

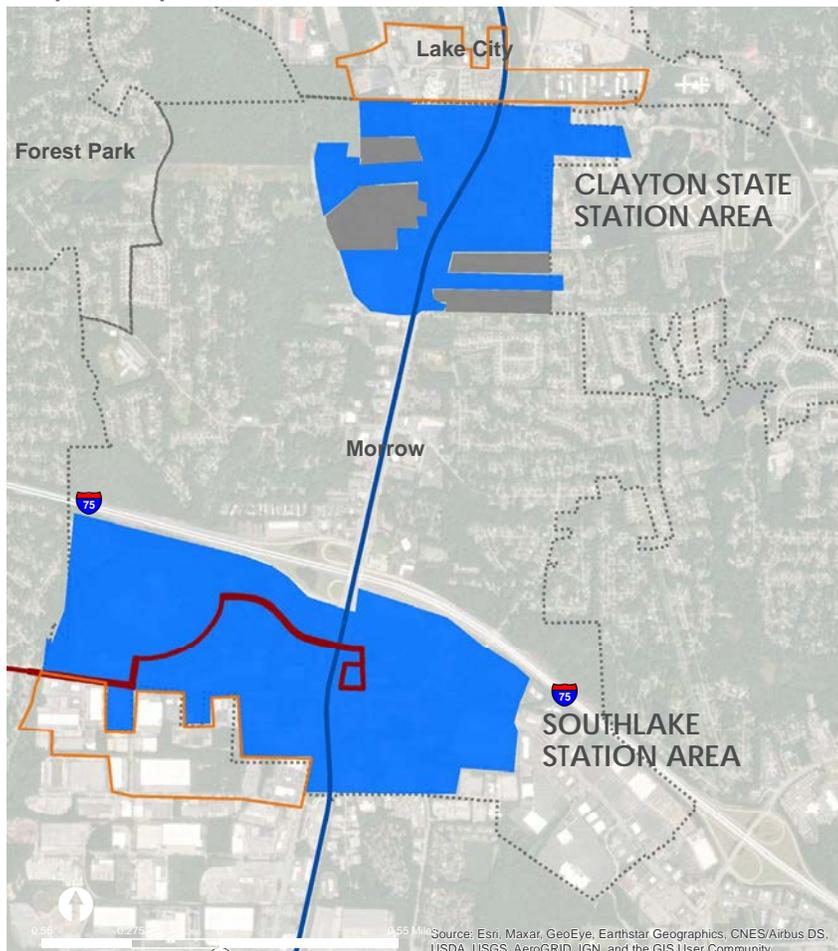
CLAYTON COUNTY TRANSIT SUPPORTIVE LAND USE STUDY MORROW IMPLEMENTATION STRATEGY



To conclude the Clayton County Transit Supportive Land Use Study, MARTA is providing each jurisdiction with zoning recommendations for better alignment with transit supportiveness, as well as additional station area planning strategies.

MARTA recommends that the City of Morrow consider a full update to its zoning code that would include three major actions to support transit. For the Clayton State station area, MARTA recommends expanding and modifying the City's Community University Planned District. For the Southlake Station Area, MARTA recommends the creation of a new base Southlake TOD zone. Both of these zoning recommendations would be rooted in MARTA's TOD-Core Redevelopment/New Build ordinance. The third recommendation is to create a new residential overlay based on MARTA's Residential Support model ordinance.

Map 1: Proposed Station Areas in Morrow



- City Boundary
- SR 54 LPA
- Riverdale LPA
- TOD Core: Redevelopment/
New Build
- Residential Support Overlay
- Station Area in Adjacent
Jurisdiction

CONTENTS

- 1 RECOMMENDATIONS OVERVIEW**
Page 3
- 2 CLAYTON STATE STATION**
Page 4
- 3 SOUTHLAKE STATION**
Page 8
- 4 DETAILED ZONING RECOMMENDATIONS**
Page 15
- 5 MARTA'S TOD-CORE REDVELOPMENT/NEW BUILD MODEL ORDINANCE**
Page 24
- 6 MARTA'S RESIDENTIAL SUPPORT MODEL ORDINANCE**
Page 51

JURISDICTION IMPLEMENTATION ACTIONS

MARTA understands the importance of balancing the City's current conditions and needs with long-range transit plans, and is committed to working hand-in-hand with corridor jurisdictions to ensure that we move forward together in a coordinated, judicious manner. MARTA's next step is to start the federally-mandated National Environmental Policy Act (NEPA) environmental process. Under the NEPA process, MARTA will evaluate potential environmental impacts of the proposed project, engage the public, document the analysis, findings, and decisions for moving forward.

The following is a general timeline for implementing the proposed recommendations in this packet:

Within the next year:

- Begin coordination with GDOT to discuss SR 54/Jonesboro Road and I-75
- If MARTA is awarded the FTA TOD Pilot Study grant for the Riverdale BRT line, the City of Morrow should participate in joint planning process

When station locations are vetted through the NEPA Process:

- Establish station area working groups
- Pursue detailed station area planning through a coordinated LCI project for SR 54 LPA and the FTA TOD Pilot Grant for the BRT LPA (or a second LCI study). These studies should:
 - Engage the public on the draft station areas and transit supportive land use principles
 - Engage public on proposed zoning adjustments to the Community University Planning District, a new Southlake TOD base zone, and gauge receptivity to residential overlay
 - Establish official trail and roadway type maps
- Pursue annexation of parcels in Southlake station area that are currently in unincorporated Clayton County
- Invest in a full zoning code ordinance re-write. The last full update of the City's code appears to be 1986; a full City-wide rewrite is likely in order to reflect development changes in Morrow as well as best practices in land use planning and zoning.

In the City's 2023 Comprehensive Plan Update:

- Update the character area map to show the recommended Clayton State station area and adjust boundaries of the Commercial/Mixed Use area in Southlake to reflect recommended station area boundaries; consider explicitly naming these areas "Clayton State TOD" and "Southlake TOD" respectively
- Include key public infrastructure projects in Community Work Program to support station area development

1 RECOMMENDATIONS OVERVIEW

1 INVEST IN A FULL ZONING CODE UPDATE

According to the short title of the City's ordinance, the Zoning Code was last fully written/updated in 1986; given the changes in Morrow and evolution of best planning practices since, MARTA recommends that the City invest in a full zoning code update.

MORE
INFO:

Page
2

1a MODIFY THE EXISTING COMMUNITY UNIVERSITY PLANNED DISTRICT (CUPD)

As part of the overall zoning update, use the existing CUPD zone as a base for the Clayton State station area but with key adjustments.

Page
15

1b CREATE A NEW SOUTHLAKE TOD BASE ZONE

For the Southlake station area, establish a new TOD zone based on MARTA's Redevelopment/New Build model ordinance.

Page
22

1c CREATE A NEW RESIDENTIAL SUPPORT OVERLAY

Also as part of the full zoning update, establish a residential support overlay for residential neighborhoods in close proximity to the Clayton State station area.

Page
22

2 PURSUE STATION AREA PLANNING UPDATES

Both of Morrow's station areas are due for a more detailed planning update, which should be accomplished in coordination with station area planning of fellow jurisdictions along the LPAs.

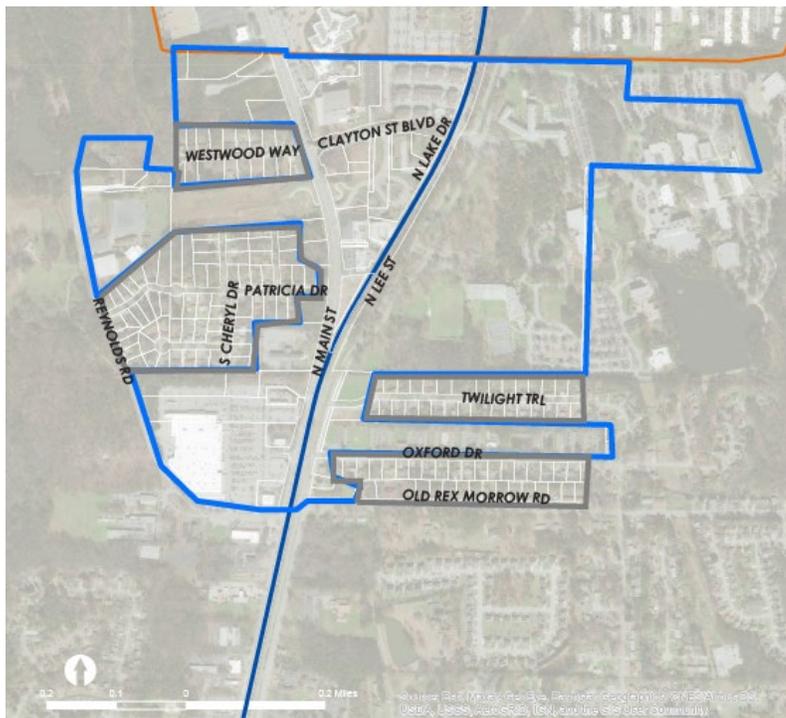
Pages
7, 14

2 CLAYTON STATE STATION

RECOMMENDED STRATEGY: Expand and revise existing Community University Planned District

The Clayton State area was the subject of a plan established in 2001. It is an unusual station area among both of the proposed MARTA LPAs because of the presence of major destinations, in particular Clayton State University. Although the 2001 plan aligns with transit supportive principles at a high level, it has resulted in very prescriptive zoning that may be posing a barrier to development.

Map 2: Recommended Clayton State Station Area (Morrow)



Existing townhomes



National Archives Facility

-  Recommended Clayton State Station Area in Morrow (TOD-Core)
-  Station Area Boundary in Lake City
-  Recommended Residential Support Overlay
-  SR 54 LPA



Existing duplexes



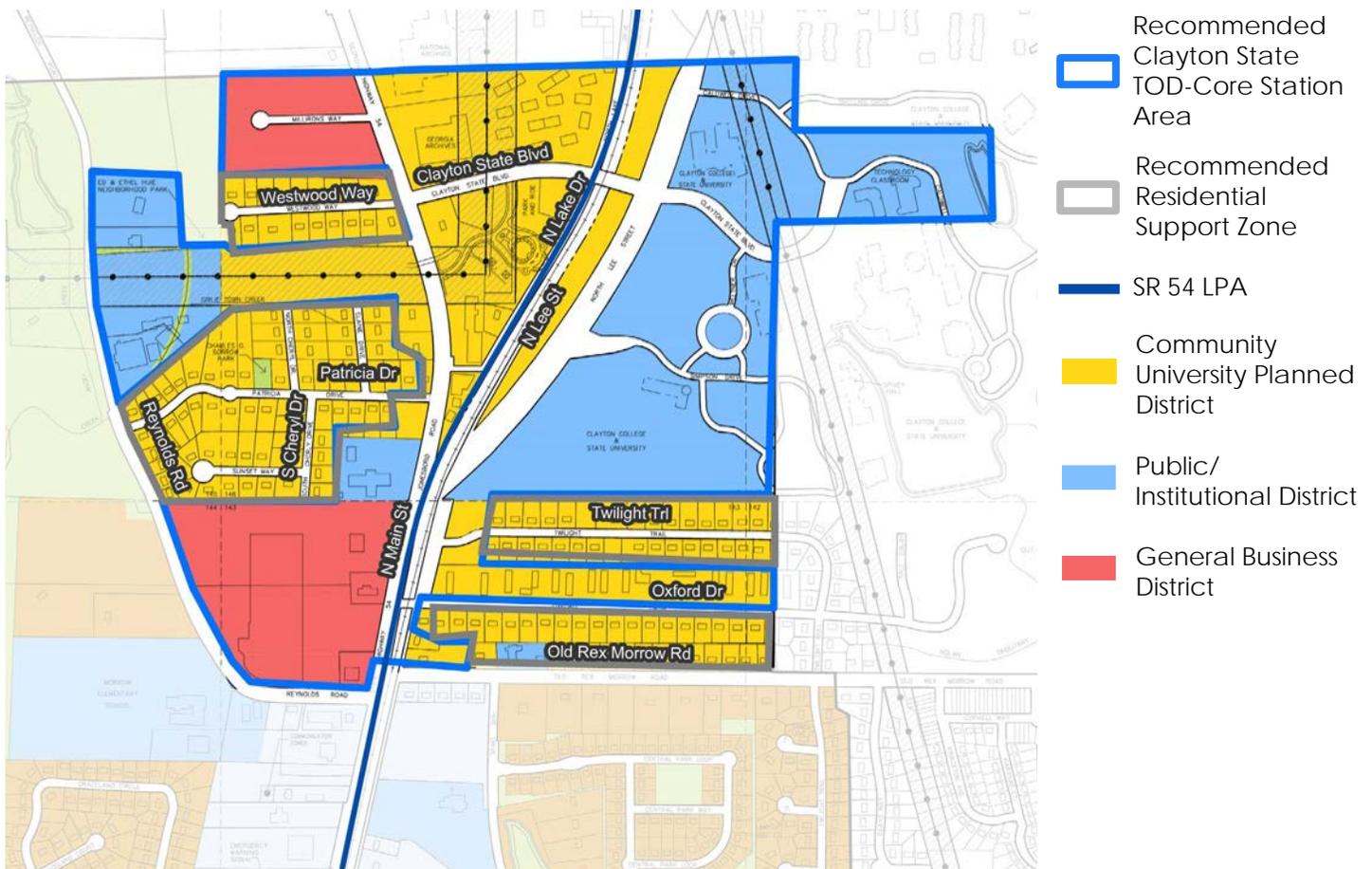
Clayton State University Entrance

CURRENT ZONING + ANALYSIS

Within the proposed Clayton State station area in Morrow, there are currently three zoning districts: Community University Planned District, Public Institutional District, and the General Business District.

