

CLAYTON COUNTY TRANSIT SUPPORTIVE LAND USE STUDY

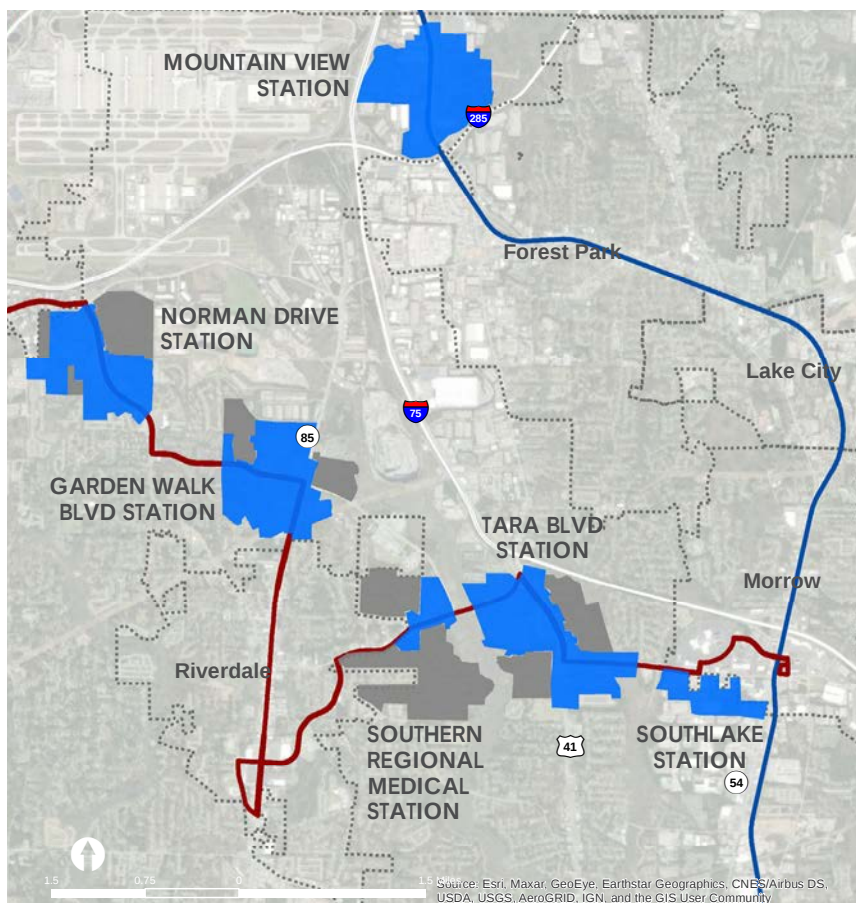
CLAYTON COUNTY IMPLEMENTATION STRATEGY



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.

This document provides implementation recommendations in two areas: zoning and further planning/coordination. They are intended as suggestions for Clayton County to consider at the appropriate time, and reflect not only MARTA's goals for supporting future high capacity transit but also Clayton County's vision for development. Of the three model ordinances MARTA developed during this planning process, two are recommended for Clayton County's Stations: TOD-CORE-Redevelopment/New Build (TCR) and TOD Residential Support (RT).

Map 1: Proposed Station Areas in Riverdale



- City Boundary
- TOD Core: Redev/New Build
- Residential Support
- SR 54 LPA
- Riverdale LPA

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JURISDICTION IMPLEMENTATION ACTIONS

MARTA understands the importance of balancing the County'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 six months:

- Begin coordination with GDOT to discuss SR 85 improvements
- Start intra-County coordination with the Department of Transportation and CCWA
- If MARTA is awarded the FTA TOD Pilot Study grant, Clayton County should participate in the joint planning process

Once station locations are vetted through the NEPA process:

