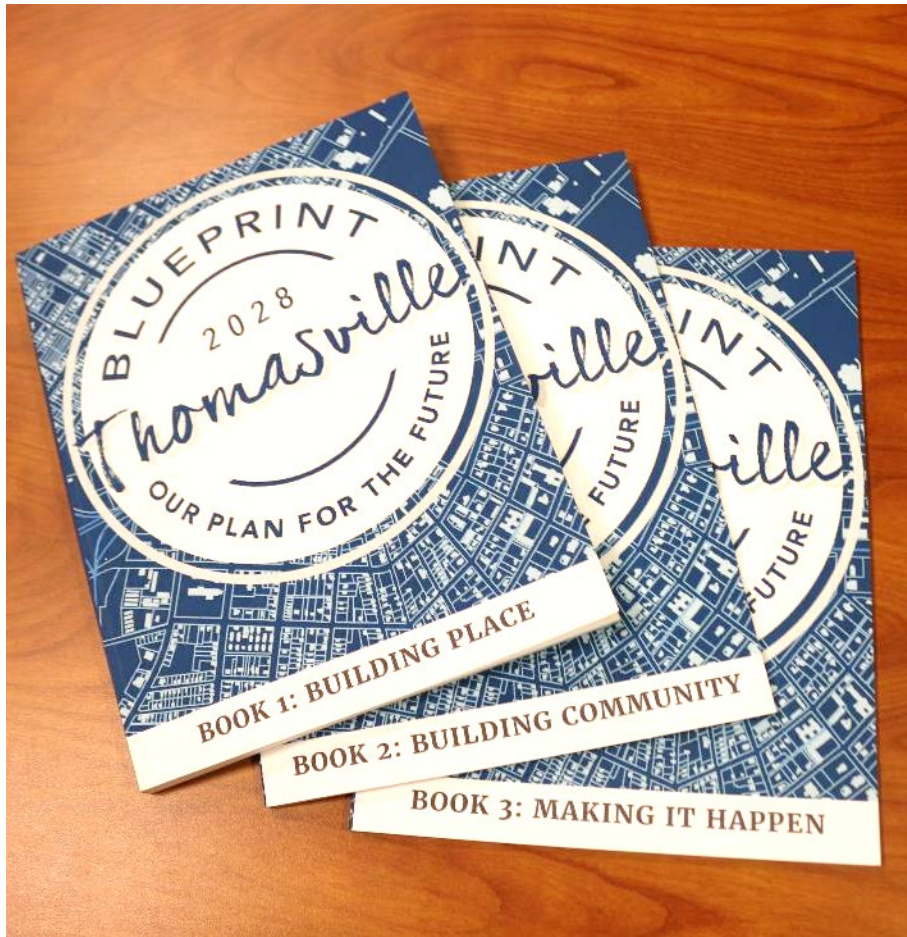


Rick



# WHAT IS A COMPREHENSIVE PLAN?

Adopted unanimously last year.



BOOK 1: BUILDING PLACE	BOOK 2: BUILDING COMMUNITY	BOOK 3: MAKING IT HAPPEN
<b>1: INTRODUCTION &amp; COMMUNITY GOALS</b>	<b>6: HOUSING</b>	<b>11: COMMUNITY WORK PROGRAM</b>
PREFACE 1.1	EXISTING CONDITIONS 6.1	INTRODUCTION 11.1
HOW TO USE THE PLAN 1.2	COMMUNITY CONCERNS 6.3	COMMUNITY WORK PROGRAM MATRIX 11.2
COMMUNITY GOALS 1.6	STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 6.7	
EXISTING PLANS 1.16	GOALS & POLICIES 6.16	<b>12: CAPITAL IMPROVEMENTS</b>
THOMASVILLE'S HISTORY 1.18		CAPITAL IMPROVEMENTS PLAN 12.1
CITY PROFILE 1.20	<b>7: NATURAL &amp; CULTURAL RESOURCES</b>	SAMPLE PROGRAM MATRIX 12.2
<b>2: LAND USE</b>	EXISTING CONDITIONS 7.1	<b>13: PROCESS</b>
EXISTING CONDITIONS 2.1	COMMUNITY CONCERNS 7.6	ESTABLISHING A COMMON VISION 13.1
COMMUNITY CONCERNS 2.6	STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 7.8	TRAVELING WORKSHOPS 13.2
STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 2.7	GOALS & POLICIES 7.14	SUMMER PARTICIPATION 13.9
GOALS & POLICIES 2.41	<b>8: COMMUNITY FACILITIES</b>	PUBLIC PARTICIPATION CHARRETTE 13.10
<b>3: COMMUNITY DESIGN &amp; HISTORIC PRESERVATION</b>	EXISTING CONDITIONS 8.1	<b>14: REPORT OF ACCOMPLISHMENTS</b>
EXISTING CONDITIONS 3.1	COMMUNITY CONCERNS 8.11	
COMMUNITY CONCERNS 3.5	STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 8.13	<b>15: GLOSSARY</b>
STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 3.8	GOALS & POLICIES 8.22	
GOALS & POLICIES 3.44	<b>9: ECONOMIC DEVELOPMENT</b>	
<b>4: MOBILITY</b>	EXISTING CONDITIONS 9.1	
EXISTING CONDITIONS 4.1	COMMUNITY CONCERNS 9.11	
COMMUNITY CONCERNS 4.12	STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 9.12	
STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 4.15	GOALS & POLICIES 9.24	
GOALS & POLICIES 4.46	<b>10: HEALTH</b>	
<b>5: TACTICAL THOMASVILLE</b>	EXISTING CONDITIONS 10.1	
OVERVIEW 5.1	COMMUNITY CONCERNS 10.3	
PROCESS 5.2	STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS 10.7	
TACTICAL INSTALLATION OVERVIEW 5.5	GOALS & POLICIES 10.12	
TACTICAL INTERVENTIONS 5.8		

# WHAT IS A LAND DEVELOPMENT CODE?

The regulations regarding development.



