

Chapter 23—Commercial Districts

§23.010	Purpose and Intent
§23.020	Definitions Referenced
§23.030	Applicability
§23.040	General Commercial District Provisions
§23.050	OI-1, Low Density Office and Institutional District
§23.060	OI-2, High Density Office and Institutional District
§23.070	CSN, Suburban Neighborhood Commercial District Regulations
§23.080	CUN, Urban Neighborhood Commercial District Regulations
§23.090	CCS, Community Shopping Center District Regulations
§23.100	CBD, Central Business District
§23.110	CGN, General Commercial District
§23.120	CHV, Heavy Commercial District

§23.010 Purpose and Intent

It is the intent of this Chapter to provide a wide variety of commercial service and retail uses to benefit the citizens of and visitors to the City of Newnan, Georgia as well as other entities that may be served by commercial development and enterprise. The commercial districts are also intended to encourage the productive and efficient use of land resources, to promote economic development and tourism, to enhance property values and the City's tax base, to ensure high quality site and architectural design in commercial development, and to assist in implementing the goals, objectives, and policy statements of the Comprehensive Plan.

§23.020 Definitions Referenced

The definitions of certain terms in this Chapter are set forth in Chapter 3, "Definitions" of this Ordinance.

§23.030 Applicability

The requirements herein established shall apply to all commercial districts as provided below and listed in Chapter 20, §20.010, "Enumeration" of this Ordinance. Where there is a conflict between the terms and/or requirements contained in this Chapter and another Chapter contained in this Ordinance, as amended, or any other ordinance, code, or regulation of the City of Newnan, Georgia, the more strict shall apply.

§23.040 General Commercial District Provisions

The following provisions shall apply to all commercial districts:

1. Parking
 - a. All parking, loading, and circulation areas shall be paved, curbed, guttered, and striped according to the minimum standards specified in Chapter 30, "Parking and Loading Requirements" of this Ordinance.
 - b. Parking in front yard areas must provide a four (4) foot opaque screen, pursuant to the requirements as specified in the "Tree Preservation and Landscaping" Ordinance in the City of Newnan Code of Ordinances.

- c. Parking, outdoor storage, areas for collection of refuse, and loading spaces shall be permitted in areas between buildings and such agricultural districts, existing or planned residential districts, or land bays allowing residential uses and shall be screened where such uses are visible from the said agricultural and residential areas. Such screening requirements are specified in the "Tree Preservation and Landscaping" Ordinance in the City of Newnan Code of Ordinances.
 - d. Walkways shall be paved.
- 2. Screening of Dumpsters

Trash containers must be covered and be placed on a pad that shall be completely enclosed on all sides and screened from public streets and residential districts as specified in the "Solid Waste" ordinance and Tree Preservation and Landscaping ordinance in the City of Newnan's Code of Ordinances.
- 3. Outdoor Storage

Outdoor storage is not permitted in OI-1, OI-2 CUN, CSN, districts. It is permitted in CGN, CCS and CBD districts as a special exception use only. It is permitted without additional restriction in the CHV district. All outdoor storage shall be located to the side or rear of the building, be located inside of all setback lines, and be screened from public streets and residential districts. No required parking spaces, required landscaped area, or any other required site element shall be used for outdoor storage.
- 4. Rules Governing Accessory Retail Uses

Accessory retail uses may be permitted incidental to the principal use of any site, building, or structure in a district that permits such accessory uses provided that the requirements of Chapter 33, §33.060 "Non-Residential Accessory Uses and Structures" of this Ordinance, are met.
- 5. Rules Governing Convenience Stores

Convenience stores shall be regulated pursuant to Chapter 33 of this Ordinance.
- 6. Development Calculations

This chapter utilizes several calculations a developer and/or applicant needs to be familiar with, including Floor Area Ratio (FAR), Length/Width Ratio, etc. Please refer to Chapter 21, "General Provisions of Zoning" of this Ordinance, for specifications and examples on how to make those determinations.
- 7. Accessory Uses and Structures

Any uses listed in Table 21.04 will be permitted in this district with the conditions set forth in this Chapter, Chapter 33 "Non-Residential Accessory Uses and Structures" of this Ordinance, and other relevant chapters.
- 8. Dimensional Requirements Table for Commercial Districts

Table 23.01, at the end of this Chapter, provides dimensional requirements for all commercial districts specified herein.

9. Design Requirements

Commercial buildings and structures with frontage on a major arterial road shall, at a minimum, face the front façade and side of the building up to fifty (50) feet toward the rear of the lot in brick or other finishing masonry including natural or cultured stone and stucco.