- Establish station area working groups
- Amend the County's Comprehensive Plan:
 - Update the character area map to reflect station area
 - Include key infrastructure projects in the Community Work Program to support station area
- Evaluate County facilities within station areas for their alignment with the zoning recommendations, and identify potential facilities for future relocation into the station areas
- Coordinate with other SR 54 jurisdictions to pursue a joint LCI planning update that will address the Mountain View station area
- If the FTA TOD Pilot Study is not awarded for detailed station area planning, then apply for LCI funding to develop station area plans. This study will need to:
 - Engage the public on the draft station areas and transit supportive land use principles
 - Engage the community and other stakeholders on the overlay option versus modifying the existing Cherry Hills/Tara Boulevard overlay
 - Establish official trail and roadway type maps

1 RECOMMENDATIONS OVERVIEW

**MORE
INFO:**

1 PICK A PATH: ADD A NEW TOD OVERLAY OR SIGNIFICANTLY REVISE CHERRY HILLS/TARA BOULEVARD OVERLAY FOR RIVERDALE BRT STATION AREAS

To lay the foundation for transit supportiveness in the future core station areas, there are two main options: adopt a new TOD Overlay or revise existing zoning to better align with the model ordinance. If the second option is selected, there are several recommended revisions to the Cherry Hills/Tara Boulevard Overlays, which currently regulate (at least parts of) four out of the five Clayton stations on the Riverdale BRT line.

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2 REVISE THE MOUNTAIN VIEW OVERLAY

Clayton County's primary station on the SR 54 LPA is also a unique area with a specific vision for growth. MARTA recommends simplifying and adjusting the existing Mountain View overlay for this station area.

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3 ESTABLISH A NEW RESIDENTIAL ZONE

MARTA recommends a new residential zone that emphasizes “gentle density” in residential neighborhoods in close proximity to the proposed station areas.

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4 REVISE 2007 LAND DEVELOPMENT AND RIGHT OF WAY GUIDELINES

MARTA recommends working with the Clayton County Department of Transportation to revise some of the guidelines to accommodate street design components that result in a more people-friendly network.

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5 COORDINATE ACROSS DEPARTMENTS TO IDENTIFY WIN-WINS

Collaborate with other County agencies such as the Clayton County Water Authority to discuss any goals or projects they may have in the station areas, and evaluate the potential for the TOD to support them.

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6 PURSUE DETAILED STATION AREA PLANNING

Coordinate with other corridor jurisdictions to pursue more detailed station area planning:

- *Riverdale BRT Corridor* – refine station area planning either through the FTA Pilot TOD grant (if awarded to MARTA) or an LCI planning process
- *SR 54 Corridor* – Represent Mountain View station and participate in a joint LCI application for updating station area plans along the SR 54 high capacity corridor

**Pages
11,18,
25, 32,
43, & 47**

2 MOUNTAIN VIEW STATION

RECOMMENDED ZONING STRATEGY: Rezone station area to a single tier of Mountain View Overlay with TCR adjustments *or* new TCR Overlay

Mountain View is a unique area with a distinct vision for growth. Its location adjacent to the airport (and its noise) discourages dense residential uses, but this proximity is also a magnet for commercial uses. Recent roadway work, such as the realignment of Conley Road, is greatly changing the character of this area which has largely been in decline since the 1980s, when airport noise and expansion plans took precedence over the City of Mountain View.

Map 2: Recommended Mountain View Station Area



 Recommended Riverdale Mountain View Station Area (TOD-Core)