LIVE WORK PLAY UTILITIES CITY GOVERNMENT

Thomasville Municipal Code  
last amended on 3-13-06

## DOCUMENTS

Chapter 05 Building Construction

Chapter 16 Streets And Sidewalks

Chapter 17 Subdivisions

Chapter 18 Taxation Revenue Miscellaneous Business Regulations

Chapter 19 Traffic

Chapter 20 Trees And Landscaping

Chapter 21 Vehicles For Hire

Chapter 22 Zoning

## Chapter 17

### SUBDIVISIONS\*

#### Sections:

<b>17-0A</b>	<b>ARTICLE I. IN GENERAL</b>
<b>17-1</b>	<b>Short title.</b>
<b>17-2</b>	<b>Purpose and intent.</b>
<b>17-3</b>	<b>Ordinances requiring highest standard to govern.</b>
<b>17-4</b>	<b>Definitions.</b>
<b>17-5</b>	<b>17-5--17-20. Reserved.</b>
<b>17-20A</b>	<b>ARTICLE II. PLATS</b>
<b>17-20D</b>	<b>DIVISION 1. GENERALLY</b>
<b>17-21</b>	<b>Platting authority.</b>
<b>17-22</b>	<b>Recording and approval required.</b>
<b>17-23</b>	<b>Opening and improving public streets.</b>
<b>17-24</b>	<b>Compliance with regulations required.</b>
<b>17-25</b>	<b>Erection of buildings.</b>
<b>17-26</b>	<b>17-26--17-40. Reserved.</b>
<b>17-40</b>	<b>DIVISION 2. PRELIMINARY</b>
<b>17-41</b>	<b>Preapplication review.</b>
<b>17-42</b>	<b>Application for preliminary plat approval.</b>
<b>17-43</b>	<b>Review of preliminary plat.</b>
<b>17-44</b>	<b>Scale.</b>
<b>17-45</b>	<b>Sheet size.</b>
<b>17-46</b>	<b>Ground elevations.</b>



# TOURING





# KICK-OFF MEETING





# MAXIMUM PUBLIC INVOLVEMENT





# MAXIMUM PUBLIC INVOLVEMENT





# MAXIMUM PUBLIC INVOLVEMENT





# WHY AREN'T PEOPLE LIVING ON THE 2<sup>ND</sup> FLOORS?





# THIS IS HARD TO BUILD HERE

Apartments are easy to build, single-family houses are easy to build but what about the missing middle?





# THIS IS REALLY HARD TO BUILD HERE

6,000 square foot minimum lot size required





# THIS IS REALLY HARD TO BUILD HERE

6,000 square foot minimum lot size required





# IT IS HARD TO REPAIR THESE HOMES

6,000 square foot minimum lot size required – Dewey City, Carroll Hill, Theodore Park, Normal Park





# YOU NEED MORE PLACES LIKE THIS

Barbeque at Rose City





# YOU CAN'T REPAIR THIS (TECHNICALLY)

Non-conforming zoning in Theodore Park / Normal Park





**THIS IS REALLY HARD TO BUILD HERE**





# THIS IS HARD TO BUILD HERE







# Residential – Single Family

11



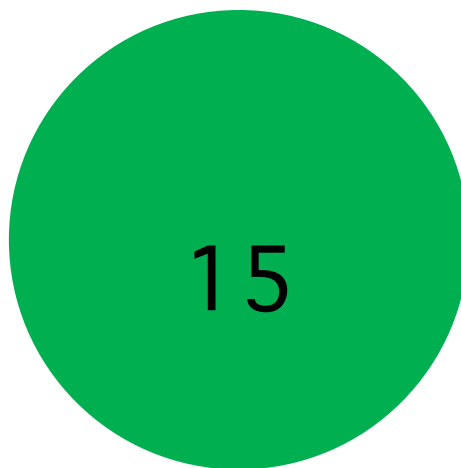
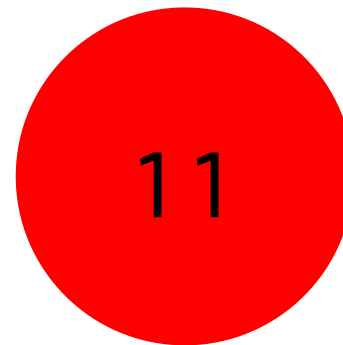
3

3

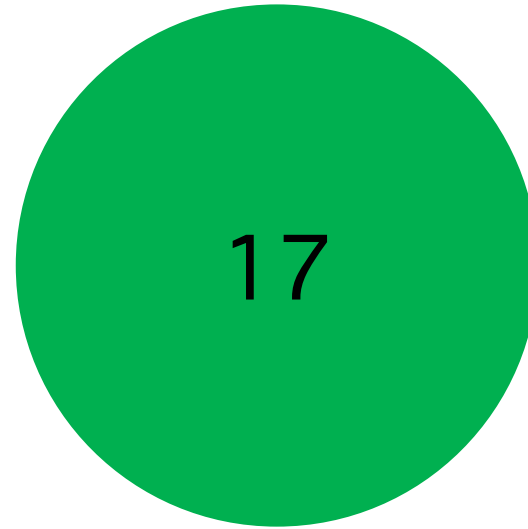




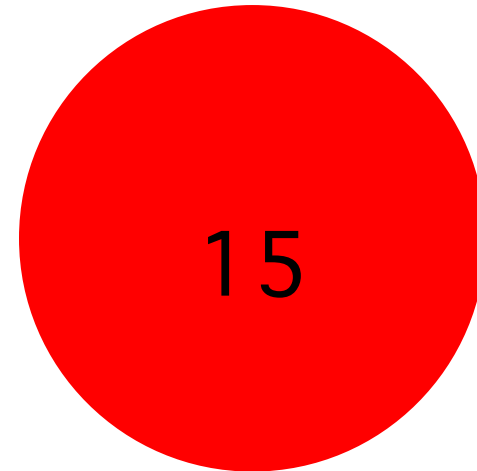
## Residential – Single Family





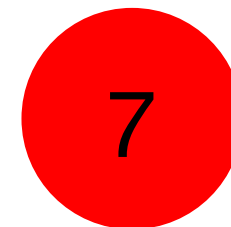
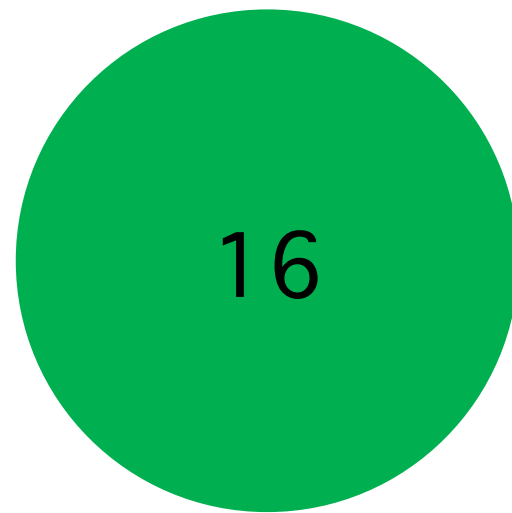


Signage





# Streets





# Street Trees

## Thomasville Code Update

### Right Tree, Right Place

● Place a **GREEN DOT** below the trees and bushes you'd like to see **MORE** of.