10. Subdivision of Shopping Centers and Office Complexes

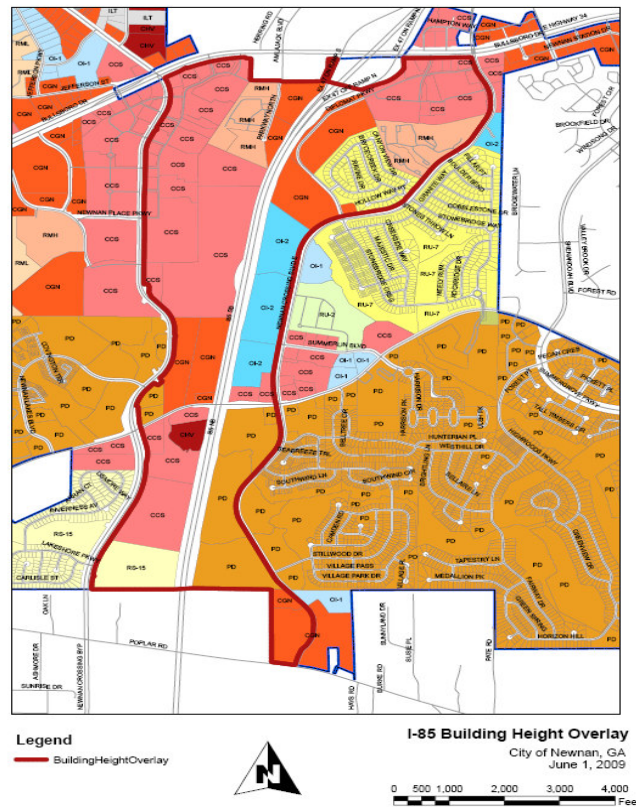
Individual units, which are an integral part of a shopping center or Office Complex, may be subdivided without having frontage on a public street. Applicants must submit a final plat meeting requirements as set forth in the City of Newnan's Subdivision Regulations and subject to the following conditions:

- a. That access to the shopping center or office complex is via a public street;
- b. That the owner of the individual unit maintains all rights of ingress and egress;
- c. That all such rights of ingress and egress are expressly stated in a reciprocal easement agreement;
- d. That all such units being separated via condominium ownership shall conform to all applicable rules and requirements established by the Georgia Condominium Act.
- e. That the unit being subdivided is not an individual outparcel; and,
- f. That all dimensional requirements as listed in Table 23.01 are met, with the exception of setbacks and maximum lot coverage. In addition, flag lots are not permitted.

11. Zoning district and use requirements are set forth in Chapter 21 of this ordinance, Table 21.04.
12. I-85 Building Height Overlay

Any non-residential development in proximity to Interstate 85 as identified within the boundaries shown in Exhibit "A" below shall be allowed to build to a maximum height of 85 feet. On properties abutting existing development, materials used on structures built higher than the normal allowable height must use materials that will compliment those used on adjacent buildings.

Exhibit "A"



§23.050

OI-1 Low Density Office and Institutional District

1. General Purpose and Description

This district is intended to encourage and permit low density general professional and business offices of high development quality and appearance, in attractive landscaped surroundings, and on small sites. The design of OI-1 development should be compatible with and complementary to adjacent residential development.

2. Location of OI- Districts

This district should generally be located in areas that are, because of location and trends, suitable for development of office uses compatible with neighborhood commercial uses. This district is ideally located in transitional areas between commercial and residential development. OI-1 districts should be located centered at intersections of streets and along collector and minor or major arterial roads.

3. Infrastructure Requirements
 - a. Public Water: Required
 - b. Public Sewer: Required
 - c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
 - d. On-Street Parking: Permitted only if street frontage is surrounded by districts that permit on-street parking.

§23.060 OI-2, High Density Office and Institutional District

1. General Purpose and Description

The OI-2 district is intended to encourage and permit higher density general professional and business offices of high site quality and appearance in attractive landscaped surroundings. Also, higher educational institutions and public facilities are associated with this district.

2. Location of OI-2 Districts

This district should generally be located in areas abutting major arterial streets that are because of location and trends, suitable for development of higher density office uses that are compatible with higher density commercial uses. New OI-2 districts are most appropriately located adjacent to existing OI-2 districts and between higher density commercial districts and uses and lower impact districts. OI-2 districts should be located centered at intersections of streets and along major arterial roads.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted only if street frontage is surrounded by districts that permit on-street parking.