 SR 54 LPA



Existing office space in station area



Large areas of undeveloped space



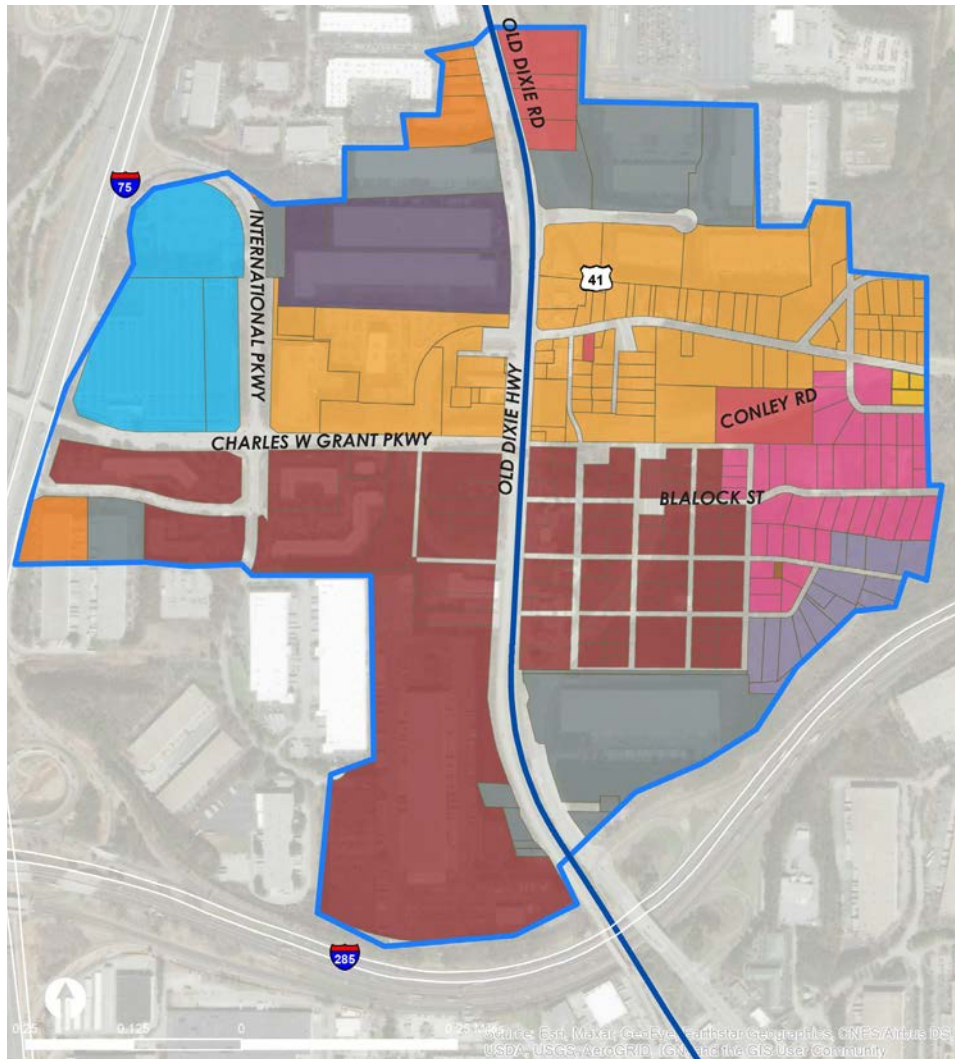
The realignment of Charles Grant Parkway and Old Dixie Highway will have a major impact on development form

CURRENT ZONING + ANALYSIS

The County developed a land use vision for the area in 2018, which prompted its rezoning into several detailed overlays. These overlays are complex and nuanced, with multiple different sub-tiers of the Mountain View overlay. Historically, most development interest has been industrial, which is somewhat in conflict with the County's vision for a regional mixed-use commercial center.

- Southwest quadrant is mostly MVIMO
- Northwest quadrant is a mix of MVMME, Heavy Industrial, and Light Industrial
- Northeast quadrant is mostly MVMME
- Southeast quadrant is mostly MVIMO, MVRMR, and Light Industrial

Map 3: Current Zoning in Proposed Mountain View TOD Core



Recommended Mountain View Station Area (TOD-Core)	MV-IMO	MX	LI
	MV-RMR	MV-MME	OI
SR 54 LPA	GB	MV-MUR	HI
	MV-EDU		

ZONING RECOMMENDATIONS

The planning team compared the model MARTA TOD-Core-Redevelopment/New Build (TCR) Ordinance with Clayton County's existing ordinance. The overlay tier most closely aligned with the TCR model ordinance is MVMME.