● Place a **RED DOT** below the trees and bushes you'd like to see **LESS** of.

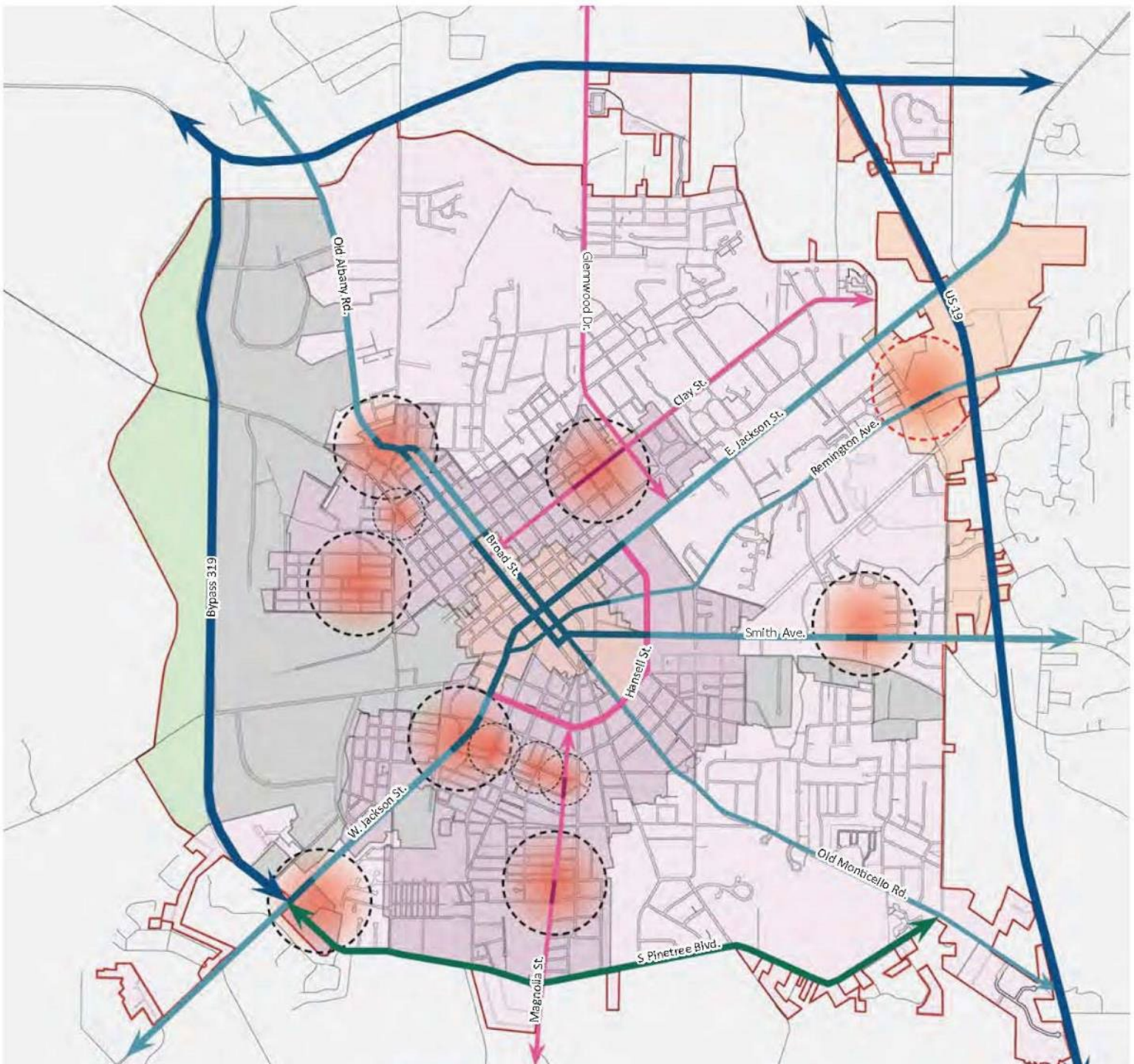
## What is your favorite STREET tree?

Tree Name	Green Dots (More)	Red Dots (Less)
Silver Date Palm	3	1
Canary Island Date Palm	2	1
Winged Elm	1	0
American Elm	0	0
Ironwood, Hophornbeam	0	0
Japanese Maple	1	0
Chinese Pistache	0	1
Sumac	1	0
Red Bottlebrush	1	0
Camellia	2	0
Crepe Myrtle	1	4
Wild Olive	0	0
Citrus	1	0
Pomegranate	0	0
Foster Holly	0	0
Possumhaw Holly	2	0
American Holly	3	0
Sweetbay Magnolia	1	0
Taiwan Cherry	0	0
Atlantic White Cedar	0	0
Southern Catalpa	1	0
Ginkgo Biloba	1	0
Southern Sugar Maple	1	0
Pond Cypress	0	0
Dawn Redwood	0	0
Pumpkin Ash	1	0
Honey Locust	0	0
Southern, Evergreen, or Bull Bay Magnolia	0	0
Sweetgum	0	0
Longleaf Pine	3	0
Slash Pine	0	0
Spruce Pine	1	0
Overcup Oak	1	0
Shumard Oak	2	0
Live Oak	4	0
Sand Live Oak	0	0
White Oak	3	0
Bluejack Oak	0	0
Blackjack Oak	0	0
Nuttall Oak	3	0
Swamp Chestnut, Basket Oak	1	0
Cherrybark, Pagoda Oak	0	0

Street trees provide shade and beauty to streets and are located within the public realm.