§23.070 CSN, Suburban Neighborhood Commercial District Regulations

1. General Purpose and Description

The CSN, Suburban Neighborhood Commercial District, is primarily intended for the retail sale of convenience goods or personal services primarily for persons residing in adjacent residential areas. It also includes selected retail and service uses that are similar in land use intensity and physical impact to the neighborhood retail sales and service uses allowed in this district. Because the retail and personal service uses allowed may be an integral part of the neighborhood, closely associated with the residential, religious, recreational and educational uses in the neighborhood, more restrictive requirements for light, air, open space, landscaping, site and building design, and off-street parking are made than are provided in other commercial districts. The desired character includes areas which are predominantly built-up, with buildings close

to and oriented towards the sidewalk especially at corners. Development is pedestrian-oriented and buildings with a storefront character are required.

2. Location of CSN Districts

The CSN, Suburban Neighborhood Commercial District, is located on the periphery of the residential neighborhood on a major street in close proximity to the intersection of two major streets. New CSN districts shall be located adjacent to the neighborhoods in which they serve and between those neighborhoods and other higher intensity uses. CSN districts should be located centered at intersections of streets, along minor or major arterial roads, and accessible to the neighborhood being served via sidewalks or other pedestrian paths.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted

4. Other Requirements

a. Apartments Above Commercial Storefronts

Apartments above commercial storefronts may be permitted according to the provisions of Chapter 33 of this Ordinance.

b. Tenant spaces shall be limited in size as specified in the definition for Neighborhood Commercial Uses, set forth in Chapter 3 of this Ordinance.

c. Street Presence and Storefront Development

All new development in the CSN district shall utilize the storefront development pattern or provide a building façade and sidewalk along the street right-of-way. Such a façade shall also meet the requirements of Chapter 21, §21.040. No front yard off-street parking is permitted in the CSN district.

§23.080 CUN, Urban Neighborhood Commercial District Regulations

1. General Purpose and Description

The CUN, Urban Neighborhood Commercial District, is intended for unified grouping, in one or more buildings, of several, typically between two (2) and ten (10), retail and service shops or stores that provide for the regular needs and are for the convenience of the people residing in adjacent urban residential neighborhoods. Gross commercial floor area in a neighborhood center typically ranges from 4,000 to 30,000 square feet, and land area consists of one (1) to five (5) acres in size. It is intended that the neighborhood commercial center is developed as one or several compatible units with on-street parking predominant. This district is located next to several residential neighborhoods, ideally at the intersection of two (2) or more arterial or major streets. Development of a neighborhood commercial center requires approval of a development site plan by the City Council, after recommendation from the Planning Commission. The desired character includes areas which are predominantly built-up, with buildings close

to and oriented towards the sidewalk especially at corners. Development is pedestrian-oriented and buildings with a storefront character are required.

2. Location of CUN Districts

New CUN districts shall be located adjacent to existing CUN districts or adjacent to the neighborhoods in which they serve. CUN districts shall buffer the neighborhood from other commercial districts. CUN districts should be located centered at intersections of streets, along major arterial roads, and accessible to the neighborhood being served via sidewalks or other pedestrian paths.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted

4. Other Requirements

a. Apartments Above Commercial Storefronts

Apartments above commercial storefronts may be permitted according to the provisions of Chapter 33, of this Ordinance.

b. Tenant spaces shall be limited in size as specified in the definition for Neighborhood Commercial Uses, set forth in Chapter 3 of this Ordinance.

c. Street Presence and Storefront Development

All new development in the CUN district shall utilize the storefront development pattern or provide a building façade and sidewalk along the street right-of-way. Such a façade shall also meet the requirements of §21.040 "Ground Floor Window Standards" within this Ordinance. No front yard off-street parking is permitted in the CUN district.

§23.090 CCS, Community Shopping Center District Regulations

1. General Purpose and Description

These districts are created to permit the development of neighborhood, community, and regional shopping centers in scale with surrounding market areas, at locations recommended in the City of Newnan Comprehensive Plan. These shopping centers shall serve areas not already conveniently and adequately provided with commercial and service facilities of the kind proposed. It is intended to permit the establishment of such districts with carefully organized buildings, service areas, parking areas and landscaped open space; with design features which reduce traffic; and with design, landscaping and buffers which protect property values in surrounding neighborhoods. Community Shopping Center districts shall provide a broad range of facilities and services appropriate to the general need of the area served. Within the broad classification of Community Shopping Center, several separate types of shopping centers are identified. The type of center appropriate to any specific location shall be determined by the market served; the proximity and access provided to residential districts; and consistency with the

Comprehensive Plan.