MARTA recommends updating the existing overlay to better align with the TCR model ordinance. Specific recommended changes can be found in the County-Wide Strategies on page 48. These recommended changes necessitate simplifying the tiers of the current Mountain View Overlay. Two potential options for this simplification are suggested:

Option 1: Simplify Mountain View Overlay into Two Tiers

The multiple tiers of the Mountain View Overlay are very specific about the types of uses that are allowed, and variation between the six is subtle in many cases. To encourage clarity (and ultimately encourage development) MARTA recommends simplifying the overlay and loosening the types of uses allowed to encourage a greater mix of transit-supportive uses. Specifically, MARTA recommends that the County consider a two-tiered overlay, in which Tier 1 addresses the core of the future station area, and Tier 2 addresses the outlying areas and could accommodate less intense, less transit supportive uses that are in demand for this particular geography (such as industrial).

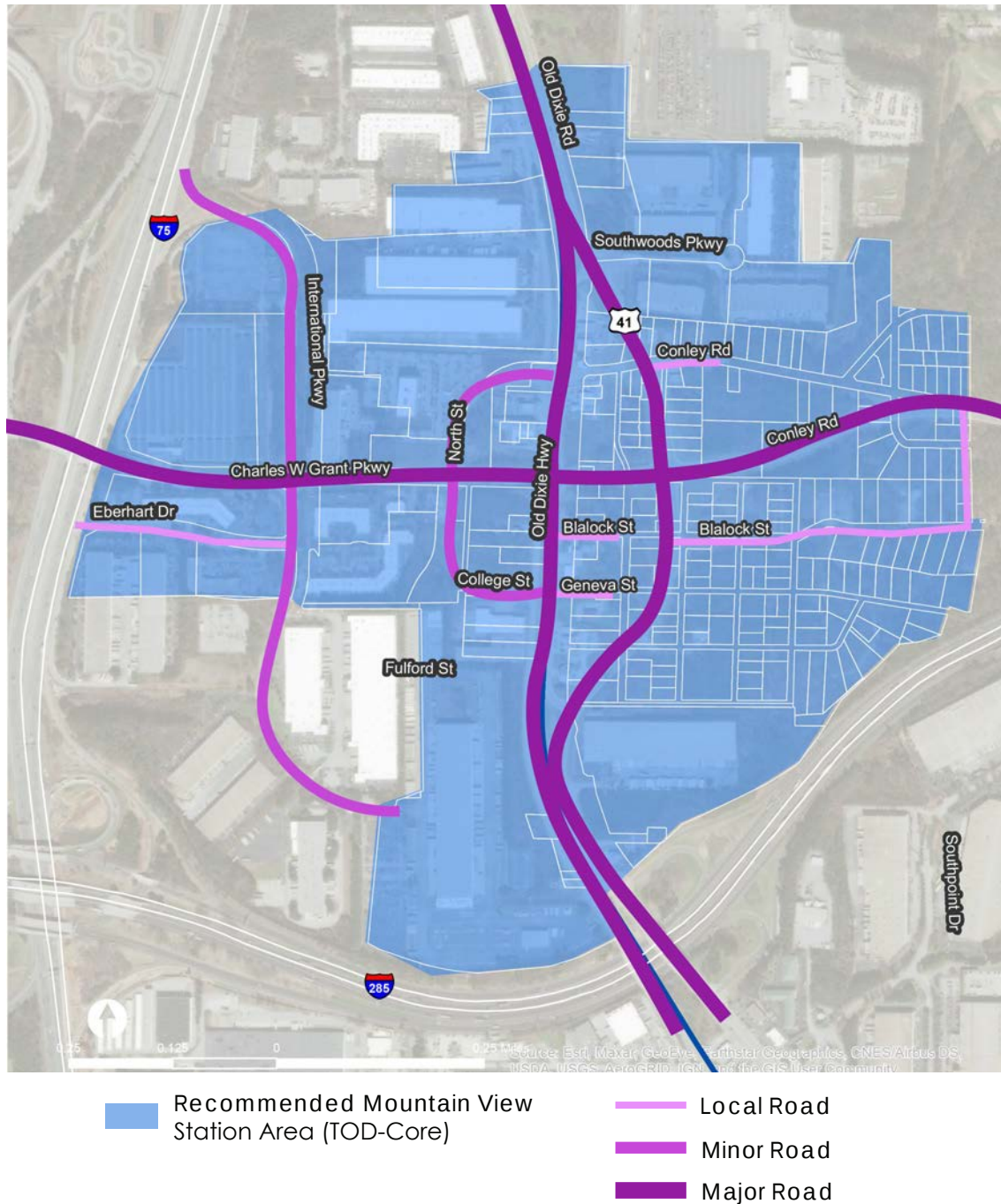
Option 2: Re-zone recommended TOD boundary so that all parcels are in the same tier (MVMME)