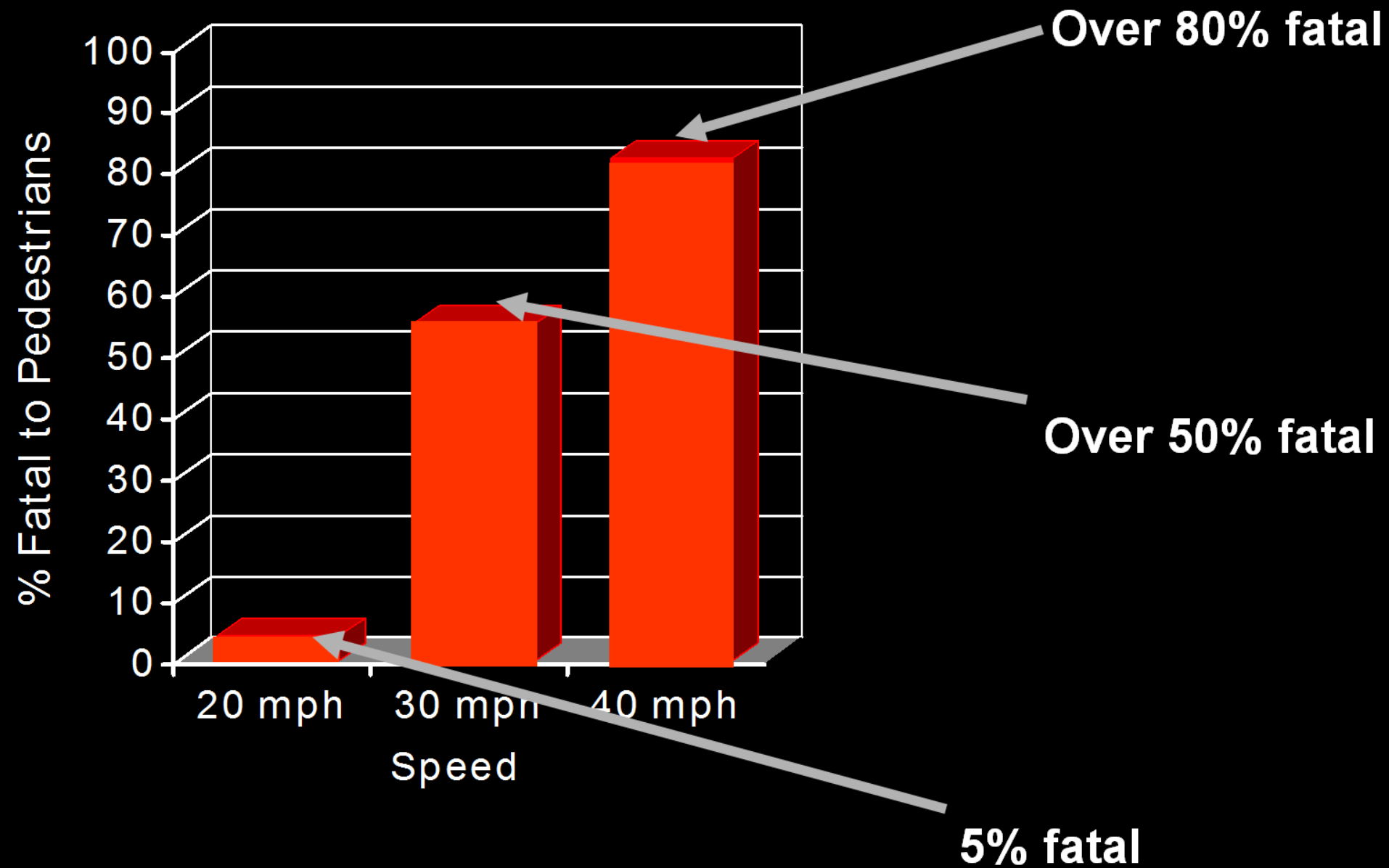


# STREET NETWORK





# PEDESTRIAN SAFETY



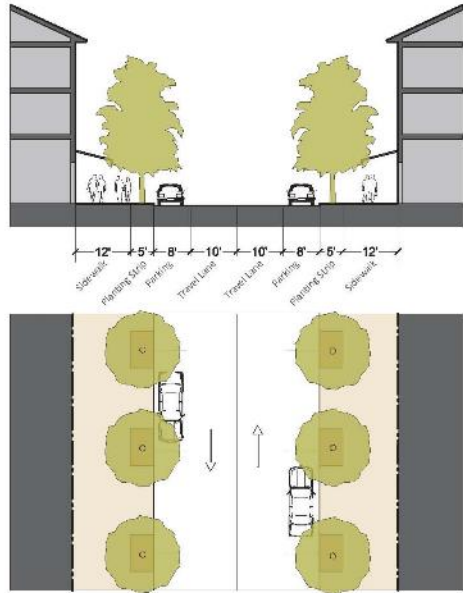


# TYPICAL STREET SECTION EXAMPLES - 1

## Compact Urban - Arterial CS 70-36

An arterial for use on the primary commercial streets (main streets) within the Downtown Future Character Area. Two 10' travel lanes are shared with automobiles and cyclists and 8' wide on-street parking buffers pedestrians from traffic. Wide, 17' sidewalks accommodate outdoor dining and planter boxes for street trees.

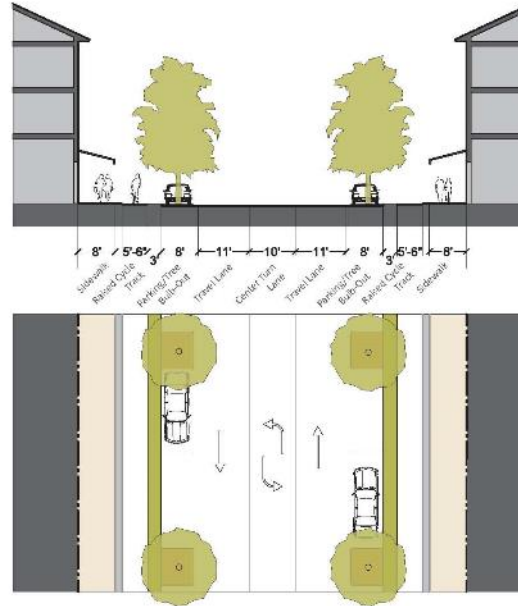
Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25 mph
ROW Width (Typical)	70 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (12 feet each)
Bicycle Facilities	Shared Lane
On-Street Parking	Parallel (8')
Median	None
Streetscape/Planting Type	Tree Wells (5') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet



## Compact Urban - Arterial CS 84-48 B

An arterial for use in the Compact Urban context zone in areas outside of the downtown retail core. Two 11' travel lanes and a center turn lane accommodate traffic while raised cycle tracks provide a comfortable experience for bicyclists. 8' wide on-street parking buffers pedestrians from traffic. Street trees are planted within tree bulb-outs interspersed amongst the parallel parking spaces.