2. Location of CCS Districts

The location of a CCS Community Shopping Center district, is based on the type of center as provided below but generally at the intersection of two (2) or more major streets. Development of a Community Shopping Center requires approval of a development site plan by the City Council, after recommendation from the Planning Commission.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted only if street frontage is surrounded by districts that permit on-street parking.

4. Types of CCS Districts

a. Neighborhood Center (CCS-NC)

This district is established to permit the development of small scale commercial centers which serve the convenience needs of residential neighborhoods immediately adjacent to or within walking distance of the center. Neighborhood centers shall be located on local access or two lane minor collector roads, and shall be designed, landscaped and buffered so as to be compatible with neighboring development. When mapped, each district shall be a minimum of 1.5 acres and a maximum of six (6) acres in area.

b. Community Center (CCS-CC)

This district is established to permit the development of commercial centers which serve the retail shopping needs of the surrounding community. Community centers are centrally located on collector roads within a ten (10) minute drive to the community it is intended to serve. Such centers shall be sited so as to complement the character of the surrounding community, to include appropriate pedestrian linkages with adjacent land uses, and shall be designed, landscaped and buffered so as to be compatible with neighboring development. When mapped such district shall be a minimum of six (6) acres and a maximum of twenty (20) acres in area.

c. Regional Center (CCS-RC)

This district is established to permit by special exception the development of regional centers consisting of individual large and small scale commercial uses selling a broad range of goods or services to a market area beyond the local community. Specialty centers shall be located with controlled access to major collector roads and will be designed, landscaped, and buffered so as to be compatible with neighboring development. When mapped, such district shall be a minimum of twenty (20) acres and a maximum of sixty (60) acres. Notwithstanding anything contained in this Ordinance to the contrary, this special

exception shall be heard by the City Council in accordance with the procedures set forth in Chapter 43 of this Ordinance.

d. Super Regional Center (CCS-SC)

This district is established to permit by special exception the development of very large scale commercial centers which provide a wide range of retail, office, and service uses, with one or more anchor stores, to the regional market. Transportation facilities, public services, and site design shall be carefully planned so as to insure regional centers promote and reinforce the identity of the community and commercial facilities in the surrounding area. This district may be mapped in specific locations provided in the Comprehensive Plan. When mapped, this district shall be located with controlled access to arterial roads, and shall be a minimum of sixty (60) acres. Notwithstanding anything contained in this Ordinance to the contrary, this special exception shall be heard by the City Council in accordance with the procedures set forth in Chapter 43 of this Ordinance.

5. Other Requirements

a. Pedestrian Access

- 1) Pedestrian Circulation Plan—Each commercial center shall provide a pedestrian circulation plan identifying improvements that accomplish the following:
 - a) Minimizes conflict between pedestrians and moving motor vehicles.
 - b) Channels pedestrian flows to crossing areas and delineates paths across major cartways, such as striping and signage; and
 - c) Connects internal pedestrian walkways to existing walkways and/or makes provision for connecting to future site walkways.
- 2) In addition, each type of commercial center should be established with the following pedestrian facilities:
 - a) Neighborhood Center—Walkways shall provide a convenient and safe access to surrounding residential neighborhoods, stores and shops.
 - b) Community Center—Walkways shall provide convenient and safe access from adjacent residential or commercial areas to the center.
 - c) Small Regional and Regional Center—Each center shall provide a pedestrian circulation plan that includes walkways, crosswalks, and traffic control devices that create safe and convenient pedestrian paths from all parking areas to shopping areas.

b. Use Limitations

- 1) Accessory Structures and Uses—As an accessory use, parking garages or areas for commuter parking may be permitted, but spaces for this purpose shall be provided in addition to the required parking spaces provided for in Chapter 30 of this Ordinance. Accessory structures and

uses other than for commuters shall be permitted only where said uses and structures are customarily accessory and clearly incidental and subordinate to the permitted principal use and structures.