If simplifying the entire Mountain View overlay is not an option, the MARTA planning team recommends that the boundary shown in Map 2 be rezoned to MVMME for increased consistency.

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 76). Map 4 contains MARTA's recommendations for street type designations in the Mountain View station area.

Map 4: Recommended Mountain View Station Area Street Types



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

To demonstrate the type of development a revised MU zone could result in, the planning team selected a demonstration site.

One parcel in the northwest corner of the recommended station area was chosen to illustrate the possibilities of the new ordinance. The property is located on International Parkway just east of I-75 North near the Hartsfield Jackson International Terminal. Currently the site is a vacant parking lot and is adjacent to an active airport park and ride facility. The purchase of the site by Clayton County came with the stipulation having some transportation-related use.

Map 5: Mountain View Rendering Site Location



Current parking at rendering site



Fenced entrance to rendering site

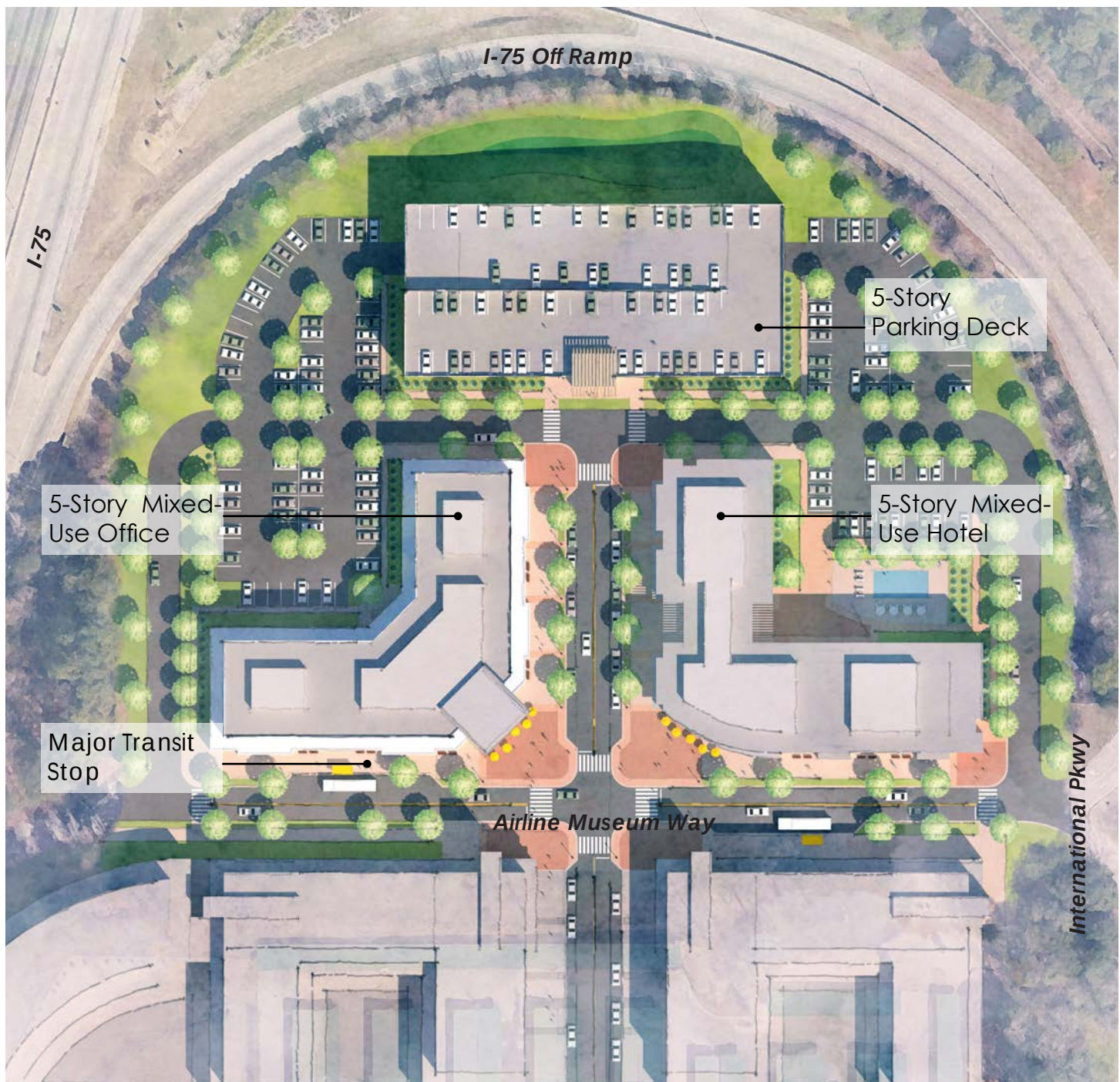
-  Rendering Site
-  Recommended Mountain View Station Area (TOD-Core)
-  SR 54 LPA



Large, empty surface parking lot at site

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 1: Mountain View Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 2: Mountain View Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 0.95 floor to area ratio (FAR)



Mixed Use

- Horizontal mixed use (Option B in ordinance)



Walkability