Uses within the Public Institutional District are unlikely to change in the coming decades. Of the remaining uses, the Community University Planned District is the more common and is more transit supportive than the General Business District as currently written. MARTA recommends a series of adjustments to the Community University Planned District to better align with its TOD-Core Redevelopment/New Build model ordinance (see page 15); rezoning the two General Business District parcels on Main Street to the revised Community University Planned District; and adding a new residential support overlay to the adjacent residential neighborhoods (see page 51).

Map 3: Current Zoning in Recommended Clayton State Station Area TOD Core



t

RECOMMENDED STREET TYPES

The MARTA TOD-Core Redevelopment/New Build model ordinance contains provisions that require the identification of street types within station areas (see TCR-15 - Street Design on page 35). Map 4 contains MARTA’s recommendations for street type designations in the Clayton State station area in Morrow. During the City’s next station area planning process, these street types should be crosswalked to Morrow’s Thoroughfare Plan map.

Map 4: Recommended Clayton State Station Area Boundary and Street Types



- Recommended Clayton State Station Area in Morrow (TOD-Core)
- Recommended Residential Support Overlay
- Station Area Boundary in Lake City
- Local Road
- Minor Road
- Major Road

RECOMMENDATIONS

Station Area Planning:

- *Update Clayton State area plan.* MARTA recommends that the jurisdictions along the SR 54 corridor submit a coordinated application for a corridor-wide LCI study to update all station area plans along the proposed transit line. This study should:
 - Engage public on proposed zoning adjustments to the Community University Planned District
 - Establish official trail and roadway type maps
 - Based on results of the station area study, pursue Phase I revisions to the Community University Planned District
- *Form a Clayton State Station Area Working Group.* This group should include applicable departments from the City of Morrow, GDOT, Clayton State University, Lake City, and representatives from the Georgia Archives, National Archives, shopping center owners, business owners, major multi-family complexes, faith organizations, and nearby neighborhoods.

GDOT Coordination

In the case of Jonesboro Road, GDOT regulations will supercede local ordinance language. In some instances, GDOT and the TCI model ordinance have similar goals, such as minimizing driveway access off major roadways and reducing curb cuts; in others, GDOT prioritizes vehicular movements, such as requiring deceleration lanes that ultimately widen the roadway and can negatively impact walkability.

Another area to address will be streetscapes; currently for state roadways with speed limits of 45 mph, GDOT requires that trees must be planted at least 14 feet from the curb. A reduction of this distance, or a reduction of roadway speeds, will be needed to meet walkability goals and the ordinance street design requirements.

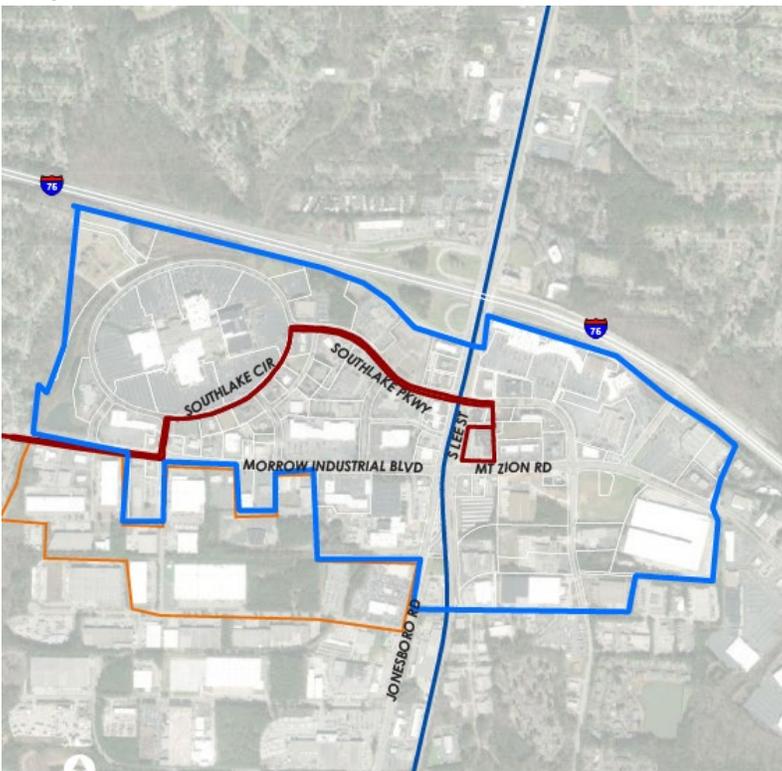
Preliminary conversations with GDOT indicate that the agency is open to collaboration on the corridor, particularly in terms of improving walkability and increasing safety. The model ordinance's higher minimum distance between driveways is supported by GDOT, as is the provision of safe sidewalks and other pedestrian infrastructure. Where the right-of-way can accommodate it, GDOT is also supportive of raised medians to create pedestrian islands that reduce the crossing distance for pedestrians. Additionally, GDOT is willing to consider lane repurposing where capacity outstrips traffic volume, and is clearly documented.

3 SOUTHLAKE STATION

RECOMMENDED STRATEGY: Establish a new Southlake TOD Base Zone

The Southlake station area is one of the most important in the Clayton County Transit Supportive Land Use Study: it is the only station in which both the SR 54 and Riverdale BRT LPAs travel, and is the terminus of the latter. It is highly focused on retail uses, and is home to the Southlake Mall which is a major future redevelopment opportunity. Interstate 75 serves as a hard boundary to the north. The majority of the station area is in the City of Morrow, but about 1/4 in the southwest corner is in unincorporated Clayton County.

Map 5: Recommended Southlake Station Area



Strip commercial center



Large amounts of surface parking

-  Recommended Southlake Station Area in Morrow (TOD-Core)
-  Station Area Boundary in Unincorporated Clayton County
-  SR 54 LPA
-  Riverdale LPA

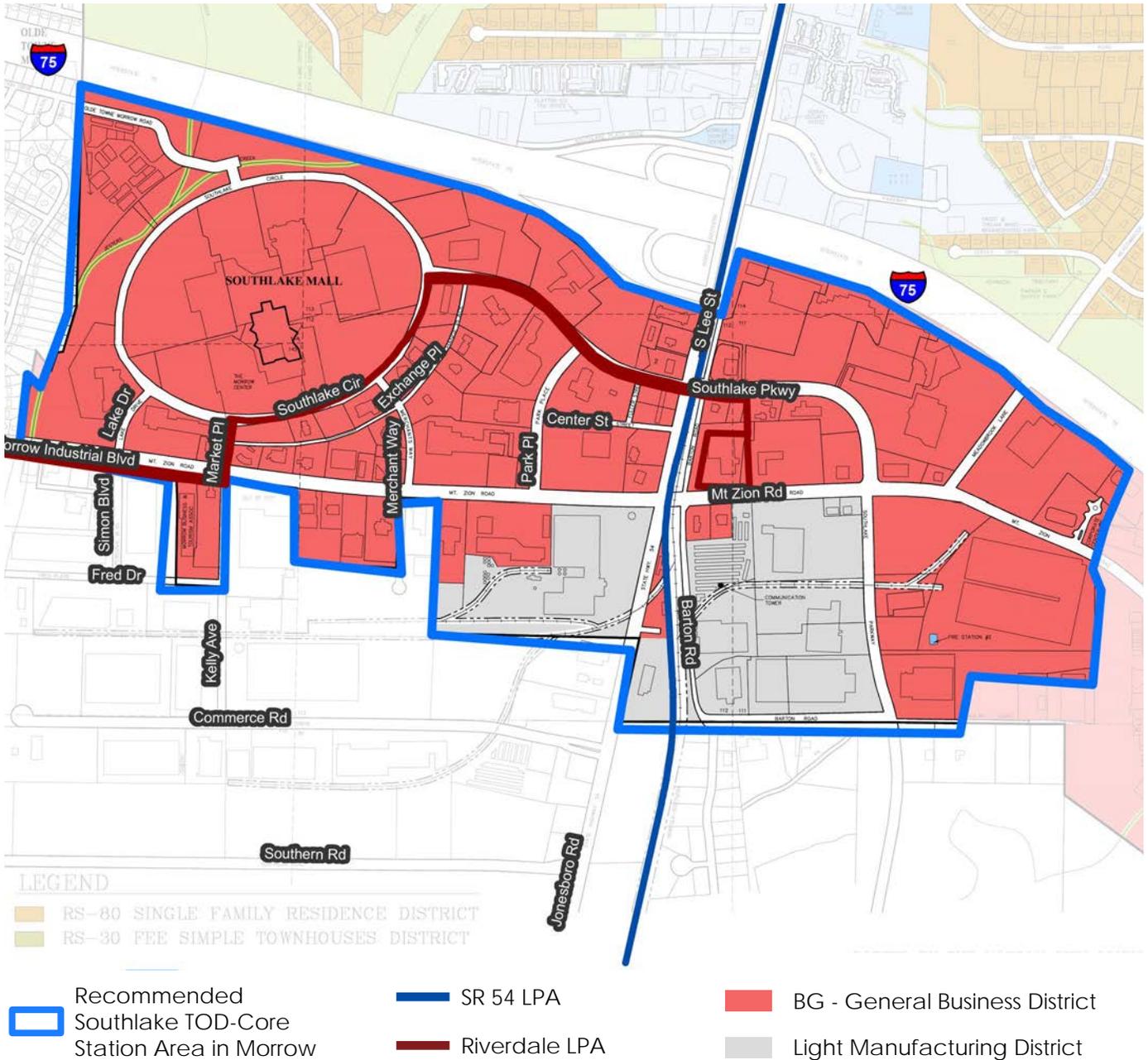


Typical commercial uses in proposed station area

CURRENT ZONING + ANALYSIS

The bulk of the proposed Southlake station area is zoned General Business District (BG), with some areas of Light Industrial (LI) south of Mt Zion Road. As currently written, neither of these zones encourage the development of transit-supportive uses. MARTA recommends that the City use the TOD-Core Redevelopment/New Build model ordinance as a base to establish a new zone that regulates the recommended Southlake station area.

Map 6: Current Zoning in Recommended Southlake Station Area TOD Core (Morrow)

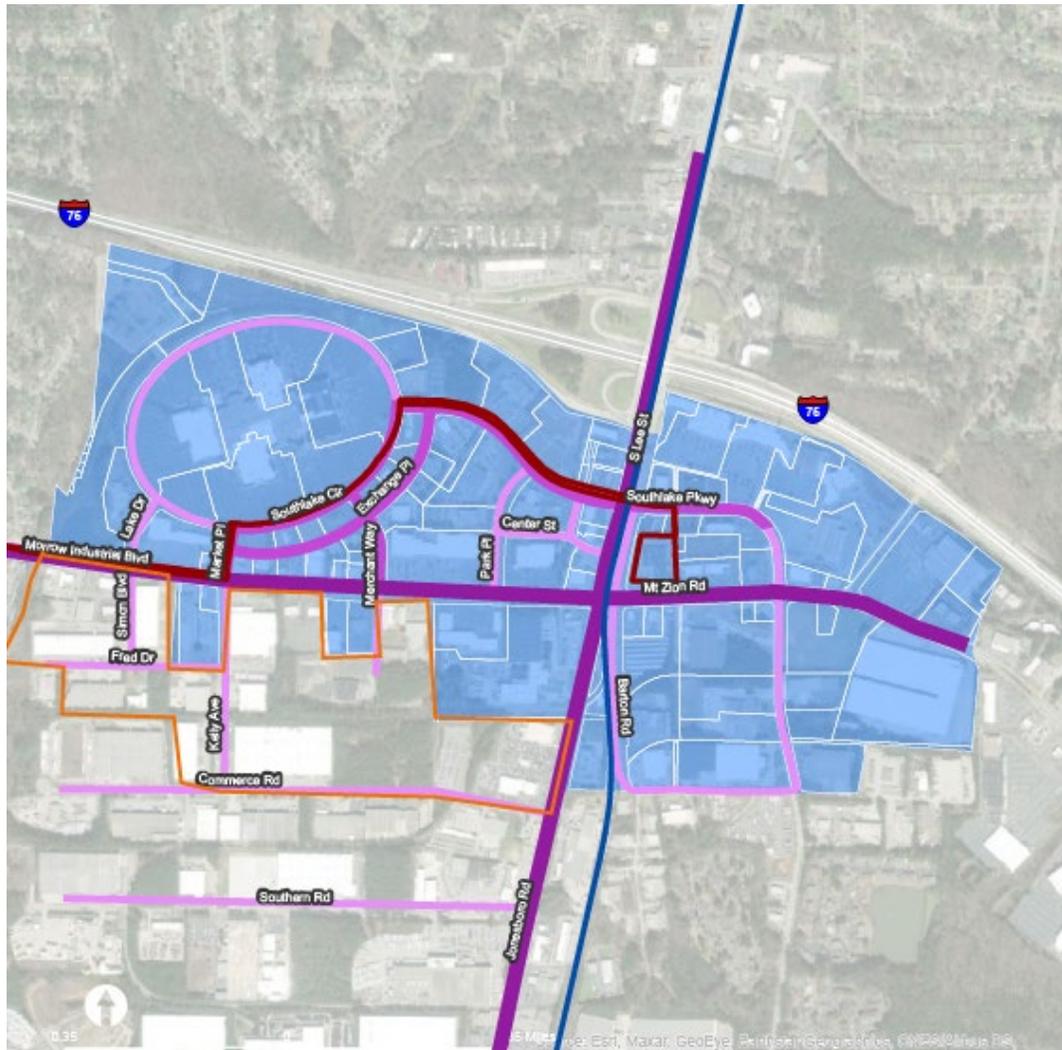


RECOMMENDED STREET TYPES

The MARTA TOD-Core Redevelopment/New Build model ordinance contains provisions that require the identification of street types within station areas (see TCR-15 - Street Design on page 35).