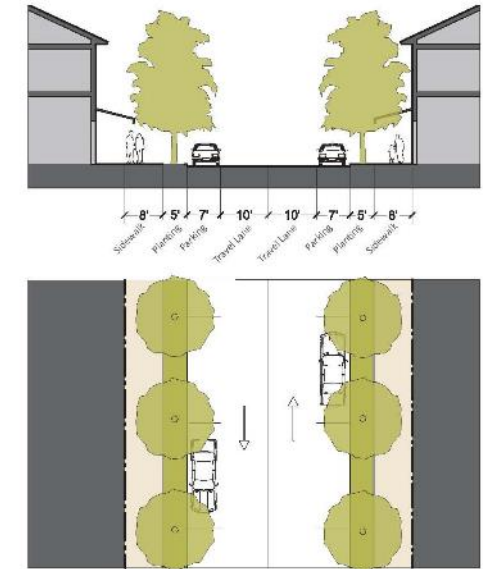
Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25 mph
ROW Width (Typical)	84 feet
Pavement Width (Typical)	48 feet
Travel Lanes	2 Through Lanes (11 feet each) 1 Center Turn Lane (10 feet)
Pedestrian Facilities	Sidewalks (8 feet)
Bicycle Facilities	Raised Cycle Track (5.5 feet)
On-Street Parking	Parallel (8')
Median	None
Streetscape/Planting Type	Tree Bulb-outs with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet



## Compact Urban - Collector CS 60-36

A versatile street section appropriate for collector streets in the Compact Urban context zone with retail frontages. This section prioritizes pedestrians with ample sidewalk space. On-street parking can benefit adjacent and nearby businesses.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25 mph
ROW Width (Typical)	60 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (8 feet each)
Bicycle Facilities	Shared Lane
On-Street Parking	Parallel (7')
Median	None
Streetscape/Planting Type	Planting Strip (5') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet



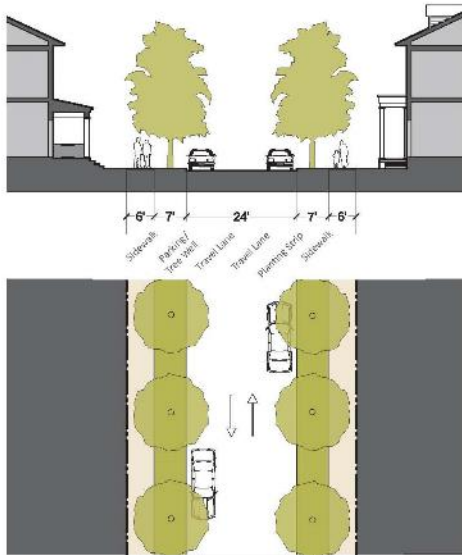


# TYPICAL STREET SECTION EXAMPLES - 2

## Compact Urban - Local ST 50-24

This street section is appropriate for residential areas in the compact urban context zone. The yield street design encourages slow speeds and allows the traveled way to be comfortably shared with bicyclists. On-street parking is permitted and is unmarked. Sidewalks are separated from the traveled way with planting strips wide enough to accommodate gracious Live Oaks.

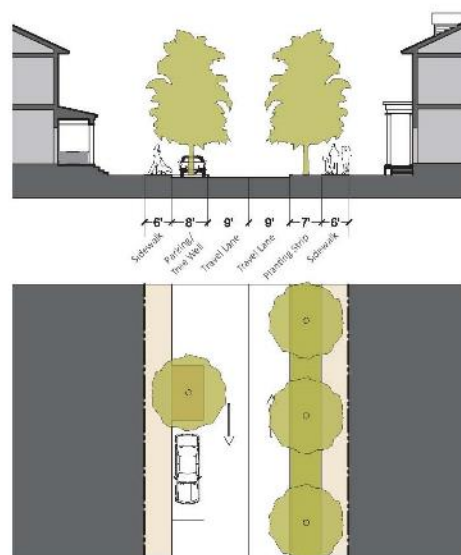
Typical Design Parameters	
Movement Type	Yield Flow
Target Speed	20
ROW Width (Typical)	50
Pavement Width (Typical)	24
Travel Lanes	Shared Lane
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Shared Use of Lane
On-Street Parking	Parallel (Unmarked)
Median	None
Streetscape/Planting Type	Planting Strip (7') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	10 feet



## Compact Urban - Local ST 45-26

This street section is appropriate for residential areas in the compact urban context zone. Narrow travel lanes encourage slower vehicular speeds. Parallel parking is provided on one side of the street with intermittent bulb-outs for street trees. A planting strip is located on the opposite side of the street as the parallel parking and 6' wide sidewalks are provided on both sides.

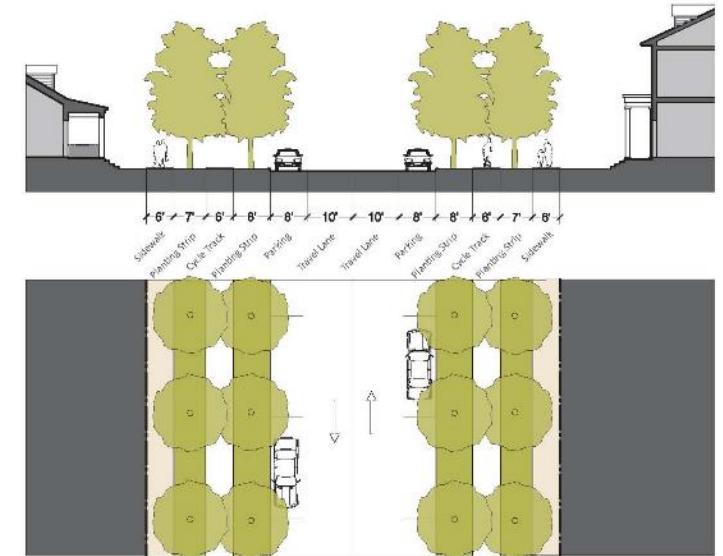
Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	20 mph
ROW Width (Typical)	45 feet
Pavement Width (Typical)	26 feet
Travel Lanes	2 Lanes (9 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Shared Use of Lane
On-Street Parking	Parallel, One Side (6')
Median	None
Streetscape/Planting Type	Planting Strip (7') with Shade Trees Tree Bulb-out with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	10



## Drivable Suburban - Arterial ST 90-36 B

An arterial for use along wider Right-of-Ways within the Drivable Suburban context zone. The Right-of-Way can accommodate two 10' travel lanes with on-street parallel parking. Raised cycle tracks in both directions would protect cyclists from cars and provide space for an alley of trees. Sidewalks would be sized for suburban, residential use with a planting strip between the sidewalk and bicycle track.