- Creation of two new local roadway links across site
- Connected sidewalk network



People-Friendly Design

- Street trees
- Urban-style plaza spaces
- Landscaped parking



Managed Parking

- Mix of structured and surface parking

ADDITIONAL RECOMMENDATIONS

Station Area Planning:

- *Participate in the proposed SR 54 Joint LCI.* Update or Develop Supplemental Mountain View Master Plan as part of a joint SR 54 LPA LCI Study coordinated with other jurisdictions in the corridor
 - » If the County elects Option 1 and simplifies the Mountain View overlay into two tiers, this should be reflected in an update or study supplement
 - » Consider allowing industrial uses outside the TOD Core, as long as they can meet certain standards for people-friendly design and walkability
 - » Use the plan as an opportunity to study a potential alignment to connect the Hapeville Model Mile trail and the Forest Park Model Mile through Mountain View
 - » Meet with CCWA to discuss potential green infrastructure/district stormwater needs around the Poole Creek tributary
- *Form a station area working group.* As part of the recommended LCI update, MARTA recommends creating a station area working group with representatives from City of Atlanta, GDOT, applicable Clayton County departments, and organizations/groups associated with the station area such as former Mountain View residents, the local film workers union (IATSE), property owners and business owners.

GDOT Coordination

In the case of Old Dixie Road/US-41, Clayton County will need to coordinate closely with GDOT. In some instances, GDOT and the TCR 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.