Map 7 contains MARTA's recommendations for street type designations in the Southlake station area in Morrow. During the City's next station area planning process, these street types should be crosswalked to Morrow's Thoroughfare Plan map.

Map 7: Recommended Morrow Southlake Station Area Boundary and Street Types



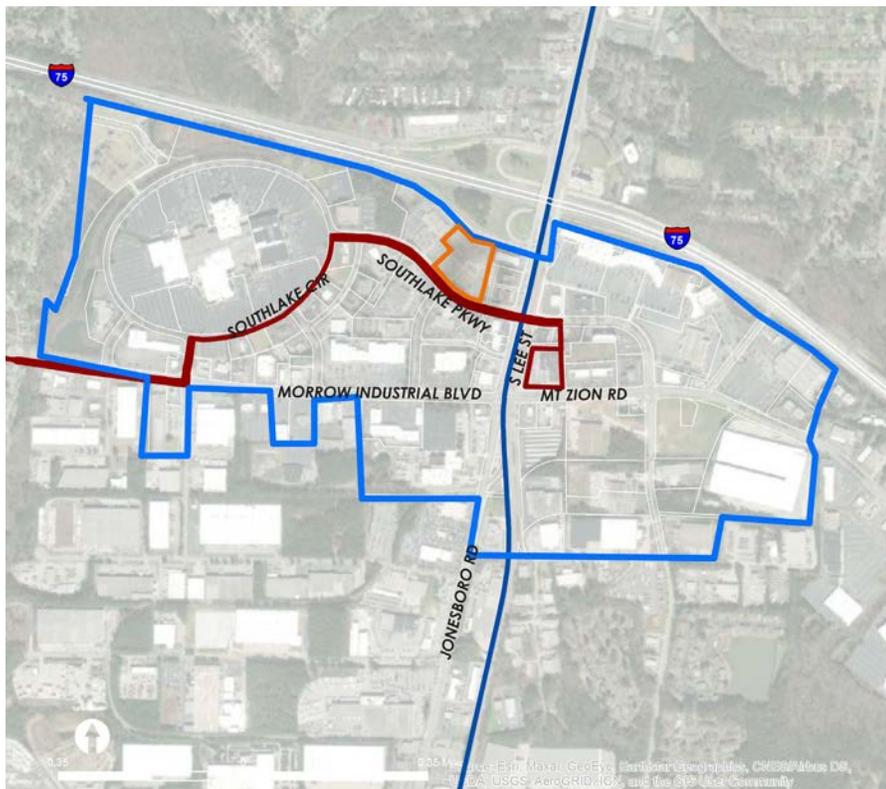
- | | |
|---|---|
| Recommended Southlake Station Area (TOD-Core) in Morrow | Local Road |
| Station Area Boundary in Unincorporated Clayton County | Minor Road |
| | Major Road |

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

MARTA selected a site in the recommended Southlake Station area to demonstrate the type of development encouraged by the TOD-Core Redevelopment/New Build model ordinance. The site is located between the I-75 South off-ramp and Southlake Parkway. To the west is a Harley Davidson dealership and to the east is a motel, gas station, and commercial office building. The site has been vacant since about 2005, when its two buildings were demolished.

The concept shown in the following pages depicts two commercial development components: a series of retail shops lining Southlake Parkway, and a large hotel towards the back of the site closer to I-75.

Map 8: Southlake Rendering Site Location



- Rendering Site
- Recommended Southlake Station Area (TOD-Core) in Morrow
- SR 54 LPA
- Riverdale LPA



Vacant site with deteriorating pavement



Slight elevation change on site



Parts of previous circulation roads still exist

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 1: Southlake Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 2: Southlake Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



- 0.75 Floor Area Ratio (FAR)



- Architectural Mix (Option C in Ordinance)



- Improved streetscape along Southlake Parkway
- Pedestrian link from Southlake Parkway to hotel



- Public plaza/ green space
- People-oriented building setbacks



- Surface parking behind buildings fronting Southlake Parkway
- Reduced parking minimums

ADDITIONAL RECOMMENDATIONS

Station Area Planning

- *Participate in the proposed Riverdale BRT TOD Pilot Study.* MARTA is pursuing a grant from FTA to advance planning along the proposed Riverdale BRT study. As the terminus of the proposed transit line, the Southlake station area plays an important role.
- *Form a station area working group.* Once the station area is vetted by the NEPA process, work with Clayton County to form a station area working group with representatives from GDOT, major property owners, business owners, and nearby neighborhoods.
- *Participate in multi-jurisdictional LCI Update for SR 54 station areas.* Coordinate with other jurisdictions on proposed SR 54 transit line for corridor-wide LCI Update. This study will need to:
 - Fully update the existing LCI study for the Southlake area
 - Engage the public on the draft station area and transit supportive land use principles
 - Establish official trail and roadway type map
 - Evaluate support for a base zone to regulate full extent of station area

Annexation

The majority of the Southlake station area is in the City of Morrow, but a group of parcels in the southwest section of the proposed boundary are part of unincorporated Clayton County. Working with the County and property owners, consider annexation of these parcels into the City of Morrow for greater consistency of regulation within the proposed station area.

GDOT Coordination

Due to the presence of I-75 and SR 54/Jonesboro Road, coordination with GDOT is especially important in the recommended Southlake station area. See page 7 for additional details.

4 DETAILED ZONING RECOMMENDATIONS

The following are MARTA's recommendations that apply to the City of Morrow's Zoning Ordinance.

MODIFY THE EXISTING COMMUNITY UNIVERSITY PLANNED DISTRICT (CUPD)

The current CUPD is based off a 2001 plan for parcels in the vicinity of Clayton State University; this plan is now over 20 years old, and the City should consider not referencing it directly in the ordinance because of its need for an update.

The CUPD district is somewhat aligned with MARTA's TOD Core: Redevelopment/New Build model ordinance, particularly in terms of high-level goals, permitted uses and having parking maximums in place.

It is, however, highly prescriptive regarding certain design elements, particularly in terms of its narrow palette of allowable colors and requiring structures to be at least 90 percent brick for walls fronting streets. It is also limiting in terms of its high parking requirements for residential uses, and high square footage minimums for housing units (which are not student/affordability friendly).

Another key recommendation to is to tag regulations to street types rather than a single application of dimensions; for example, the CUPD requires a very large minimum sidewalk width of 15 feet, which is excessive for lower volume roadways and unnecessarily constrains right-of-way space. Regulating by roadway type can be accomplished relatively easily since the City already refers frequently to its thoroughfare map; during the City's update to the Clayton State station area plan, there should be a detailed study for crosswalking the City's roadway types to the three types in MARTA's TOD Core-Redevelopment/New Build ordinance.

Recommended adjustments to CUPD that are not specifically addressed in Table 1 below include:

- Building design standards do not differentiate between types--both commercial and non-commercial are subject to the same regulation, but these buildings have different functions/design programs that should be acknowledged. MARTA recommends differentiating between building types for design standards, and loosening the design standards in general to allow more flexibility and more interest in the visual environment
- Add a new section to 907A that focuses on street design and connectivity standards
- In Section 3 (A) under Size of District, reference the station area boundary as proposed by MARTA
- Section 6 (A) 1 states "Parking garages shall conceal automobiles from visibility while maintaining the appearance of a horizontal storied building." While well intentioned, the requirement to conceal cars to this degree may make building structured parking cost prohibitive and pose a barrier to development.

Table 1: CUPD Zoning Analysis

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Morrow, Georgia Zoning Ordinance
	Yes	Partial	No	
<p>TCR-1. Intent States broad goals of the “Big 5” of transit supportive land use: density/intensity, mixed use, walkability, people-friendly spaces, and managed parking</p>		✓		<ul style="list-style-type: none"> • Purpose and intent of CUPD at beginning of 907A is very long; suggest reducing to a summary paragraph or removing altogether, as Purpose of District in section below provides the information in a more standard format • Add density and mix of uses to “Purpose of District” • Modify the parking bullet to “Reduce the amount and visibility of parking” • Suggest a direct mention of transit supportiveness
<p>TCR-2. Definitions Provides definitions that may be missing in a current code or defines elements specific to the model ordinance language</p>		✓		<ul style="list-style-type: none"> • In definitions, add amenity zone, block length, floor area ratio, gross floor area, horizontal mixed use, live/work unit, primary frontage, primary use, secondary use, semi-public zone, vertical mixed use • Crosswalk road classes in ordinance to the three road types in TCR-15
<p>TCR-3. Applicability and Exceptions Provides additional guidance for jurisdictions on when the ordinance would be triggered</p>	✓			<ul style="list-style-type: none"> • None
<p>TCR-4. Administrative Approval Avoids unnecessary delay/uncertainty to development proposals that generally meet standards but with slight variation.</p>			✗	<ul style="list-style-type: none"> • Add TCR-4 to 907A Section 8

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Morrow, Georgia Zoning Ordinance
	Yes	Partial	No	
TCR-5. Application Review Lays a foundation for collaboration and communication between the development team and the jurisdiction			X	<ul style="list-style-type: none"> Add TCR-5 to 907A Section 8
TCR-6. Allowable Uses Allow higher intensity urban uses while discouraging or prohibiting more suburban-style, vehicle-based uses.		✓		<ul style="list-style-type: none"> Add live/work units to residential uses permitted in 907A Section 2 Suggest directly listing civic/other uses as permitted in 907A Section 2 Remove requirement for 70% of residential uses to be fee-simple owner occupied (907A Section 3 F)
TCR-7. Commercial Establishment Size Prohibits typical “big box” stores, but allows for smaller footprint versions			X	<ul style="list-style-type: none"> Add TCR-7 to 907A Section 2
TCR-8. Live/Work Units Allows flexible live-work space to diversify uses and housing types			X	<ul style="list-style-type: none"> Add TCR-8 to 907A Section 2
TCR-9. Mixed Use Requirements Provides a menu of options for development that can respond to the market, while still improving transit supportive land uses.			X	<ul style="list-style-type: none"> Add TCR-9 to 907A Section 2
TCR-10. Floor Area Ratio Ensures a baseline transit supportive density for non-residential uses			X	<ul style="list-style-type: none"> Add TCR-10 to 907A Section 3
TCR-11 Min. Dwelling Units Per Acre Ensures a baseline transit supportive density for residential uses.			X	<ul style="list-style-type: none"> Add TCR-11 to 907A Section 3 Note: will also have to adjust minimum square footage in dimensional standards to allow for higher du/acre

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Morrow, Georgia Zoning Ordinance
	Yes	Partial	No	
TCR-12. Dimensions Requires a more urban footprint for development yet is not overly prescriptive so to allow some flexibility		✓		<ul style="list-style-type: none"> • Replace existing standards in 907A Section 2 with TCR-12 - particularly minimum SF (and ranges of percent of units) for housing units • Clearly establish front setbacks • Remove requirement of front yards being hardscaped
TCR-13. Maximum Block Length Limits block size to promote walkability and human-scaled development			X	<ul style="list-style-type: none"> • Add TCR-13 to recommended new street design section of 907A
TCR-14. Interparcel Connectivity Promotes connectivity and reduces single-access driveways/excessive curb cuts			X	<ul style="list-style-type: none"> • Add TCR-14 to recommended new street design section of 907A
TCR-15. Street Design Develops a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience			X	<ul style="list-style-type: none"> • Map current roadway classes to the three roadway types in the model ordinance • Add TCR-15 to new street design section of 907A
TCR-16. Sidewalks Clarifies where sidewalks are required and the importance of direct routes		✓		<ul style="list-style-type: none"> • Add TCR-16 (3) to 907A Section 5
TCR-17. Trail Connectivity Improves trail connectivity through the private development process			X	<ul style="list-style-type: none"> • Add TCR-17 to 907A Section 5
TCR-18. External Street Connectivity Ensures new development enriches the street network and local connectivity		✓		<ul style="list-style-type: none"> • Add TCR-18 to new street design section in 907A
TCR-19. Internal Street Connectivity Requires new development to contribute to an improved, more human-scaled roadway network			X	<ul style="list-style-type: none"> • Add TCR-19 to new street design section in 907A