- 2) Landscaped Open Space—Minimum landscaped open space shall not be less than 0.20 times (20% of) the buildable area of the commercial center.
- 3) Site Planning, External Relationships—Commercial and service uses and structures and their parking areas shall be oriented toward existing and planned major arterials, minor arterials, or collector streets and away from adjacent existing and planned minor streets in residential neighborhoods or from existing and planned adjacent residential neighborhoods not separated from the district by streets.
 - a) Landscaping, buffering, and screening shall be used to screen outdoor storage, areas for collection of refuse, loading areas and parking from streets, agricultural and residential uses. It shall also be used to soften the site, provide shade and water absorption in parking areas, and other purposes.
 - b) At principal vehicular access points, service drives, and turn-out lanes, traffic separation devices and merging lanes may be required based on the anticipated flow of traffic. Such service drives, or turn-out and merging lanes may be allowed as part of the required yard adjacent to a collector or arterial street. No such service drive or lane, and no vehicular entrance or exits, shall be counted as part of any required landscaped area.
- 4) Site Planning, Internal Relationships—Commercial buildings shall be so grouped in relation to parking areas that after customers arriving by automobile enter the center, establishments can be visited with a minimum of internal automotive movement. Facilities and access routes for shopping center deliveries, servicing and maintenance shall, so far as reasonably practicable, be separated from customer access routes and parking areas. Areas where deliveries to customers in automobiles are to be made or where services are to be provided for automobiles, shall be so located and arranged as to minimize interference with pedestrian traffic within the center.
 - a) All utility distribution lines located on CCS designated land shall be placed underground.
 - b) Commercial and service uses and structures and their parking areas shall be oriented toward existing and planned major arterials, minor arterials, or collector streets and away from adjacent existing and planned minor streets in residential neighborhoods or from existing and planned adjacent residential neighborhoods not separated from the district by streets.
 - c) Landscaping, buffering, and screening shall be used to screen outdoor storage, areas for collection of refuse, loading areas and parking from streets and agricultural and residential uses.
 - d) At principal vehicular access points, service drives, turn-out lanes, traffic separation devices and merging lanes may be required based on the anticipated flow of traffic. Such service

drives, or turn-out and merging lanes may be allowed as part of the required yard adjacent to a collector or arterial street. No such service drive or lane, and no vehicular entrance or exits, shall be counted as part of any required landscaped area.

- 5) Outdoor Storage—Outdoor storage of waste materials and any other type of equipment and supplies shall be buffered and screened on the periphery of the storage area.

§23.100 CBD, Central Business District

1. General Purpose and Description

The CBD, Central Business District, is intended to accommodate the commercial, office, service, residential, and public activities and uses commonly found in a central business district. There shall be only one contiguous CBD, Central Business District.

2. Location of CBD Districts

The CBD district is a single location district centered on the Coweta County Courthouse Square. This district may be extended only in a manner that does not encroach upon or endanger the viability of existing non-commercial uses.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted

4. Other Requirements

a. Apartments Above Commercial Storefronts

Apartments above commercial storefronts may be permitted according to the provisions of Chapter 34 §34.060 of this Ordinance.

b. Street Presence and Storefront Development

All new development in the CBD district shall utilize the storefront development pattern or provide a building façade and sidewalk along the street right-of-way. Such a façade shall also meet the requirements of Chapter 21 §21.040, "Ground Floor Window Standards" of this Ordinance. No new front yard off-street parking is permitted in the CBD district.

§23.110 CGN, General Commercial District

1. General Purpose and Description

The CGN, General Commercial District, is intended for the conduct of community-wide personal and business services, specialty shops, and general highway commercial development. The need for community-wide accessibility dictates that this district is located ideally at the intersection of two or more streets or along selected major streets

designated for strip commercial development. Minimum lot width, depth, area, and yard requirements, buffer strips, and landscaping have been established to reduce the negative impact with typical commercial development.

2. Location of CGN Districts

New CGN districts are most appropriately located adjacent to existing CGN districts between other commercial districts and uses and other lower impact districts. CGN districts should be located centered at intersections of streets, along major arterial roads, and well served by major through transportation routes.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted only if street frontage is surrounded by districts that permit on-street parking.

§23.120 CHV, Heavy Commercial District

1. General Purpose and Description

The CHV, Heavy Commercial District, is designed for intensive commercial uses such as heavy automobile repair, contractors storage, and truck rental and sales and those selected manufacturing uses that are compatible with such commercial development. The permitted manufacturing uses are either free of objectionable influences in their operations and appearance or can eliminate or control objectionable characteristics by landscaping, screening, and other abatement devices.

2. Location of CHV Districts

Because most of the uses in the CHV, Heavy Commercial District, often require direct access to major streets and rail facilities this district should be located near major transportation routes. CHV zones should be used as a buffer or transition between industrial development and commercial or multi-family residential development.