Typical Design Parameters	
Movement Type	Free Flow
Target Speed	30 mph
ROW Width (Typical)	90 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Raised Cycle Tracks
On-Street Parking	Parallel (6')
Median	None
Streetscape/Planting Type	Planting Strips (Multiple)
Edge Treatment	Curb
Curb Radii (max.)	20 feet



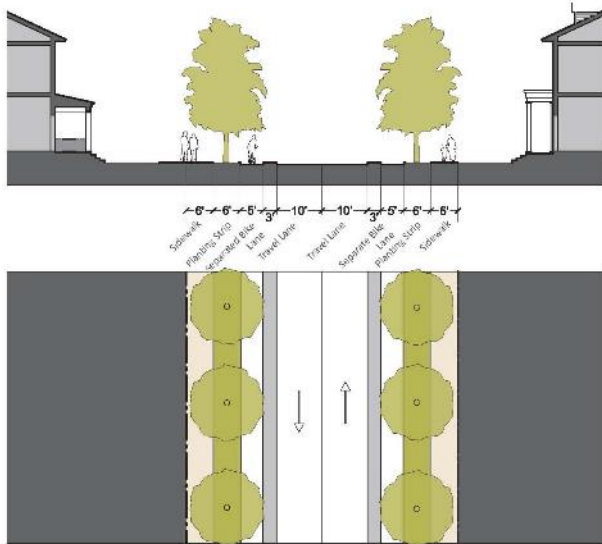


# TYPICAL STREET SECTION EXAMPLES - 3

## Drivable Suburban - Collector ST 60-36 B

A versatile street section appropriate for collector streets in the drivable suburban context zone. This section prioritizes bicycles with separated bicycle lanes in lieu of on-street parking, and as such, is ideal along designated bike routes, particularly in residential areas. Sidewalks are provided on both sides of the street adjacent to landscaped planting strips with street trees.

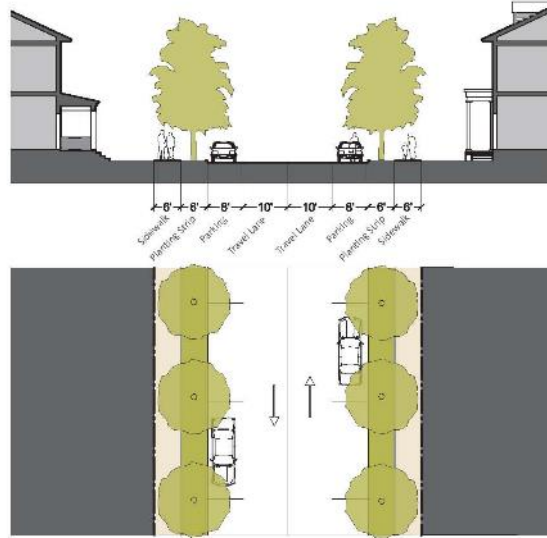
Typical Design Parameters	
Movement Type	Free Flow
Target Speed	35 mph
ROW Width (Typical)	60 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Separated Bicycle Lane
On-Street Parking	None
Median	None
Streetscape/Planting Type	Planting Strips (6') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet



## Drivable Suburban - Collector ST 60-36

A versatile street section appropriate for collector streets in the drivable suburban context zone. This section prioritizes pedestrians with ample sidewalk space. On-street parking can benefit adjacent and nearby residences or businesses.

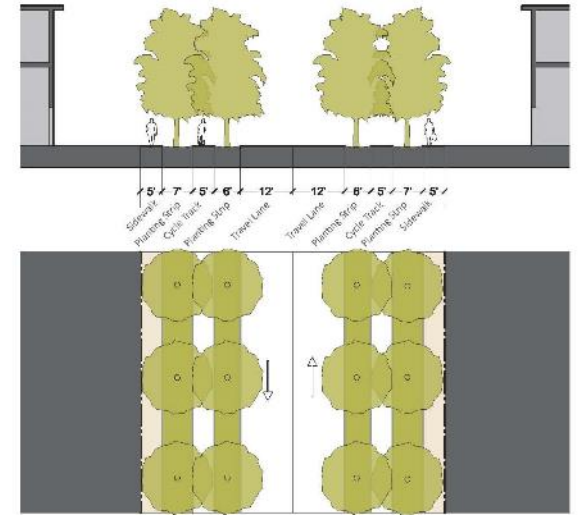
Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25
ROW Width (Typical)	60 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Narrow
On-Street Parking	Parallel (6')
Median	None
Streetscape/Planting Type	Planting Strip (6') with Shade Trees
Edge Treatment	Swale
Curb Radii (max.)	15 feet



## Drivable Suburban - Industrial Collector RD 70-24 B

This industrial collector street for use in industrial areas on thoroughfares with heavy traffic in the drivable suburban context zone features two 12' travel lanes to accommodate truck traffic. Wide planting strips provide a location for shade trees to beautify the streetscape and to shade the sidewalks located on both sides of the street. Cycle tracks provide a comfortable location for bicyclists, separated from the truck traffic.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	30
ROW Width (Typical)	70 feet
Pavement Width (Typical)	24 feet
Travel Lanes	2 Lanes (12 feet each)
Pedestrian Facilities	Sidewalks (5 feet each)
Bicycle Facilities	Cycle Tracks
On-Street Parking	None
Median	None
Streetscape/Planting Type	Planting Strips (multiple) with Shade Trees
Edge Treatment	Swale
Curb Radii (max.)	20 feet



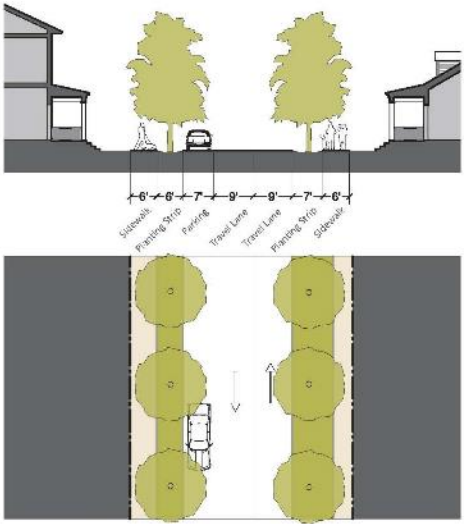


# TYPICAL STREET SECTION EXAMPLES - 4

### Drivable Suburban - Local ST 50-25

A versatile local street section for residential areas. Narrow travel lanes encourage slower vehicular speeds on these smaller, residential streets. Parallel parking is provided on one side of the street. A landscaped planting strip separates traffic from pedestrians on the sidewalks and provides a location for street trees.