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Morrow, Georgia Zoning Ordinance
	Yes	Partial	No	
TCR-20. On-Site Pedestrian Circulation Prioritize the safety and comfort of pedestrians.		✓		<ul style="list-style-type: none"> • Add TCR-20 to 907A Section 5
TCR-21. Vehicle and Driveway Access Reduces the amount of unnecessary curb cuts		✓		<ul style="list-style-type: none"> • Add TCR-21 to new street design section in 907A
TCR-22. Drive-Through Facilities and Service Windows Restricts the most damaging aspects that drive-through windows can have on people-scaled places.		✓		<ul style="list-style-type: none"> • Add TCR-22 to 907A Section 3
TCR-23. Off-Street Parking Reduces the amount and visibility of parking		✓		<ul style="list-style-type: none"> • Standards for non-residential are very good and close to MARTA's • Currently requires 2 spaces/unit; recommend replacing with TCR-23 minimums and allowing offsite to count for some spaces; recommend changing ratios to match TCR-23 • Add provisions 1 – 5 to 907A Section 6 • Add exception for CUPD to Article XII
TCR-24. Surface Parking Design Minimizes the impacts of surface parking, and lay the foundation for future infill		✓		<ul style="list-style-type: none"> • Add TCR-24 to 907A Section 6 (K)
TCR-25. Shared Parking Encourage and provide clarity for shared parking		✓		<ul style="list-style-type: none"> • Add TCR-25 to 907A Section 6 (E)
TCR-26. Loading Avoids excessive loading requirements that consume valuable space		✓		<ul style="list-style-type: none"> • Add TCR-25 to 907A Section 6

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Morrow, Georgia Zoning Ordinance
	Yes	Partial	No	
TCR-27. Electrical Utilities Prohibits new above-ground electrical utilities, and addresses existing through utility fund		✓		<ul style="list-style-type: none"> • Suggest adding utility fund to 907A Section 4
TCR-28. Stormwater Management Provides flexibility in addressing stormwater and encourages district-wide solutions			X	<ul style="list-style-type: none"> • Add TCR-28 to 907A Section 4
TCR-29. Fences and Walls Ensure quality materials for fencing and walls	✓			<ul style="list-style-type: none"> • None
TCR-30. Screening Screen the necessary parts of development that tend to be unattractive	✓			<ul style="list-style-type: none"> • None
TCR-31. Buffers Provides buffers between TCR and single-family residential uses, but discourages overly wide suburban-scaled separations.			X	<ul style="list-style-type: none"> • Existing buffer requirements are very large and no exceptions provided for CUPD; recommend adding TCR-30 to 907A Section 3
TCR-32. Outdoor Lighting Provides a safe environment at night time that does not negatively impact surrounding uses.			X	<ul style="list-style-type: none"> • Add TCR-31 to 907A Section 3
TCR-33. Open Space Requirements Ensures quality open space is included with every new development.		✓		<ul style="list-style-type: none"> • Has open space requirement of 20 percent in 907A Section 3 (B), but suggest replacing with TCR-33 for more precise results
TCR-34. High-Rise Building Standard Requires that buildings regardless of height contribute positively to the “on-the-ground” environment		✓		<ul style="list-style-type: none"> • Overly prescriptive requirements in Section 3 (C); suggest replacing with TCR-34 instead in 907A Section 3

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Morrow, Georgia Zoning Ordinance
	Yes	Partial	No	
TCR-35: Multi-Family Residential Architectural Standards Encourages high-quality multi-family housing design to offset potential community concerns about housing quality and density			X	<ul style="list-style-type: none"> Current design standards are very restrictive and do not align well with realities of building multi-family housing; recommend replacing with TCR-35 in 907A Section 3
TCR-36. Townhome Architectural Standards Encourages high-quality, pedestrian-oriented townhomes that are not overly repetitive in design			X	<ul style="list-style-type: none"> No specific townhome standards; add TCR-36 to 907A Section 3 Remove 2-car attached garage requirement Reduce minimum width to 18 feet in dimension table
TCR-37: Duplex, Triplex, and Quadplex Architectural Standards Allows for greater diversity of housing types that promote affordability, but ensure a quality equal to or exceeding single-family detached units.			X	<ul style="list-style-type: none"> No specific duplex/triplex/quadplex standards; add TCR-37 to 907A Section 3 Remove 2-car attached garage requirement
TCR-38 Non-Residential Architectural Standards Ensures higher standard of design for non-residential buildings that contribute positively to the pedestrian environment		✓		<ul style="list-style-type: none"> Recommend replacing overly prescriptive standards in 907A Section 3 with TCR-38
TCR-39. Outdoor Dining Encourages activation of the pedestrian environment through outdoor dining		✓		<ul style="list-style-type: none"> Add TCR-39 to Section 2 (G)
TCR-40. Signage Sets higher standard for signage within the TCR district than in other parts of the community		✓		<ul style="list-style-type: none"> Add TCR-40 (2) to 907A Section 3 (o) (sign article does not currently permit roof signs) Loosen current requirements that all freestanding signs be monument signs, which tend to be suburban in character and placement

NEW SOUTHLAKE TOD DISTRICT



Whereas the CUPD has some transit-supportive components in place, the proposed Southlake station area is regulated by zoning that results in very suburban-style development that lacks strong, definable character.

For the Southlake station area, MARTA recommends the creation of a new base zone based on the TOD-Core Redevelopment/New Build model ordinance. The new zone would not be an outright adoption of the model ordinance, but instead could be tailored to the more commercial and industrial nature of the station areas. The ideal time to create this new zone would be during the recommended City-wide zoning rewrite.

See page 24 for the full text of MARTA's TOD-Core Redevelopment/New Build model ordinance.

Adjustments for Commercial Focus

Because the Southlake station area is heavily commercial in use and is likely to keep this commercial orientation going forward, the City may want to adjust the maximum commercial establishment size (TCR-7) and consider explicitly allowing different types of commercial uses to meet mixed use requirements (TCR-9).

NEW RESIDENTIAL OVERLAY



Also during the recommended zoning rewrite, MARTA recommends establishing a residential support overlay to encourage "gentle density." This overlay should be based on MARTA's Residential Support model ordinance; see page 53 for the full ordinance text.

REFERENCE DOCUMENTS: MARTA MODEL ORDINANCES

Model MARTA Ordinance: TOD Core-Redevelopment/New Build (TCR)



The Transit-Oriented Development (TOD) Core-Redevelopment (TCR) Model Ordinance includes the major components needed to lay the foundation for transit supportive land uses. These components are a direct outgrowth of discussions between the MARTA planning team and members of the project's Planning and Economic Development Committee (PEDC), and are rooted in best practices for TOD in lower density, more suburban areas.

This TCR ordinance is a first step of what will be an iterative, evolving process. It is intended to be transitional in nature, with the understanding that shifting from a suburban community to a mixed-use center is a long-term process that occurs incrementally as the market allows. The ordinance can be seen as a baseline that will prevent future growth that is clearly not supportive of transit, but acknowledges that the market does not currently exist to build at the ultimate densities desired for TOD.

The intent is not for jurisdictions to necessarily adopt the ordinance wholesale; instead, MARTA recommends adopting only the parts that are not addressed or in alignment with a jurisdiction's current code.

Contents:

TCR-1 Purpose	TCR-23 Off-Street Parking
TCR-2 Definitions	TCR-24 Surface Parking Design
TCR-3 Applicability and Exceptions	TCR-25 Shared Parking
TCR-4 Administrative Approval	TCR-26 Loading
TCR-5 Application Review	TCR-27 Electrical Utilities
TCR-6 Allowable Uses	TCR-28 Stormwater Management
TCR-7 Commercial Establishment Size	TCR-29 Fences and Walls
TCR-8 Live/Work Units	TCR-30 Screening
TCR-9 Mixed Use Requirements	TCR-31 Buffers
TCR-10 Floor Area Ratio	TCR-32 Outdoor Lighting
TCR-11 Minimum Dwelling Units per Acre	TCR-33 Open Space Requirements
TCR-12 Dimensions	TCR-34 High-Rise Building Base Standards
TCR-13 Maximum Block Length	TCR-35 Multi-Family Residential Architectural Standards
TCR-14 Interparcel Connectivity	TCR-36 Townhome Architectural Standards
TCR-15 Street Design	TCR-37 Duplex, Triplex, and Quadplex Architectural Standards
TCR-16 Sidewalks	TCR-38 Non-Residential Architectural Standards
TCR-17 Trail Connectivity	TCR-39 Outdoor Dining
TCR-18 External Street Connectivity	TCR-40 Signage
TCR-19 Internal Street Network	
TCR-20 On-Site Pedestrian Circulation	
TCR-21 Vehicle and Driveway Access	
TCR-22 Drive-Through Facilities and Service Windows	

How to use this Document:

This document contains recommended ordinance language for the 40 components outlined above. It can stand alone as MARTA's model ordinance for TOD-Core Redevelopment/New Build station areas, but it also serves as the point of comparison for each jurisdiction's existing zoning and its alignment with TOD principles.

TOD Big 5 Element Icons

This model zoning ordinance strives to meet the "Big 5 of TOD" goals of achieving higher density/intensity, establishing a mix of uses, improving walkability, encouraging people-oriented spaces, and reducing the visibility and amount of parking. Big 5 icons, shown below, can be found throughout the ordinance to indicate which of these areas a particular component is addressing.



Density/
Intensity



Mixed Use



Walkability



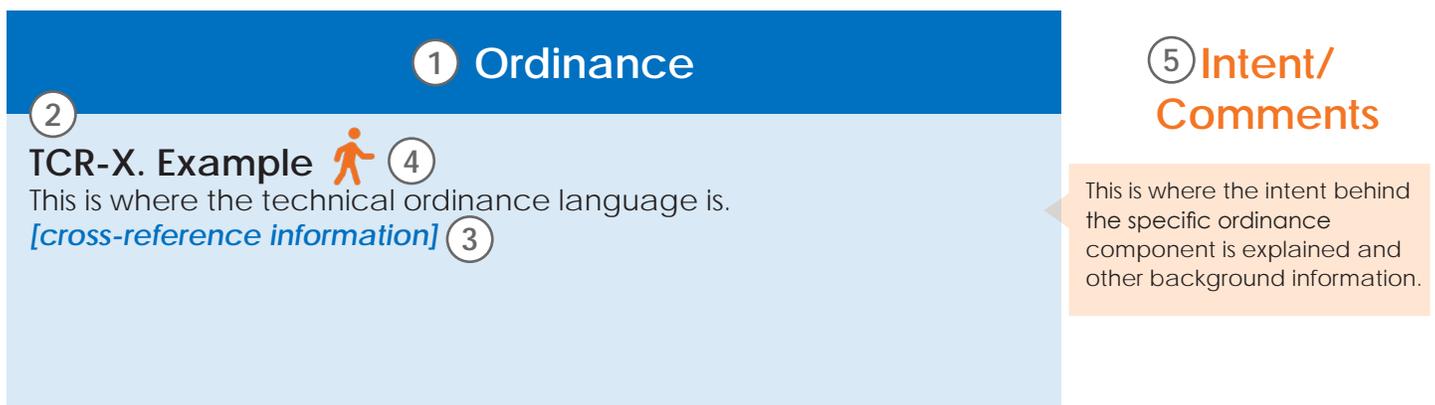
People
Friendly
Design



Parking

Reading the Document

- ① Throughout the document, elements are organized as shown in the figure below. The recommended model ordinance language is found in the **blue shaded column**.
- ② The model ordinance components are numbered with "TCR" and a number. These numbers will be how components are referenced in MARTA's jurisdiction-specific recommendations.
- ③ Italicized text in **blue** is intended to be modified with the correct cross-references or term once incorporated into a jurisdiction's ordinance.
- ④ The relevant TOD Big 5 elements for each component are noted in **dark orange icons**. There may not always be an icon shown if a Big 5 element is not applicable.
- ⑤ Finally, the intent behind the component can be found to the right in **orange**. These comment boxes clarify the intent behind the language and share relevant background information.



Ordinance

Intent/ Comments

TCR-1. Purpose



In advance of MARTA's proposed high capacity transit lines, the purpose of the TCR district is to:

- Lay the foundation for greater density and intensity of uses;
- Encourage a mix of uses;
- Improve walkability;
- Create people-friendly places; and
- Reduce the amount and visibility of parking

State broad goals of the "Big 5" of transit supportive land use: density/ intensity, mixed use, walkability, people-friendly spaces, and managed parking

TCR-2. Definitions

As used in this ordinance, the following words and terms are defined as:

Amenity Zone. The area between a travel lane or parking lane and the sidewalk, where street trees, landscaping, and other pedestrian amenities are located.

Block length. The length of a block is measured in linear feet between roadways (not driveways), from the exterior-most lot line on side of the block to the exterior-most lot line of the other side.

Floor area ratio. The ratio of a building's gross floor area to the area of the lot on which the building is sited.

Horizontal mixed use. Horizontal mixed use incorporates larger development sites where multiple uses exist in one building structure or in multiple structures side by side; it provides a variety of complementary uses that are integrated and walkable within a given neighborhood.

Live/work units. A building or space within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local roadway. Roadways which serve primarily to access local residential areas, businesses, and other local areas and have lower speed limits (often less than 30 mph) and are typically two lanes.

Major roadway. Often state highways, major roadways serve the primary purpose getting drivers through an area as quickly as possible. Major roadways are typically multilane roads (4+ lanes) with speed limits around 45 mph.