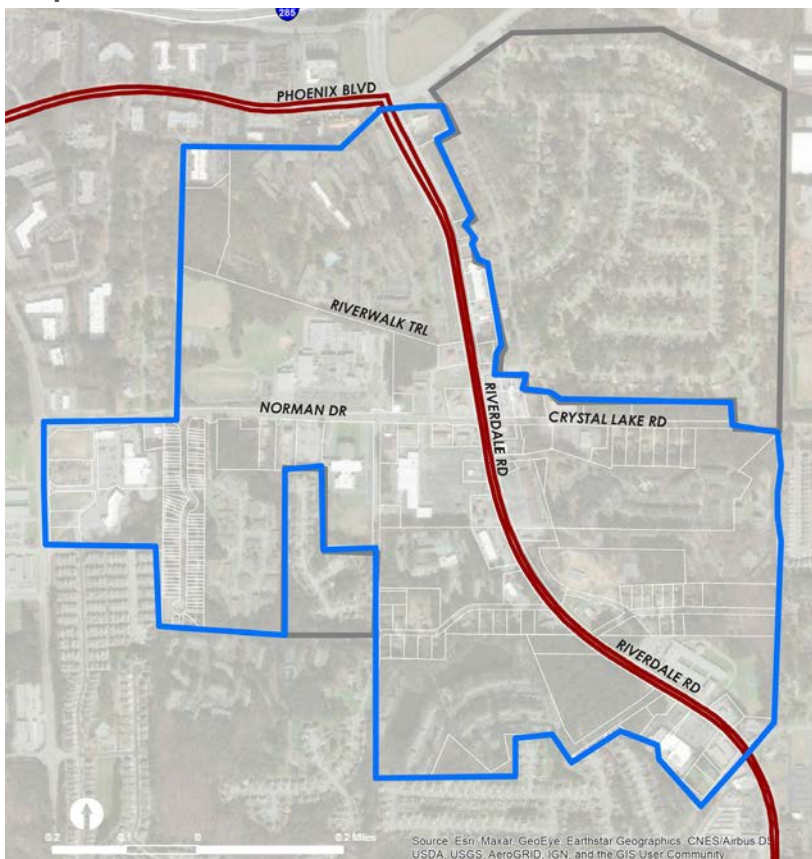
Preliminary conversations with GDOT indicate that the agency is open to collaboration on the corridor, particularly in terms of improving walkability and increasing safety. The model ordinance's higher minimum distance between drives (TCR-21) is supported by GDOT, as is the provision of safe sidewalks 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.

3 NORMAN DRIVE STATION AREA

RECOMMENDED STRATEGY: New TOD Overlay or Revised Cherry Hills/Tara Boulevard Overlay

The bulk of the Norman Drive station area falls under the Cherry Hills Overlay, which has the same standards as the Tara Boulevard Overlay. The area is very suburban in character, and currently dominated by strip commercial uses along Riverdale Road with some garden-style apartments to the north. North Clayton High School is a major public facility in the area.

Map 6: Recommended Norman Drive Station Area



School in station area



Motel use in station area

-  Recommended Norman Drive station area (TOD-Core)
-  Recommended Residential Support Zone
-  Riverdale LPA



