

Development Approvals are intended to promote flexibility of design and allow for planned diversification and integration of uses and structures while at the same time, retaining in the Mayor/Council the absolute authority to establish such conditions, limitations and regulations as it deems necessary to maintain community aesthetics and to protect the public health, safety and general welfare. In doing so, Planned Development Approvals are designed to achieve the following objectives:

- (A) Accomplish a more desirable development pattern than would be possible through strict adherence of standard development regulations.
- (B) Accommodate a mixture of uses and/or development patterns which are compatible both internally and externally through limitations on building orientation, architecture, site layout, buffering, signage control, or other techniques which may be appropriate to a particular development proposal.
- (C) Encourage flexible and creative concepts of site development design which meet changing needs, technologies, market economics and consumer preferences.
- (D) Permit the combining and coordinating of architectural styles, building forms and building relationships within a Planned Development.
- (E) Preserve natural amenities of the land by encouraging scenic and functional open areas.
- (F) Encourage an efficient use of land, where appropriate and beneficial to the City, resulting in smaller networks of streets and utilities thereby lowering development and housing costs.
- (G) Maintain consistency with the Goals, Policies, Future Development Character Areas, and related Community Agenda elements of the Comprehensive Plan.
- (H) Maintain general integrity and compatibility with the underlying zoning districts and their prescribed standards of use and development density.

Section 218-13 Standards of Use and Development (V) Multi-Family Dwellings

- (1) Multi-family dwelling units shall not consist of more than 4 bedrooms.
- (2) Multi-family developments with more than 150 units must have access to a collector or arterial street as classified in the most recent GDOT Functional Classification System for the City of Valdosta.
- (3) Minimum building spacing. Buildings shall be separated by a minimum of 15' side to side, 40' front to back or front to front, and 25' back to back or back to side.
- (4) No building façade shall measure greater than 250' in length.
- (5) Architectural Standards for multi-family development:
 - (a) Building facades shall incorporate architectural modulations at intervals of no more than every 25'
 - (b) Buildings must have pitched roofs with a minimum of 4:12 pitch.
 - (c) No exposed concrete masonry units may be used on exterior building walls.
 - (d) Preliminary architectural building elevations shall be submitted prior to approval of rezoning or building permit.
- (6) Streets and Circulation.
 - (a) Private streets may be permitted, provided they meet the standards of public streets specified in Chapter 332.
 - (b) Adequate provision is made for vehicular traffic to and from the premises and for vehicular traffic and pedestrian traffic to and from the proposed buildings, structures and parking areas on the premises; including firefighting and police equipment and personnel, ambulance service, garbage collection service, postal service, delivery service and other public and private services and individuals who would require access to the premises.
- (7) Open Space and Recreation: In residential zoning districts, multi-family residential developments with more than 50 dwelling units shall provide a minimum of 300 square feet of open space or outdoor recreation per dwelling unit.
- (8) Parking
 - (a) Parking areas shall be screened from view of public streets by buildings or by an evergreen hedge, solid fence, or wall not less than 4 feet in height.
 - (b) If parking is provided in covered garages or carports, such parking shall be within the principal building or in separate garages that are constructed of similar materials, roof slope, and design as the principal structure.
 - (c) Required parking for multi-family developments shall be provided off-street in small parking lots grouped in bays with no more than 100 parking spaces in a non-linear area. No off-street parking space shall be more than 200 feet, by the most direct route on the ground, from a ground floor exterior entrance of the dwelling unit it intends to serve.
 - (d) Parking areas with more than 25 parking spaces shall provide at least two points of access.
- (9) Non-residential zoning districts. Multi-family developments in non-residential zoning districts shall be located on their own parcel of land, unless otherwise approved as part of a Planned Development pursuant to Chapter 212.