Minor roadway. Often state or county highways which serve the primary purpose of more localized travel from one town to the next within the same geographic region. These roads vary in size from two lanes with a turn/passing lane and four lanes with an increased speed

Provide definitions that may be missing in a current code or define elements specific to the model ordinance language

Ordinance

Intent/ Comments

limit often at 35 to 45 mph.

Primary frontage. The frontage of a lot that contains the main entrance or front of the development. For corner lots, the frontage of the largest-order street (major, minor, or local) will be considered the primary frontage. When both streets are of the same order, the **[title of official]** will make a determination regarding the primary frontage.

Primary use. In a mixed-use development, the primary use is the majority or predominant use of a site.

Screening. This term is used to refer to any item used to create a barrier (or screen) of varying heights between two different properties or types of land uses (i.e. between a highway and a sidewalk). Screening often consists of a type of fencing, wall, or landscaped barrier.

Secondary use. In a mixed-use development, a secondary use is any use other than the majority or predominant use of the site.

Semi-Public Zone. The area between the sidewalk zone and the façade of a building.

Sidewalk Zone. Unhindered pedestrian “through zone” where pedestrians have the clear right-of-way to walk through unimpeded in a sidewalk area.

Townhomes. A multi-story house (often 3 stories) in a development of homes which often has one or more shared walls with a home of similar design and build.

Vertical mixed use. Combines different uses within the same building structure with more vertical square footage than horizontal. Provides for different uses on the lower floor versus the upper floors, often retail on the street level and residential/office on the upper floors.

TCR-3. Applicability and Exceptions

New development within the TCR shall be subject to the development and urban design standards contained herein **[or current ordinance section number]**, with the following exceptions:

(1) Expansions of less than 10% of the building area or 1,000 square feet, whichever is less, for both conforming and non-conforming uses.

(2) New exterior improvements (beyond paint and general maintenance such as roof or window repair or replacement) whose value exceeds 20% of the current listed tax value of the entire property

Provide additional guidance for jurisdictions on when the ordinance would be triggered; the intent is to allow small improvements to non-conforming uses and avoid them falling into extreme states of disrepair

Ordinance

Intent/ Comments

shall be subject to the following:

- A. The urban design standards of [\[section number and title\]](#) shall apply to the new façade improvements.
- B. No exterior improvements shall make the building nonconforming, or more non-conforming in any manner.
- C. Any existing, non-conforming parking shall be eliminated from the required setback. Such elimination shall not require any additional parking even if the site is rendered non-conforming.

(3) If the development is a change of use in an existing building and does not require more than five (5) additional parking spaces based on the minimum/maximum number of parking spaces required in [\[TCR-23 or current ordinance section number\]](#), then the requirement to provide the additional parking spaces is waived. Parking in excess of the maximum may remain.

(4) Additional parking for existing development.

A. The additional parking spaces shall not exceed the maximum number of spaces permitted under [\[TCR-23\]](#).

B. The additional parking area shall meet the parking standards of [\[TCR-23 and TCR-24\]](#).

C. If there is any non-conforming parking located in the required setback, it shall be eliminated and replaced with landscaping, patios, and/or related amenities. Any such elimination shall not require additional parking even if the site is rendered non-conforming with regard to parking.

TCR-4. Administrative Approval

The [\[title of official in jurisdiction\]](#) has the authority to administratively alter any of the development and urban design standards by 5% in this zoning district.

Avoid unnecessary delay/uncertainty to development proposals that generally meet standards but with small variation

TCR-5. Application Review

Applicants planning any development or redevelopment in a TCR district are required to meet with the staff of the [\[jurisdiction\]](#) at two points in the design process:

(1) During the conceptual design process in order that the staff may offer input into urban design objectives, and

(2) During the design development stage to ensure that the plans meet the desired objectives and the minimum standards for the district.

Lay a foundation for collaboration and communication between the development team and the jurisdiction, and identify potential pitfalls in an application early

TCR-6. Allowable Uses



(1) Allowable uses in the TCR district are:

- A. Residential
 - Multi-family
 - Live/Work units
 - Townhomes
- B. Commercial
 - Entertainment
 - Lodging
 - Office
 - Restaurants and bars
 - Retail
 - Services
- C. Industrial
 - Artisanal manufacturing (hand tools only)
- D. Civic/Other
 - Arts and cultural institutions
 - Civic organization space
 - Day care
 - Educational
 - Government
 - Medical
 - Transit support facilities
 - Utilities and services (minor)

(2) Conditional uses in the TCR district:

- A. Residential
 - Duplex
 - Group living
 - Quadplex
 - Triplex
- B. Commercial
 - Drive-through facilities
- C. Industrial
 - Laboratories/Specialized industrial
- D. Civic/Other
 - Parking structures
 - Parks and recreation
 - Religious assembly
 - Utilities and services (major)

Allows higher intensity urban uses while discouraging or prohibiting more suburban-style, vehicle-based uses. The list is generalized and not exhaustive; individual jurisdictions may wish to include more specific uses in their ordinances.

For uses noted as conditional, if these uses can demonstrate adherence to the dimensional and design standards in the ordinance, the jurisdiction should consider approval.

Duplex/Triplex/Quadplex: Though these housing types have a negative connotation in the Atlanta region, they can be transit supportive and contribute positively to the community. MARTA recommends that these housing types be permitted on minor and local roadways but prohibited on major roadways (in order to encourage higher density residential uses on major roadways). See TCR-37 for suggested design guidelines for this housing product.

Group Living: Although this use is often seen as undesirable, people in group living arrangements are often transit dependent. Both from a ridership and an equity perspective, we recommend considering this to be an allowable use.

Drive-Through Facilities: Ideally, no drive-through facilities should be permitted in the TCR district. However, there may be circumstances in which a drive-through facility is required for certain establishments that otherwise meet transit-supportive criteria, such as banks. Drive-through facilities should only be allowed sparingly, and MARTA does not recommend their approval for restaurants and other similar establishments. See TCR-22.

Laboratories/Specialized Industrial: Most modern industrial uses are no longer noxious, dangerous places. Laboratories, research and development facilities, and other specialized industrial uses represent significant sources of jobs, and therefore potential transit ridership. When these uses demonstrate that they can meet the other requirements of this code, they should be allowed in the TCR district.

Parks and Recreation: Public spaces and parks are an essential part of transit-supportive land uses. However, their scale must align with that of the community; large, suburban-style sports complexes should not be built in the TCR, nor should other land-intensive, but lightly used recreation facilities such as golf courses.

Religious Assembly: Places of worship are well suited as uses in a transit-supportive area, particularly when they can be combined with other uses that share space during non-service times. This use is listed as conditional to align with the majority of codes within the two high-capacity corridors that currently require conditions on places of worship.

Ordinance

Intent/ Comments

(3) Prohibited Uses in TCR include:

- A. Residential
 - Detached single-family
- B. Commercial
 - Gas stations
 - Personal storage/warehouses
 - Vehicle sales, service, repairs
- C. Industrial
 - Heavy industry/manufacturing
- D. Civic/Other
 - Parking – surface (primary use)

Prohibit typical “big box” footprints. Ideally, big box retail would not be located within TCR zones, and square footage would be capped at more neighborhood-scaled levels like 15,000 square feet. However, as our communities transition from suburban to a more urban, smaller big box footprint businesses should be allowed to capture this retail market, as well as meet community shopping needs. As a reference, most major big box retailers like Target have small footprint versions that range from 20,000 to 40,000 square feet. Smaller footprint grocery stores, such as Aldi and Sprouts, have average square footages of about 30,000 square feet.

TCR-7. Commercial Establishment Size



The maximum gross floor area of commercial establishments is 40,000 square feet.

TCR-8. Live/Work Units



(1) A minimum of 80 percent of a structure’s street front façade at street level shall be occupied by nonresidential uses.

(2) The live/work unit shall have a minimum floor-to-floor height of 12 feet on the ground level of the total floor area of the unit

(3) At least one resident in each live/work unit shall maintain a valid business for a business on the premises.

Allow flexible live-work space to diversify uses and housing types.

Ordinance

Intent/ Comments

TCR-9. Mixed Use Requirements



A mix of development is required for all lots with a primary frontage width of 50 feet or more. The degree of mix required depends on the length of the block of the frontage. Table 1 contains four options to meet the mixed use requirements.

Table 1. Mixed Use Requirement Options

	Primary Frontage Block Length		
	500'+	300'-499'	Less than 300'
Option A: Vertical Adaptability	Ground floor built with flexible dimensions to accommodate multiple uses.		No additional requirements
Option B: Horizontal Mixed Use	At least 25% of frontage (at liner depth) must be a different use than primary	At least 15% of frontage (at liner depth) must be a different use than primary	
Option C: Architectural Mix	At least 33% of frontage must be architecturally distinct from the rest of the structure(s)	At least 25% of frontage must be architecturally distinct from the rest of the structure(s)	
Option D: Mixed Income	At least 20% of units are legally binding affordability restricted		
Option E: Special Review	Submit site concept for review; must demonstrate alignment with <i>(local land use vision/plan)</i>		

Provide a menu of options for development that can respond to the market, while still providing a richer mix of land uses and architecture. It intentionally encourages the creation of smaller block lengths.

Comments:

Not every community may want to offer all four options; Options C and D in particular require additional staff time and skill for review, and may be difficult for smaller jurisdictions to administer. For Option D, jurisdictions may also choose to add or modify the criteria which developments must meet in the special review. Being able to reference a specific plan for the area, such as a recent LCI study, is strongly recommended.

(1) Option A: Vertical Adaptability

A. The ground floor must be built with dimensions to accommodate both residential or retail use.

B. Although encouraged, commercial use on the ground floor is not required to be in place at buildout. If the ground floor is not commercial at buildout, it should be adapted to commercial use once local market conditions support ground floor commercial uses.

C. Residential units in this option qualify for the lowest average of 600 heated square feet.

(2) Option B: Horizontal Mixed Use

To achieve a mix of uses within a site, the following is required:

A. Determined by block length, a site must vary its uses by a percentage of its primary frontage width as shown in Table 1. At a minimum, the secondary use must extend to a liner depth of at least 40 feet.

B. Uses can include any of those that are permitted by right in the TCR zone.

C. Only residential units in the same building with a secondary use shall qualify for the mixed use minimum of 600 heated square feet. When residential units are in a separate building, the minimum is 750 square feet.

(3) Option C: Architectural Mix

If a mix of uses is not practical, an architectural mix can be used to meet the requirement. The percentage of the frontage that must be architecturally distinct is determined by the primary block size shown in Table 1.

A. To qualify as architecturally distinct, there must be clear visual differences in at least three of the following:

1. Architectural banding, trim, or cornice detail
2. Window size and placement
3. A covered entryway or front porch design
4. Building projections and recesses
5. Façade articulation such as bay windows or dormers
6. Exterior color and material
7. Number of stories; at least 0.5 story difference must be present
8. Roofline variation
9. Other element approved by the **[title of official in jurisdiction]**

(4) Option D: Mixed Income

A mixed income residential project can fulfill the mixed use requirement if at least 20% of its units are legally binding affordability restricted targeted at households making less than 60 percent of the **[jurisdiction's]** median income.

(5) Option E: Special Review

The **[jurisdiction]** will consider submittals of site plans that do not meet the requirements in Options A, B, or C, but meet the TCR District's intent to encourage mixed, visually diverse environments. To submit a plan for special review, the following is required:

A. Statement of how the plan will achieve at least four of the following objectives:

1. Achieves a mix of uses
2. Creates a diverse visual environment
3. Attracts a variety of users

Ordinance

4. Provides a unique use or product not currently within ½ mile of the proposed station location
5. Meets a documented need in the community (*reference local plan*)
6. Improves roadway and sidewalk connectivity
7. Positively contributes to community character and the public realm

B. Statement of how the plan specifically meets the goals of the (*local vision plan; extract vision statement/ goals/objectives*)

C. *Jurisdictions to determine the review process*

Intent/ Comments

TCR-10. Floor Area Ratio



(1) Non-residential development must have a minimum Floor Area Ratio (FAR) of 0.75. There is no maximum FAR.

(2) Plazas, arcades, courtyards, outdoor cafes, rooftop gardens, and widened public sidewalks that enhance pedestrian spaces and amenities can be credited toward meeting the minimum required FAR. If the pedestrian spaces/amenities are available to the public then the square footage shall be credited at 100%; if private, then the square footage shall be credited at 50%. In no instance shall more than 20% of the pedestrian area be credited toward the required FAR.

(3) Certain principal uses are exempt from meeting the minimum FAR requirements:

- A. Transit stations (bus or rail), parking facilities, and bus shelters.
- B. Existing development and expansions of existing developments
- C. Public and private recreational parks and playgrounds.
- D. Utility and related facilities.

Ensure a baseline transit supportive density for non-residential uses.

Comments:

MARTA recommends a minimum FAR of 0.75 for TCR parcels. This is not as high as the ultimate desired FAR, which for a dense station area would be closer to 2.0 or 3.0, but is a significant increase from what is currently in place in most station areas. This is part of a transitional approach that acknowledges that density takes time and occurs incrementally as the market allows.

Ensure a baseline transit supportive density for residential uses.

TCR-11. Minimum Dwelling Units per Acre



Residential development must have a minimum of 15 dwelling units per acre (du/acre). There is no maximum du/acre.