3. Infrastructure Requirements

- a. Public Water: Required
- b. Public Sewer: Required
- c. Off-Street Parking: See Chapter 30, "Parking and Loading Requirements".
- d. On-Street Parking: Permitted only if street frontage is surrounded by districts that permit on-street parking.

[This page intentionally left blank]

**Table 23.01
Commercial Dimensional Requirements**

DIMENSION ↓	ZONING DISTRICT							
	OI-1	OI-2	CSN	CUN	CCS	CBD	CGN	CHV
Minimum/Maximum District Size (Square Feet)	22,500/ None	2 acres/ None	7500/ 90,000	10,000 90,000	43,560/ None	None	22,500/ None	22,500/ None
Minimum Lot Size (Square Feet)	22,500	30,000	3000	5000	43,560	None	22,500	22,500
Base Density (Units/Acre) ⁱ	n/a	n/a	none	None	n/a	None	n/a	n/a
Front Setback ⁱⁱ (From Street)	Major=50/100 Minor=40/70	Major=50/100 Minor=40/70	none	None	Major=40/100 Minor=20/60	None	Major=35/85 Minor=35/65	Major=40/100 Minor=40/70
Side Setback	12'	15'	None except 20' adjacent to residential land	None except 10' adjacent to residential land	10'	None except 10' adjacent to residential land	12'	15*
Street Side Setback ⁱⁱⁱ (From Street)	Major=50/100 Minor=40/70	Major=50/100 Minor=40/70	none	None	Major=30/80 Minor=20/60	None	Major=35/85 Minor=35/65	Major=40/100 Minor=40/70
Rear Setback	30'	40'	20'	None	40'	None	12'	40'
Minimum Bldg. Line Width	125' 50' cul-de-sac	150' 50' cul-de-sac	20'	15'	150'	15'	125' 50' cul-de-sac	125'
Minimum Lot Frontage	50'	100'	20'	15'	150'	15'	125'	125'
Minimum Lot Depth	125'	150'	100'	None	150'	None	150'	150'
Minimum Principal Living Space (Square Feet)	n/a	n/a	n/a	Studio=500 1BR=750 2BR=900 3+BR=1050	n/a	Studio=500 1BR=750 2BR=900 3+BR=1050	n/a	n/a
Principal Building Height ^{vi}	35'	75'	35'	35'	40'	45'	40'	40'

DIMENSION ↓	ZONING DISTRICT							
	OI-1	OI-2	CSN	CUN	CCS	CBD	CGN	CHV
Accessory Building Height See section 21.040 (19)	14'	14'	14'	14'	14'	14'	14'	14'
Minimum/Maximum Building Coverage	None/25%	None/70%	50%/85%	50%/95%	None/35%	50%/100% ^{iv}	None/35%	None/35%
Base/Maximum Floor Area Ratio (FAR)	0.40/0.70	0.75/2.00	0.80/1.50	1.00/2.00	0.50/1.00	3.00/4.00 ^v	0.50/1.00	0.50/0.90
Distance Between Buildings	20'	20'	20'	20'	20'	20'	20'	20'
Pedestrian Orientation (See §21.040(21))	Class I	Class I	Class II	Class II	Class I	Class II	Class I	Class I
Ground Floor Window Standards Apply (See §21.040(22))	No	No	Yes	Yes	No	Yes	No	No

ⁱ See Chapter 36, "Zoning Bonuses and Incentives" which may be added to base up to the aggregate maximum as listed in Table 36.02

ⁱⁱ Note that the first number refers to the distance to be set back from the public right-of-way and the second number refers to the distance to be set back from the centerline of the road or street. Both numbers shall be considered when calculating setbacks and the larger number used.

^{*} Except that for uses that require a buffer, a side yard width must be sufficient enough to absorb the size of the buffer.

ⁱⁱⁱ Note that the first number refers to the distance to be set back from the public right-of-way and the second number refers to the distance to be set back from the centerline of the road or street. Both numbers shall be considered when calculating setbacks and the larger number used. Street side may refer to the side of the residence or to the rear of the residence.

^{iv} For CBD lots of 30,000 square feet or greater, building coverage shall be limited to a maximum of 70 percent and shall include a minimum of 10 percent open space.

^v For CBD lots of 30,000 square feet or greater, FAR shall be limited to a base of 1.50 and an aggregate maximum of 2.25.

^{vi} See Section 23.040 (12) for height allowances for non-residential structures located within the Interstate 85 corridor.