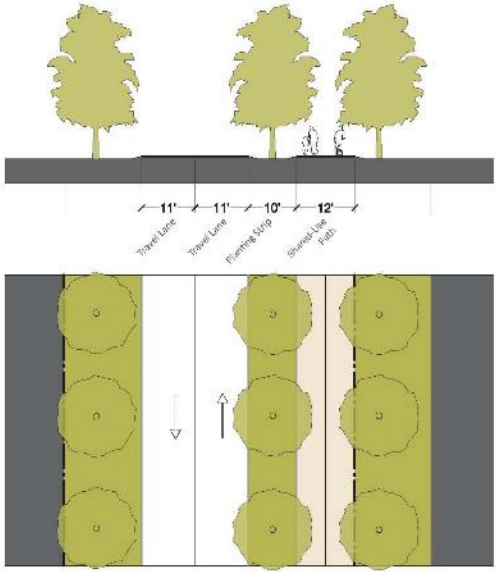
Typical Design Parameters	
Movement Type	Slow
Target Speed	20
ROW Width (Typical)	50 feet
Pavement Width (Typical)	25 feet
Travel Lanes	2 Lanes (9 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Shared Use of Lane
On-Street Parking	Parallel - One Side (7')
Median	None
Streetscape/Planting Type	Planting Strips (6-7') with Shade Trees
Edge Treatment	Swale
Curb Radii (max.)	10



### Rural - Arterial RD 75-22 PA

This section is appropriate for arterial facilities in the rural context zone. It consists of two 11' travel lanes with a shared-use path along one side. A wide landscaped planting strip buffers pedestrians and bicycles on the path from the motor vehicles and allows for a more scenic environment.

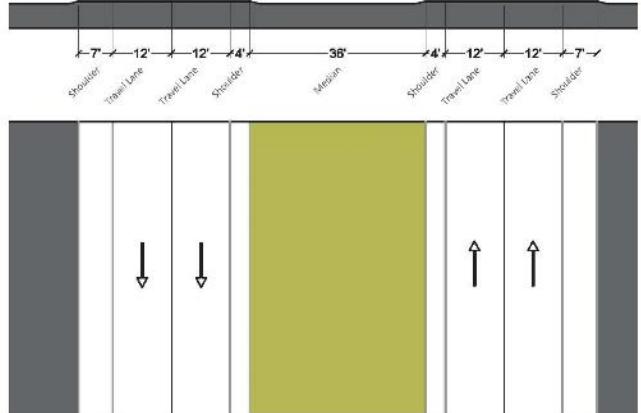
Typical Design Parameters	
Movement Type	Free Flow
Target Speed	35 mph
ROW Width (Typical)	75 feet
Pavement Width (Typical)	22 feet
Travel Lanes	2 Lanes (11 feet each)
Pedestrian Facilities	Shared-Use Path (12 feet)
Bicycle Facilities	Shared-Use Path (12 feet)
On-Street Parking	None
Median	None
Streetscape/Planting Type	Planting Strip (10') with Shade Trees
Edge Treatment	Swales
Curb Radii (max.)	20 feet



### Highway Typical

This represents a typical section for a highway located on the edge of Thomasville with little to no access to adjacent parcels.

Typical Design Parameters	
Movement Type	Free Flow
Target Speed	55 mph
ROW Width (Typical)	214 feet
Pavement Width (Typical)	35 feet (each direction)
Travel Lanes	4 Through Lanes (12 feet each)
Pedestrian Facilities	None
Bicycle Facilities	None
On-Street Parking	None
Median	36 feet
Streetscape/Planting Type	None
Edge Treatment	shoulder and swale
Curb Radii (max.)	None





# What we heard this week....

- **Make it easier to rehabilitate historic units downtown & neighborhoods**

Parking and other requirements deterring rehabs. Make clear that the historic districts are special and require special processes, however create a single-point-of-contact for historic properties. Allow on-street dining that does not interfere with walking Broad Street.

- **Attract new investment & retain help existing businesses**

Update Architectural Design Standards to do more in some areas and less in others. Don't raise the cost to develop unnecessarily (it's a slow growth area and developers goes to the least expensive places to build). Encourage home-based businesses without exorbitant requirements. Require sidewalks in new subdivisions.

- **Expand housing options**

Allow for more options than just apartments and single-family homes. Rehabilitate & infill neighborhoods, affordable housing, senior housing, student housing.

- **Simplify, simplify, simplify**

Make the pain of permitting as painless and quick a possible. Streamline development approvals. Provide more clarity on the most Coordination with multiple agencies involve needless complication. New regulations will require education for public and staff. All language must be enforceable.

- **Update tree & stormwater requirements**

Adopt state standards. Make requirements more practical, less onerous. Permeable surfaces (not just concrete and asphalt) should be allowed for surplus parking. Update the approved tree list.