Comments:

Similar to the Floor Area Ratio recommendations, 15 du/acre is the minimum residential density recommended by MARTA at this time. Residential densities that truly support high capacity transit are closer to 30 du/acre and higher, but this ordinance recognizes that a transition to higher density cannot be mandated immediately. Where the market can support densities higher than the minimum, developers will tend to build them.

Ordinance

Intent/ Comments

TCR-12. Dimensions

Table 2 contains the minimum and maximum dimensions for all development in the TCR district.

Table 2. Dimension Minimums and Maximums

Dimension	Permitted Range	
	Minimum	Maximum
Front setback	0 feet	15 feet
Side setback	0 feet	None
Rear setback	10 feet	None
Height	None	None
Building coverage	None	80%
Impervious surface coverage	None	90%
Average residential unit square heated square feet in mixed use building	600 feet	None
Average residential unit square heated square feet, non mixed-use building	750 feet	None

(1) Where a parcel's rear lot line abuts an alley, no rear setback is required.

(2) When a lot abuts an existing residential structure or a residential zoning district, then a minimum side yard of five (5) feet and/or a minimum rear yard of twenty (20) feet shall be required.

Require a more urban footprint for development yet avoid being overly prescriptive so to allow some flexibility. Because development must meet the FAR or du/acre minimums for density, there is less of a need to prescribe minimums here.

Comments:
The lower minimum average square footage for mixed use buildings is intended to encourage vertical mixed use over single-use buildings.

TCR-13. Maximum Block Length

(1) The maximum length of a block is 600 feet, as measured by the distance between the outermost edges of the outermost parcels.

Promote walkability and human-scaled development.

TCR-14. Interparcel Connectivity

Non-residential developments shall be required to provide at least one vehicular inter-parcel connection with adjacent non-residential parcels and at least one pedestrian connection to all adjacent parcels.

Promote connectivity and reduce single-access driveways/excessive curb cuts.

Ordinance

TCR-15. Street Design



Street design standards are regulated by the street types shown in the [\[Station Area Network Map\]](#) and detailed in Table 3.

Table 3. Street Design Standards by Roadway Type

	Roadway Type		
	Major	Minor	Local
Right-of-Way	(GDOT)	60-75 feet	50-65 feet
Travel lane		10-11 feet	9-10 feet
Parking lane		8-9 feet	8 feet
Amenity Zone	Minimum 8 feet	Minimum 8 feet	Minimum 6 feet
Pedestrian Lighting	Pedestrian-scaled lighting is required at consistent intervals of every 40 to 50 feet	Pedestrian-scaled lighting is required at consistent intervals of every 50 to 60 feet	Pedestrian-scaled lighting is required at consistent intervals of every 50 to 60 feet
Street Trees	1 large maturing tree for every 40 feet, minimum 3 in caliper; or 1 medium maturing tree for every 30 feet minimum 2 in caliper; if speed over 45mph, see GDOT rules	1 large maturing tree for every 50 feet, minimum 3 in caliper; or 1 medium maturing tree for every 50 feet minimum 2 in caliper	1 large maturing tree for every 50 feet, minimum 3 in caliper; or 1 medium maturing tree for every 50 feet minimum 2 in caliper
Sidewalk (unobstructed)	Minimum 10 feet	Minimum 8 feet	Minimum 6 feet
Semi-Public Zone	0-15 feet		



■ Semi-Public Zone
 ■ Sidewalk Zone
 ■ Amenity Zone

Intent/ Comments

Develop a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience; the larger the roadway, the higher the standards.

Comments:

For state and U.S. roadways, GDOT standards apply; the standards in this ordinance are intended for application to locally controlled roadways and new roadways constructed through private development.

Note that this roadway classification system is more nuanced than official roadway classifications that assign types based on a more regional perspective of a roadway network. It also enables narrow travel lanes; these widths are still considered safe, but reflect more of an urban context than a suburban one with faster moving vehicles.

The Semi-Public Zone is essentially the space between the sidewalk and the front façade of a building—the space contained within the front setback.

Ordinance

Intent/ Comments

(1) Where a parcel has multiple street frontages, the highest order street will determine the regulation.

(2) Internal roadways that provide access to parking are allowed, but should be used sparingly, and must include sidewalks with a minimum width of 6 feet, and amenity zone of at least 3 feet.

(3) A continuous perimeter-planting strip or amenity zone (excluding driveways) shall be required whenever property abuts a curb.

(4) Curbs shall be located adjacent to the perimeter planting strip. If the right-of-way width varies along the street frontage, the planting strip shall be aligned along the widest right-of-way section.

(5) Tree pits. Trees may be installed in tree pits with irrigation and sub-drainage for parcels on Major and Minor roadways in lieu of a continuous perimeter planting strip.

(6) Pedestrian lighting

A. Lights should be mounted at a height of 12 to 14 feet above the sidewalk.

B. Pedestrian lighting can be used alone or in combination with roadway-scale lighting in high activity areas to encourage nighttime use. Pedestrian lighting can be located on the same pole as roadway lighting to reduce the number of poles within the landscape/furniture zone.

(7) Tree types

A. Large maturing canopy trees suitable for streetscape include Elm (Winged), Ginkgo (Male), Maple (Sugar), Oak (Laurel, Northern Red, Nuttall, Overcup, Scarlet, Shumard, Southern Red, Willow), and Planetree (London)

B. Medium maturing trees suitable for streetscape include Birch (River), Blackgum (Tupelo), Buckthorn (Carolina), Elm (Chinese), Hornbeam (American, European), Maple (Chalk, Hedge, Red, Southern Sugar), Pistache (Chinese), Silverbell (Carolina)

TCR-16. Sidewalks



(1) Sidewalks must be constructed along the frontage of all public streets and within and along the frontage of all new development or redevelopment on both sides.

(2) Stairs or ramps consistent with ADA requirements must be provided where necessary to provide a direct route.

(3) Walkways must be as direct as possible and avoid unnecessary meandering.

Make clear where sidewalks are required and the importance of direct routes.

Ordinance

Intent/ Comments

TCR-17. Trail Connectivity

(1) All development within 100 feet of a planned trail on *Map X* must provide a paved, multi-use trail connection at least 8 feet in width. This path must connect directly to the planned or existing trail, or to the most likely access point closest to the site.

Improve trail connectivity through private development.

TCR-18. External Street Connectivity

(1) A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of Major roads. Each development shall incorporate and continue all Minor or Local roads stubbed to the boundary of the development plan by previously approved but unbuilt development or existing development.

(2) To ensure future street connections to adjacent developable parcels, a proposed development shall provide a street connection spaced at intervals not to exceed 600 feet along each boundary that abuts potentially developable or redevelopable land.

(3) Where a proposed development has frontage along a roadway, it shall provide a local roadway intersecting with the frontage roadway at least every 600 feet. If required, an access permit must be obtained for each intersection from the jurisdiction having responsibility for the roadway.

(4) The *[jurisdiction]* engineer may require any limited-movement collector or local street intersections to include an access-control median or other acceptable access-control device.

(5) The requirements of paragraphs (1), (2), and (3), above, may be waived if, in the written opinion of the *[jurisdiction]* engineer, they are infeasible due to unusual topographic features, existing development, or a natural area or feature.

(6) Gated street entryways into residential developments are prohibited.

Ensure new development enriches the street network and local connectivity.

Comments:

These external street connectivity standards must balance the need for access versus the desire to reduce unnecessary curb cuts/interruptions to the pedestrian network.

TCR-19. Internal Street Network

(1) Internal street networks should maximize connectivity, promote an efficient use of land, and avoid excessive meandering.

(2) Cul-de-sacs are prohibited.

Every new development should contribute to an improved, more human-scaled roadway network.

Ordinance

Intent/ Comments

TCR-20. On-Site Pedestrian Circulation

Prioritize the safety and comfort of pedestrians.

(1) To the maximum extent feasible, site plans for proposed developments shall separate movement of pedestrians from movement of vehicles and bicycles and protect bicyclists from conflicts with vehicles.

(2) Where the primary pedestrian access to the site crosses drive aisles or internal roadways, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout shall be continuous as the pedestrian access crosses the driveway, with a break in continuity of the driveway paving and not in the pedestrian access way.

(3) The entirety of the on-site pedestrian walkway system shall be marked and defined using pavement treatments, signs, striping, lighting, median refuge areas, and landscaping as appropriate.

TCR-21 Vehicle and Driveway Access

Reduce the amount of unnecessary curb cuts.

(1) To reduce unnecessary curb cuts and prioritize pedestrian safety, only one driveway access point is permitted per roadway frontage for non-residential uses with 300 feet or less. An additional entrance and exit drive for lots having a frontage in excess of 300 feet of frontage on a single street from which access is proposed may be approved upon demonstrating to the [\[name of department\]](#) the necessity of such access. Properties having a frontage in excess of 600 feet on a single street shall be entitled to a second driveway.

Comments:
These driveway spacing standards are more aggressive than what currently exists in most jurisdictions' zoning codes in Georgia. The spacing in Table 4 is a goal, but it is anticipated that exceptions will be needed in some circumstances.

(2) Driveway access must adhere to the following minimum spacing in Table 4.

Table 4: Driveway Spacing

Roadway Type	Roadway Speed Limit (mph)	Minimum Space Required between Driveways
Local	25 or lower	175
	30	200
Minor	35	225
	40	250
Major	40	
	45 or higher	

(3) In circumstances when the driving minimum spacing standards cannot be met, the [\[jurisdiction\]](#) engineer may approve less space between driveways if the proposed site plan meets the intent of minimizing unnecessary curb cuts.

Ordinance

Intent/ Comments

(4) To meet the minimum spacing standards, maximize access and reduce curb cuts, shared driveways are strongly encouraged. When a shared driveway is used, the parcels must have at least one point of inter-parcel connectivity.

(5) If the parcel has frontage on a local roadway or is required to provide a local roadway by these regulations, the driveway may only connect to the local roadway rather than the adjacent minor or major roadway.

(6) Multiple driveways on properties with more than one driveway access for each 200 linear feet of frontage shall be consolidated when renovation of the building or buildings comprising more than 25 percent of the floor area or resurfacing of the parking lot involving more than 25 percent of the surface area of the parking lot is proposed.

(7) The maximum width of a driveway is 24 feet for non-residential uses.

(8) Flared driveways are preferred over radii driveways.

TCR-22. Drive Through Facilities and Service Windows

(1) When approved, all drive-through facilities must be placed at the rear of the building.

(2) Pedestrian pathways that cross drive-through access lanes must be raised or otherwise visually or physically distinguished from the access lane.

(3) Walk-up service windows are encouraged instead of drive-through windows.



Restrict the most damaging aspects that drive-through windows can have on people-scaled places.

Comments:

Given the recent importance of drive-throughs during the COVID pandemic, resistance to this provision is likely to be high; instead, walk-up windows should be encouraged to meet this new need.

Ordinance

Intent/ Comments

TCR-23. Off-Street Parking P

Table 5 contains minimum and maximum parking standards for uses allowed by right in the TCR district.

Reduce the amount and visibility of parking in TCR districts.

Table 5. Off Street Parking

Use	Minimum	Maximum
RESIDENTIAL		
Duplex	1 space/unit	1.5 spaces/unit
Group Living	1 space/5 residents	1 space/3 residents
Live/Work Unit less than 2,500 SF	1 space/unit	2 spaces/unit
Live/Work Unit of 2,500 SF or greater	Use closest applicable standard for use occupying non-residential space	
Multi-Family Units > 1000 SF	0.75 space/unit	1.5 spaces/unit
Multi-Family Units < 1000 SF	1 space/unit	2 spaces/unit
Quadplex	1 space/unit	1.5 spaces/unit
Townhomes	1 space/unit	2 spaces/unit
Triplex	1 space/unit	1.5 spaces/unit
COMMERCIAL		
Lodging	0.5/unit	1.0/unit
Office	1 space/500 SF of office	1 space/300 SF of office
Use	Minimum	Maximum
Restaurants and Bars	For all sites within 600' of single family zoning, minimum of one (1) parking space/ 250 SF of restaurant/bar space. For all other sites, 1 space/ 500 SF	1 space/100 SF of restaurant/retail space
Retail and Services	1 space/500 SF	1 space/250 SF of retail
CIVIC + OTHER		
All other uses	1 space/ 500 SF	1 space/300 SF

Ordinance

Intent/ Comments

(1) No off-street parking is required for nonresidential uses in TCR districts unless such uses exceed 3,000 square feet of gross floor area.

(2) Surface parking must be located to the rear or the side of the principal building.

(3) Where feasible, ingress and egress from parking must be from local roads or alleys.

(4) Parking maximums may be exceeded by up to a total of 30% of the maximum if one or more of the following is provided:

- A. If structured or underground parking is provided on site, parking maximums may be exceeded by 25%.
- B. If a shared parking agreement is executed, the parking maximum may be exceeded by 20%.
- C. If all parking spaces are located behind the building and are not visible from the public right-of-way, parking maximums may be exceeded by 10%.
- D. If driveways and access points are shared by at least two adjacent properties, parking maximums may be exceeded by 10%.
- E. If a provision is made for combining or interconnecting adjacent parking lots and pedestrian access points, parking maximums may be exceeded by 10%.

(5) A 25% parking reduction in the minimum number of parking spaces required is allowed if the principal use is located within 600 feet of a parking facility with parking spaces available to the general public, or within 600 feet of a park and ride facility.

(6) Structured parking must be screened when visible from the public right-of-way. The screen must consist of a minimum 5-foot wide planting strip of evergreen shrubbery.

TCR-24 Surface Parking Design

(1) All parking areas for more than 10 motorized vehicles shall provide screening which consists of either a 5-foot wide planting strip consisting of evergreen shrubbery to visually separate land uses, or a finished masonry wall that is a minimum of 2 ½ feet in height, up to a maximum height of 3 feet.

(2) For surface parking lots of 50 spaces or more, the lot should be designed in a way to facilitate future infill development. This includes consolidation of utilities into corridors that could serve as future roadways or driveways.

Minimize the impacts of surface parking, and lay the foundation for future infill development.

Ordinance

Intent/ Comments

(3) Walkways that cross parking, loading, or driveway areas must be clearly identifiable through the use of elevation changes, speed bumps, a different paving material, or other similar method.

(4) Walkways shall provide pedestrian access through parking lots from street sidewalks to building entries. Walkways shall be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination.

(6) Parking that is located to the side of the primary structure shall not cover more than 35% of the total lot width.

TCR-25 Shared Parking **P**

(1) Shared parking is encouraged between two or more uses to satisfy all or a portion of the minimum off-street parking requirement.

(2) Shared parking is permitted between different categories of uses or uses with different hours of operation.

A. For the purposes of this section, the following uses shall be considered daytime uses, operating anytime between the hours 8:01 a.m. and 5:59 p.m. [Monday through Friday only]:

1. Customer service and administrative offices
2. Retail sales and services, except [eating and drinking establishments] and entertainment uses
3. Wholesale, storage, and distribution uses
4. Manufacturing uses
5. Other similar primarily daytime uses, as determined by the *[title of planning official]*

(B) For the purposes of this section, the following uses shall be considered nighttime uses, operating anytime between the hours of 6:00 p.m. and 8:00 a.m., or [Saturday and] Sunday uses:

1. Auditoriums accessory to public or private schools
2. Religious facilities
3. Entertainment uses, such as theaters, bowling alleys, and dance halls
4. Eating and drinking establishments
5. Other similar primarily nighttime or Sunday uses, as determined by the *[title of planning official]*

(3) A use for which an application is being made for shared parking shall be located within 600 feet of the parking facility.

(4) An agreement providing for the shared use of parking, executed by the parties involved, shall be filed with the *[title of planning official]*. Shared parking privileges shall continue in effect only as long as the

Encourage and provide clarity for shared parking.

Ordinance

Intent/ Comments

agreement, binding on all parties, remains in force. If the agreement is no longer in force, parking shall be provided as otherwise required by this ordinance.

TCR-26 Loading

(1) At no time may loading or unloading occur from the right-of-way of a Major or Minor road.

(2) Whether or not a loading space is provided, all vehicle maneuvering for loading or unloading shall occur on site.

(3) A loading space shall not encroach on or interfere with the public use of streets and sidewalks by vehicles and pedestrians.

(4) Loading spaces shall not conflict with or overlap any required drive aisles or off-street parking spaces, unless the loading space will only be used during hours when the primary structure is not open for business.

Avoid conflicts between loading and spaces focused on mobility

TCR-27 Electrical Utilities

(1) New above-ground electrical utilities are prohibited.

(2) Parcels with existing above-ground electrical utilities can pay a fee in-lieu-of to a fund that will pay for undergrounding the utilities in the future.

(3) Utilities to support transit are permitted above ground.

Minimize the amount of new above-ground electrical utilities, but do not place full burden on small developments.

TCR-28 Stormwater Management

In instances where stormwater management cannot be adequately addressed on site, or is better addressed at a larger scale within the district, an off-site stormwater management plan may be submitted to CCWA for approval.

Provide flexibility in addressing stormwater and encourage district-wide solutions, freeing up more of the site for development.

TCR-29 Fences and Walls

No barbed wire, razor wire, chain-link fence, or similar elements shall be visible from any public plaza, ground level, or sidewalk level outdoor dining area or public right-of-way.

Ensure quality materials for fencing and walls.

Ordinance

Intent/ Comments

TCR-30 Screening

(1) All service entrances, utility structures associated with a building, and loading docks and/or spaces shall be screened from the abutting property and from view from a public or private street or from a transit-way. Such screening shall consist of a 5-foot wide planting strip, consisting of evergreen shrubbery sufficient to visually screen these uses, or an alternative as approved by the **[title of planning official]**. An optional wall or fence may be used in lieu of the 5-foot planting strip. Walls may be reduced in height to 30 inches within sight triangles.

(2) Any fences or walls used for screening shall be constructed in a durable fashion of brick, stone, other finished masonry materials, wood posts and planks or metal or other materials approved by the Zoning Administrator. Chain link and barbed wire fences are prohibited.

(3) Dumpsters, recycling containers, compactors, large above-ground utility structures and solid waste handling areas are not permitted in any setback or yard and shall be screened from adjacent property and from public view with a minimum 6-foot high solid and finished masonry wall.

Screen the parts of development that tend to be visually unattractive.

TCR-31 Buffers

(1) All uses shall provide landscaping along all property lines abutting residentially zoned property located adjacent to the TCR district.

A. Multi-family developments zoned TCR are exempt from this landscaping requirement when they abut other multi-family uses or undeveloped multi-family zoning districts.

(2) Buffer landscaping shall consist of a minimum 10' wide planting strip. The planting strip shall consist of a combination of evergreen trees and evergreen shrubs. Plant materials shall be provided at a minimum of 6 trees and 20 shrubs per 100 linear feet. The 10' planting strip may be reduced to 8' and the shrubs need not be planted if a masonry wall with a height of between 6' to 8' in a side yard, or between 8' to 10' in a rear yard is installed.

(3) Buffers over 20' wide are discouraged.

(4) Trails and pedestrian walkways are permitted and encouraged within the buffer strip, provided that the sidewalk is at least 6 feet wide and at least 8 feet of planted buffer is present.

Provide buffers between TCR and single-family residential uses, but discourage overly wide suburban-scaled separations.

Ordinance

Intent/ Comments

TCR-32 Outdoor Lighting



(1) All outdoor lighting fixtures for parking lots, and pedestrian activity areas shall be classified as full cut-off, cutoff or semi-cutoff. In addition, any building light fixtures used to illuminate parking and pedestrian areas, and service areas shall be classified as full cutoff, cutoff or semi-cutoff.

(2) No outdoor lighting fixture or building light fixtures shall cause glare on public travel lanes or on adjacent residentially used or zoned property. All fixtures shall be screened in such a way that the light source shall not cast light directly on public travel lanes or on adjacent residentially used or zoned property.

Provide a safe environment at night time that does not negatively impact surrounding uses.

TCR-33 Open Space Requirements



(1) All new development on lots of greater than 20,000 square feet must provide urban open space. Such open space shall be either private open space and/or public open space.

A. Private open space is defined as an area that is:

1. Accessible and visible to residents, tenants, and/or users of the development.
2. Improved with seating, plantings, and/or other amenities.
3. Located on the ground floor or first level of the development, or on a roof or terrace level, or in an interior courtyard area of the development, or a combination of these locations.
4. Out of doors, or in the open air (may be under a roof or canopy) excluding balconies that can only be accessed through private units

B. Public urban open space is defined as an area that is:

1. Accessible and open to the public.
2. Improved with seating, plantings, and/or other amenities.
3. Visible and accessible from the street or public pedestrian areas.
4. Located on the ground floor or no more than five feet above or five feet below ground level.
5. Out of doors, or in the open air (may be under a roof or canopy).

(2) Residential development on lots greater than 20,000 square feet must provide a minimum of 1 square feet per 100 square feet gross floor area of private open space, or 0.5 feet per 100 square feet gross floor area of public open space.

(3) Non-residential development on lots greater than 20,000 square feet must provide a minimum of 1 square feet per 100 square feet gross floor

Ensure quality open space is included with every new development.

Comments:

The difference between the private and public space requirement is intentional - it is meant to encourage public open space over private, but allows flexibility for either.

Ordinance

Intent/ Comments

area of public open space

(4) All required open space shall be located behind the sidewalk.

TCR-34 High-Rise Building Base Standards

(1) Buildings of 5 stories or higher will be considered high rises.

(2) The first 3 floors above street grade shall be distinguished from the remainder of the building with an emphasis on providing design elements that will enhance the pedestrian environment. Such elements as cornices, corbeling, molding, stringcourses, ornamentation, changes in material or color, recessing, architectural lighting and other sculpturing of the base as are appropriate shall be provided to add special interest to the base.

(3) Special attention shall be given to the design of windows in the base. Band windows are prohibited. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are permitted.

Ensure that buildings regardless of height contribute positively to the “on-the-ground” environment.

TCR-35. Multi-Family Residential Architectural Standards

(1) Multi-family buildings on major and minor roadways must include windows, doors, or other transparent openings for at least 40% of the building between 2.5 and 7 feet above the level of the sidewalk.

(2) Multi-family buildings on local roadways must include windows, doors, or other transparent openings for at least 30% of the building between 2.5 and 7 feet above the level of the sidewalk.

(3) At least one entrance should be provided on every street frontage.

(4) Building façades shall be multi-faced creating visual variety through the roof line, window trim/recess, and façade articulation.

(5) Building materials, excluding architectural accents, shall be primarily brick, wood, stucco, or stone. Textured concrete masonry or cementitious fiberboard may be used as an exterior building materials, but shall not constitute the majority of any side of a building.

Encourage high-quality multi-family housing design to offset potential community concerns about housing quality and density.

TCR-36. Townhome Architectural Standards

(1) The maximum number of attached units is 8.

(2) Frontloaded townhomes where garages face the primary street

Encourage high-quality, pedestrian-oriented townhomes that are not overly repetitive in design.

frontage are strongly discouraged.

(3) Townhomes are permitted to face a courtyard rather than a roadway. The courtyard must be at least 15 feet wide and include a minimum 6-foot wide sidewalk.

(4) Minimum lot width for townhomes is 18 feet.

(5) On all street-facing facades, at least 20 percent of the façade must include windows, doors, or other transparent openings. Interior facing facades must have at least 10 percent of the façade include windows, doors, or other transparent openings.

(6) Adjacent townhomes cannot have identical façades. The facades must be designed to include variety in at least three of the following elements:

- A. Roof style
- B. Architectural banding, trim, or cornice detail
- C. Window trim, the number of mullions or muntins, or shutters
- D. Window size and placement
- E. A covered entryway or front porch design
- F. Balconies or juliette balconies
- G. Building projections and recesses
- H. Decorative roofline elements such as brackets or chimneys
- I. Façade articulation such as bay windows or dormers
- J. One and two-story units

(7) Building materials, excluding architectural accents, shall be primarily brick, wood, stucco, or stone. Textured concrete masonry or cementitious fiberboard may be used as an exterior building materials, but shall not constitute the majority of any side of a building.

TCR-37. Duplex, Triplex, and Quadplex Architectural Standards



Duplexes that meet the following standards and those in Table 2 (TCR-12) are allowed on parcels that front Minor and Local roadways. They are prohibited on major roadways.

(1) Duplexes must provide transparent windows and/or doors on at least 20 percent of all facades visible from the public right-of-way.

(2) Side-by-side duplexes must not have front elevations that are mirror images. The left side and right side of the building must be designed to include variety in at least three of the following elements:

- A. Roof style
- B. Architectural banding, trim, or cornice detail

Allow for greater diversity of housing types that promote affordability, but ensure a quality equal to or exceeding single-family detached units.

Ordinance

Intent/ Comments

- C. Window trim, the number of mullions or muntins, or shutters
- D. Window size and placement
- E. A covered entryway or front porch design
- F. Balconies or Juliette balconies
- G. Building projections and recesses
- H. Decorative roofline elements such as brackets or chimneys
- I. Façade articulation such as bay windows or dormers
- J. One and two-story units

(3) Duplexes with identical front elevations must not be located on adjacent building sites. Simple reverse configurations of the same elevation on adjacent lots are not sufficient. In order to qualify as a different façade elevation, dwellings must have different roofline configurations. In addition, at least three of the following architectural elements must be different from the adjacent building site(s):

- A. Architectural banding, trim, or cornice detail
- B. Window trim, the number of mullions or shutters
- C. Window size and placement
- D. A covered entryway or front porch design
- E. Building projections and recesses
- F. Decorative roofline elements such as brackets or chimneys
- G. Façade articulation such as bay windows or dormers
- H. Exterior color and material
- I. One and two-story units

TCR-38. Mixed Use and Non-Residential Architectural Standards



Table 6. Non-Residential Architectural Standards

	Roadway Type		
	Major	Minor	Local
Transparency	65%	50%	35%
	<p>(1) At least [see percent above] of the ground-level wall area of any new or reconstructed facing a public street shall be devoted to interest-creating features, such as building entrances, murals, display windows, or windows affording views into retail, office, or lobby spaces. This requirement shall apply to both frontages of a building located on a corner lot.</p> <p>(2) Product display windows used to satisfy this requirement must have a minimum height of 4 feet and be internally lighted.</p>		

Ensure higher standard of design for non-residential buildings that contribute positively to the pedestrian environment

Comments:
Like other aspects of the TCR ordinance, the larger the roadway type the higher the standard of development

Ordinance

Intent/ Comments

Doors and Entrances	<p>(3) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.</p> <p>(4) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.</p> <p>(5) Building entrances located on a 0-foot front setback shall be recessed into the face of the building to a depth that permits the entry door to open and close without projecting into the public right-of-way.</p>
Facades and Articulation	<p>(6) Expanses of blank wall shall not exceed 20 continuous feet in length. A blank wall is a facade that does not add to the character of the streetscape and does not contain clear glass windows or doors or sufficient ornamentation, decoration or articulation.</p> <p>(7) Building facades greater than 100 feet in length shall feature a change in plane articulated by projecting or recessed bays, balconies, step-backs, banding, cornices, or similar features. Large, monolithic, box-like structures are prohibited to reduce the incompatible visual impact of such structures in a pedestrian-oriented environment.</p>
Materials	<p>(8) Building materials, excluding architectural accents, shall be primarily brick, wood, stucco, glass, or stone. Textured concrete masonry or cementitious fiberboard may be used as an exterior building materials, but shall not constitute the majority of any side of a building.</p>

Franchise architecture, distinctive building design that is trademarked or identified with a particular chain or corporation and is generic in nature, shall not be allowed in the TCR District.