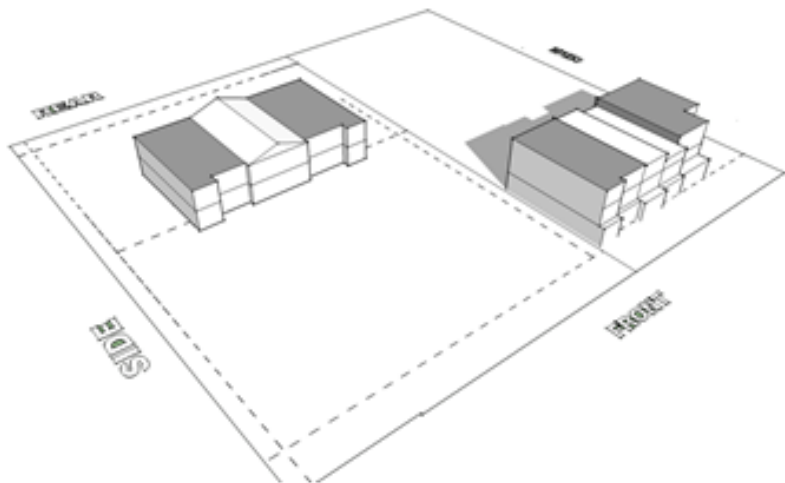
# TOP 10 IDEAS

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1. Consolidate regulations in one place, and preserve internal consistency with rest of City Code.
2. Make the regulations easy to understand.
3. Update the tree and landscaping regulations with regard to placement and species protected
4. Adapt our regulations to context and use. For example: fenestration requirements discouraging adaptive reuse of warehouses.
5. Revise parking ratios and surfacing.
6. Encourage adaptive reuse of our existing, historic building fabric.
7. Transitional standards for single-family neighborhoods to more intense development.
8. Uses to address:
  - Short-term rentals
  - Missing middle housing.
  - Craft brewers.
  - Storage units – expand allowed activities (e.g., car storage)
  - Mark's Quail Shack.
9. Reduce trips to Board of Architectural Review and Zoning Appeals (ARZA).
10. Eliminate / recast TND and PLID districts

**B. Dimensional Standards**

Development in the C-1 District is subject to the following dimensional standards:



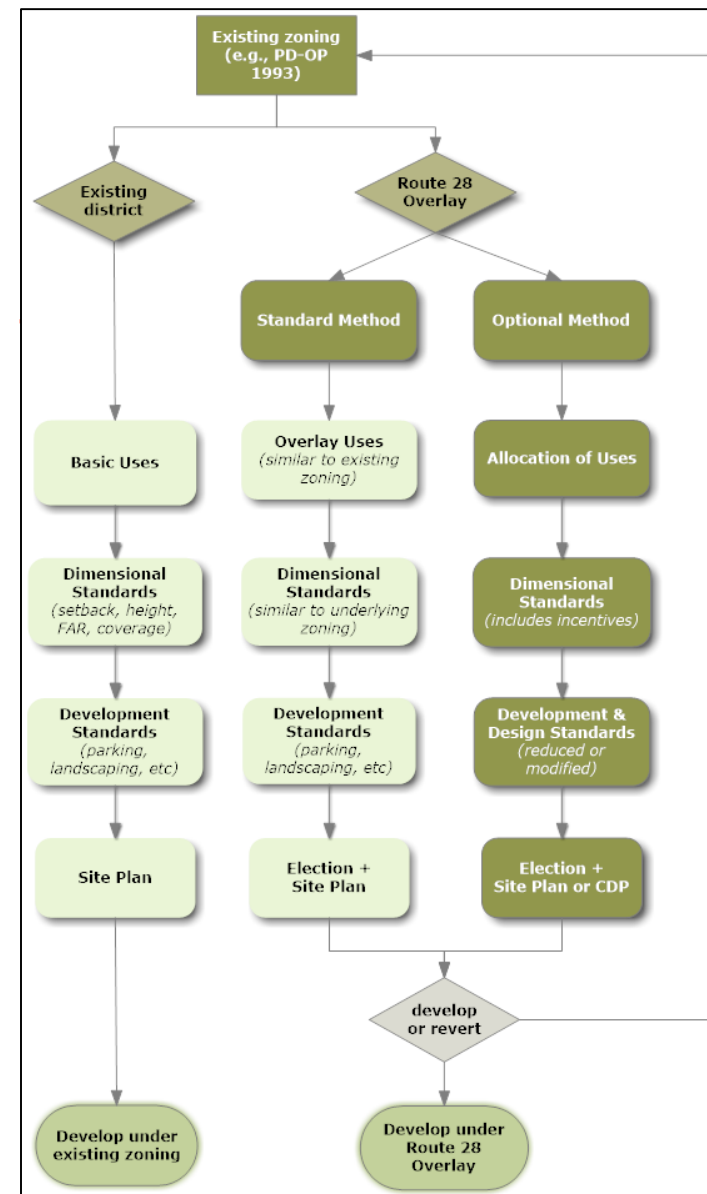
Composite Standards →	(A) Site 3 or 4-Building D or E Site 4-Building C	(B) Site 3-Building C
<b>Maximum District Size</b>	• 10 acres	• 40 acres
<b>Height (maximum)</b>	• 2 stories / 30 feet <small>That portion of buildings over 20 feet in height shall set back an additional 1 foot for every 2 feet in height.</small>	• 42 feet / 3 stories
<b>Front yard (minimum)</b>	• 20 feet	• n/a
<b>Front yard (maximum)</b>	• 150 feet	• 25 feet (applies to area within frontage building)
<b>Frontage Buildout (minimum)</b>	• 50%	• 80%
<b>Maximum building footprint</b>	• 15,000 sf.	• 50,000 sf.
<b>Side yard (minimum)</b>	• 7½ feet	• 5 feet
<b>Rear yard (minimum)</b>	• 7½ feet	• n/a
<b>Civic space</b> <small>(minimum 30 with plaza, squares, courtyards, and similar civic spaces-see § 18.20.170)</small>	• 20% of net site area	• 10% of net site area

**C. Parking Regulations for C-1 Developments**

1. No more than one hundred twenty-five (125) percent of the required parking for a use may be provided on-site.

# Complete Zoning Code

- General
- Zoning
- Building / Site Design
- Development Standards
- Procedures
- Supplemental Use Regulations
- Nonconformities / Vested Rights
- Agencies
- Legal Status
- Definitions
- Submittal Requirements





# FORM-BASED UNIFIED DEVELOPMENT CODE

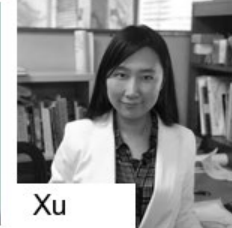
Updating the codes that build  
Thomasville's buildings, streets and  
public spaces

Welcome!

DOVER, KOHL & PARTNERS  
town planning



Jason



Xu



Rob

WHITE & SMITH, LLC PLANNING,  
AND LAW GROUP



Mark



Kelly



Don



Rick