(9) The non-residential architectural standards above are determined by the lot's primary frontage roadway type.

(10) Awnings and canopies shall:

- A. Be encouraged on buildings with frontages along Major and Minor roadways
- B. Overhang the sidewalk on which the building fronts by a minimum of [5] feet; and
- C. If illuminated, be lit internally so that the lighting system is encased or otherwise screened from public view.

Ordinance

Intent/ Comments

TCR-39. Outdoor Dining

(1) Outdoor dining/seating shall be permitted as an accessory use to a legally established eating and drinking establishment on the same or adjacent lot.

(2) If outdoor dining facilities are located in the semi-public zone, a minimum five-foot pedestrian through way shall be maintained and unobstructed.

(3) Outdoor dining furnishings are limited to tables, chairs, benches, and umbrellas.

(4) Planters, posts with ropes, or other removable enclosures, as well as a reservation podium, are encouraged and shall be used as a way of defining the area occupied by outdoor dining.

Encourage activation of the pedestrian environment through outdoor dining.

TCR-40. Signage

(1) Billboards are prohibited

(2) The following types of specialty signage are permitted with approval by the **[title of planning official]** on parcels that front Major and Minor roadways:

- (A) Marquis
- (B) Roof Signs
- (C) Sandwich Boards

Set higher standard for signage within the TCR district than in other parts of the community.

Comments:

Roof signs and marquis signs can be great placemaking components when designed well, but are typically prohibited in sign ordinances. MARTA recommends allowing them if a jurisdiction feels it can make confident design evaluations for proposed signs of this type.

Model MARTA Ordinance: TOD Residential Support (RT)

The TOD Residential Support (RT) Model Ordinance is a companion zone for TOD Core Zones in the proposed high capacity transit corridors in Clayton and southern Fulton Counties. *Its purpose is to respect the single-family nature of many residential areas in close proximity to the proposed transit lines, but to incrementally encourage more transit supportiveness over time.*

The intent is not for jurisdictions to necessarily adopt the ordinance wholesale; instead, MARTA recommends adopting only the parts that are not addressed or in alignment with a jurisdiction's current code.

Below are seven (7) components that address small transit supportive actions that are appropriate for single-family residential areas.

Contents:

- RT-1 Purpose
- RT-2 Definitions
- RT-3 Minimum Standards for Infill Single-Family Dwellings
- RT-4 Infill Design Standards
- RT-5 Accessory Dwelling Units
- RT-6 Duplexes
- RT-7 Cottage Courts

How to use this Document:

This document contains recommended ordinance language for the 7 components outlined above. It can stand alone as MARTA's model ordinance for Residential Support (RT) areas, but it also serves as the point of comparison for each jurisdiction's existing zoning and its alignment with TOD principles.

TOD Big 5 (4!) Element Icons

This model zoning ordinance strives to meet the "Big 5 of TOD" goals but in the context of established single-family neighborhoods: gentle density/intensity, improved walkability, more people-oriented spaces, and reducing the visibility and amount of parking. Big 5 icons, shown below, can be found throughout the ordinance to indicate which of these areas a particular component is addressing. The fifth aspect of The Big 5, Mixed Use, is not pertinent in this zone.



Density/
Intensity



Walkability



People
Friendly
Design



Parking

Reading the Document

- ① Throughout the document, elements are organized as shown in the figure below. The recommended model ordinance language is found in the **gray shaded column**.
- ② The model ordinance language are titled with a “**RT**” and a number. These numbers will be how components are referenced in MARTA's jurisdiction-specific recommendations.
- ③ Highlighted text in **blue** is intended to be modified with the correct cross-references once incorporated into a jurisdiction's ordinance.
- ④ The relevant TOD Big 5 elements for each component are noted in **dark orange icons**. There may not always be an icon shown if a Big 5 element is not applicable.
- ⑤ Finally, the intent behind the component can be found to the right in **orange**. These comment boxes clarify the intent behind the language and share relevant background information.

The diagram illustrates the structure of an ordinance component. It consists of a gray header bar labeled '1 Ordinance'. Below the header is a light gray box containing the text 'RT-X. Example' followed by a dark orange person icon and a circled '4'. The text continues: 'This is where the technical ordinance language will be.' followed by blue italicized text '[cross-reference information]' and a circled '3'. To the right of the light gray box is an orange callout box labeled '5 Intent/Comment' with the text: 'This is where the intent/purpose behind the specific ordinance component will be explained.'

Ordinance

Intent/ Comments

RT-1 Purpose



The intent of the RT Overlay is to encourage incremental residential growth in single-family neighborhoods that are within ½ mile of proposed high capacity transit stations. The goal of this overlay is to:

- Create new housing units while respecting the look and scale of single-dwelling development
- Support more efficient use of existing housing stock and infrastructure
- Provide housing that responds to changing family needs, smaller households, and increasing housing costs
- Foster a more pedestrian-friendly environment

State broad goals of incremental, “gentle density” and people-friendly neighborhoods.

RT-2 Definitions

Accessory Dwelling Unit. A residential living unit that is within, attached to, or detached from a single family dwelling and that provides independent living facilities for one or more persons, including provisions for sleeping, eating, cooking, and sanitation on the same parcel of land as the principal dwelling unit it accompanies.

Carport. A roofed, wall-less shed, usually projecting from the side of a building, used as a shelter for an automobile.

Cottage Courts. A group of small detached houses or attached houses centered around a common open space or courtyard. The central courtyard enhances the character of the area through the provision of consolidated open space. A cottage court may be developed on individual lots or with a common form of ownership.

Duplex. Two dwellings attached to appear as a single dwelling.

Garage. A completely enclosed or indoor space in which to park or keep a motor vehicle.

Principal Dwelling. The main residential structure on a lot in a single-family neighborhood.

Provide definitions that may be missing in a current code or define elements specific to the model ordinance language

Ordinance

Intent/ Comments

RT-3 Minimum Standards for Infill Single-Family Dwellings



To accommodate a greater diversity of single-family housing types, the following minimums in Table 1 are established for the RT overlay.

Table 1 - Single Family Minimum Standards

Minimum Lot Size	3,000 square feet
Minimum Lot Width	35 feet if lot is 80 feet deep or greater
	45 feet if lot is 60-79 feet deep
	60 feet for lots 59 feet deep or less
Minimum Heated Square Footage of Principal Dwelling	1,000 square feet (700 square feet in cottage courts)
Minimum Off-Street Parking Requirement	1 space for principal dwelling

Reduction of current minimums such as heated square feet and lot widths will provide increased flexibility for building a greater diversity of housing, as well allowing additional units where lot sizes are large and can comfortably accommodate them.

RT-4 Infill Design Standards

(1) If at least 25 percent of principal dwellings on both sides of the parcel's block have front porches, a porch is required.

(2) Garages and Carports

- (A) Attached garages must be located to face to the side or rear of the property.
- (B) Detached garages must be located at least 40 feet from the front property line.
- (C) Carports are allowed

Encourage a more pedestrian-friendly environment through homes designed to be more interactive with the community. This includes the addition of porches and placement of garages so that they do not face the street. Carports, because they are open air and can serve as informal gathering spaces, are allowed in neighborhoods where ranch-style homes are the predominant style.

Comment:

These standards are unlikely to come into play in the near future, as there is currently little pressure for teardowns in most of these neighborhoods, and the majority are built-out.

Ordinance

Intent/ Comments

RT-5 Accessory Dwelling Units

Accessory dwelling units are permitted in the RT zone.

(1) An accessory dwelling unit may be created through new construction, conversion of an existing structure, addition to an existing structure, or conversion of a qualifying existing house to an accessory cottage while simultaneously constructing a new primary dwelling on the site.

(2) A maximum of one (1) accessory dwelling unit is permitted per primary dwelling.

(3) The accessory dwelling unit can be internal to the primary dwelling, attached, or detached.

(4) Accessory dwelling units must follow setback, height, and materials standards for accessory structures ([refer to local code section here](#)) with the following exceptions:

(A) An accessory dwelling unit shall maintain an aesthetic continuity with the principal dwelling

(B) An accessory dwelling unit's exterior building materials, excluding architectural accents, shall be primarily brick, wood, stucco, or stone. Textured concrete masonry or cementitious fiberboard may be used as an exterior building materials, but shall not constitute the majority of any side of a building.

(5) The maximum lot coverage of the primary single-family dwelling and the accessory dwelling unit cannot exceed 60%.

(6) The maximum size of an accessory dwelling unit is limited to the lesser of 800 square feet or three-quarters of the living area of the primary single-family dwelling.

(7) No additional parking is required for an accessory dwelling unit.

8) A lot or parcel of land containing an accessory dwelling unit shall be occupied by the owner of the premises, and the owner may live in either the accessory dwelling unit or the primary dwelling unit.

[\[Optional\]](#).

Of all the provisions in this overlay, allowing accessory dwelling units is likely to have the most impact on incrementally increasing density. Requiring owner occupation of the site is not recommended, but an option to consider if the community has concerns about housing maintenance and quality.

Ordinance

Intent/ Comments

RT-6 Duplexes

Duplexes that meet the following standards in Table 2 are allowed in RT zones.

Table 2 Duplex Standards

Minimum Lot Width	50 feet
Minimum Lot Depth	100 feet
Minimum Height	2 stories
Minimum Heated Floor Space Per Unit	700 square feet
Maximum Building Square Footage	110% of largest single-family home on block
Maximum Lot Coverage	60%
Minimum Parking Requirement	1 parking space/unit
Maximum Parking	1.5 parking spaces/unit

Duplexes have a negative connotation in many Atlanta area communities. To make this option more palatable to residents, a higher standard of design is required for this housing product than single-family infill.

- (1) Duplexes are subject to all Infill Design standards (Section RT-4)
- (2) Duplexes must provide transparent windows and/or doors on at least 20 percent of all facades visible from the public right-of-way.
- (3) Side-by-side duplexes must not have front elevations that are mirror images. The left side and right side of the building must be designed to include variety in at least three of the following elements:
 - A. Roof style
 - B. Architectural banding, trim, or cornice detail
 - C. Window trim, the number of mullions or muntins, or shutters
 - D. Window size and placement
 - E. A covered entryway or front porch design
 - F. Balconies or Juliette balconies
 - G. Building projections and recesses
 - H. Decorative roofline elements such as brackets or chimneys
 - I. Façade articulation such as bay windows or dormers
 - J. One and two-story units
- (4) Duplexes with identical front elevations must not be located on adjacent building sites. Simple reverse configurations of the same elevation on adjacent lots are not sufficient. In order to qualify as a different façade elevation, dwellings must have different roofline configurations. In addition, at least three of the following architectural elements must be different from the adjacent building site(s):
 - A. Architectural banding, trim, or cornice detail
 - B. Window trim, the number of mullions or muntins, or shutters

Ordinance

Intent/ Comments

- C. Window size and placement
- D. A covered entryway or front porch design
- E. Building projections and recesses
- F. Decorative roofline elements such as brackets or chimneys
- G. Façade articulation such as bay windows or dormers
- H. Exterior color and material
- I. One and two-story units

RT-7 Cottage Courts

Cottage courts are permitted on lots that are at least 100 feet wide and at least 120 feet deep and must meet the following standards:

- (1) The maximum number of cottage units is 12
- (2) Up to 50 percent of the cottage units can be attached
- (3) A minimum of 25% of the site must be open/green space
 - (A) A central courtyard space is required, and counts towards the open/green space requirement
 - (B) All cottages must be within 30 feet of the central courtyard
- (4) Parking must be located in the rear in a shared lot
- (5) Maximum parking permitted is 1.5 space per unit
- (6) For detached units, separation between units must be a minimum of 10 feet
- (7) Individual unit footprints shall not exceed 30 feet by 30 feet
- (8) Maximum square footage per cottage unit is 1,200 square feet
- (9) Minimum square footage per cottage unit is 700 square feet.

Cottage courts are a popular idea in theory and can increase density in a way compatible to a single-family neighborhood, but they often do not provide increased affordability due to their high per unit construction costs. Regardless, they are a desirable housing product, and should be allowed in RT zones if there is developer interest.