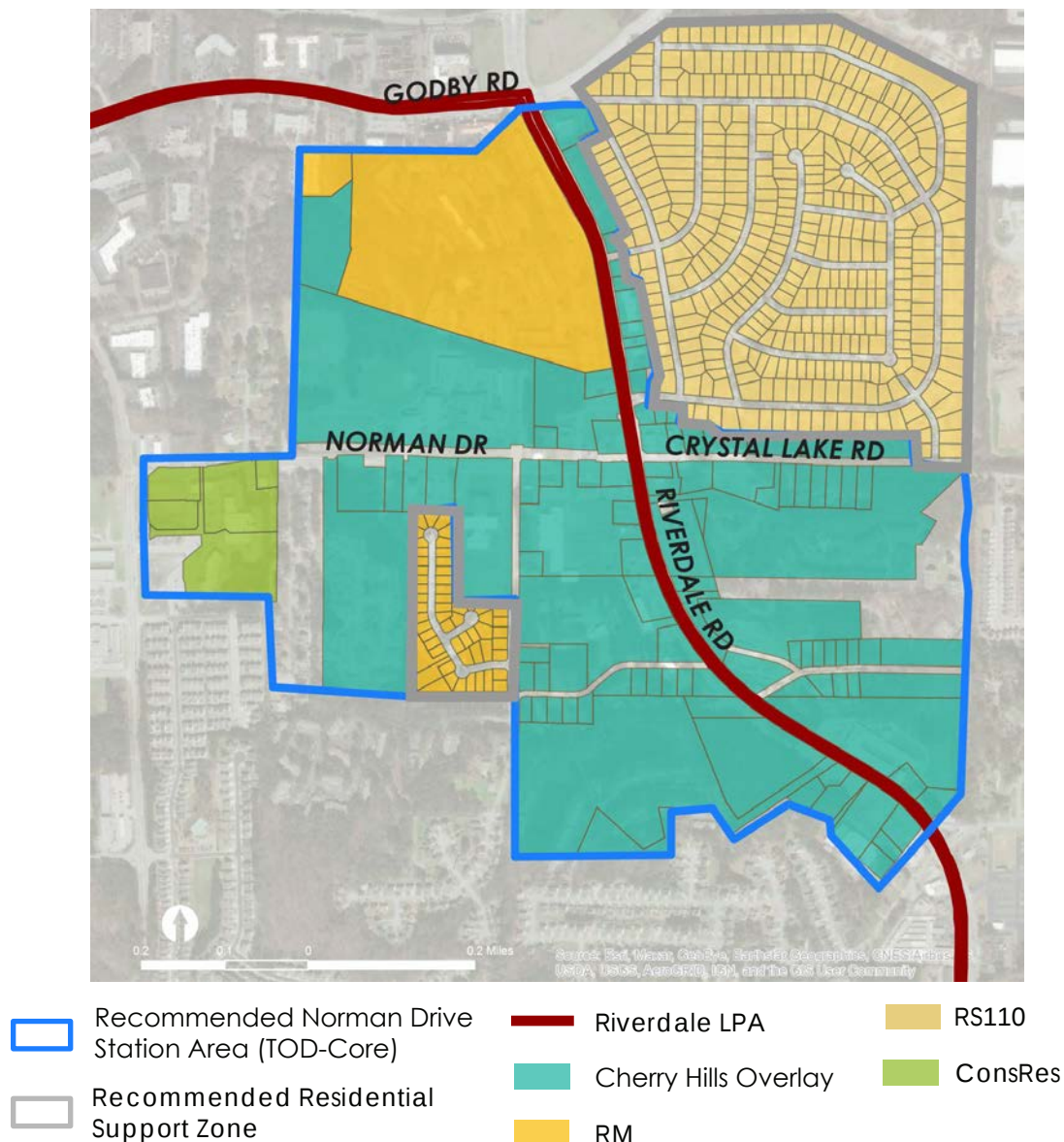
Aging multi-family buildings

CURRENT ZONING + ANALYSIS

Currently much of the proposed core station area is regulated by the Cherry Hills Overlay, with the exception of the Legacy Apartment Homes in the north near Godby Road. The Cherry Hills Overlay was adopted in 2008, and was the subject of a Design Guidelines update in 2013. Base zoning is predominantly CB (Community Business), RM (Multi-Family), and OI (Office Institutional). The residential support areas include Cherry Hills Center and Norwood neighborhoods, which are zoned RS-110 and RM respectively.

MARTA recommends either adjusting the existing Cherry Hills Overlay (see County-Wide Strategies, page 48) to include additional parcels in the Norman Drive Station Area, or removing the proposed Norman Drive Station Area from the Cherry Hills Overlay and using a new TOD Overlay for its regulation. MARTA recommends that Cherry Hills Center and Norwood be rezoned to the proposed RG-75T zone.

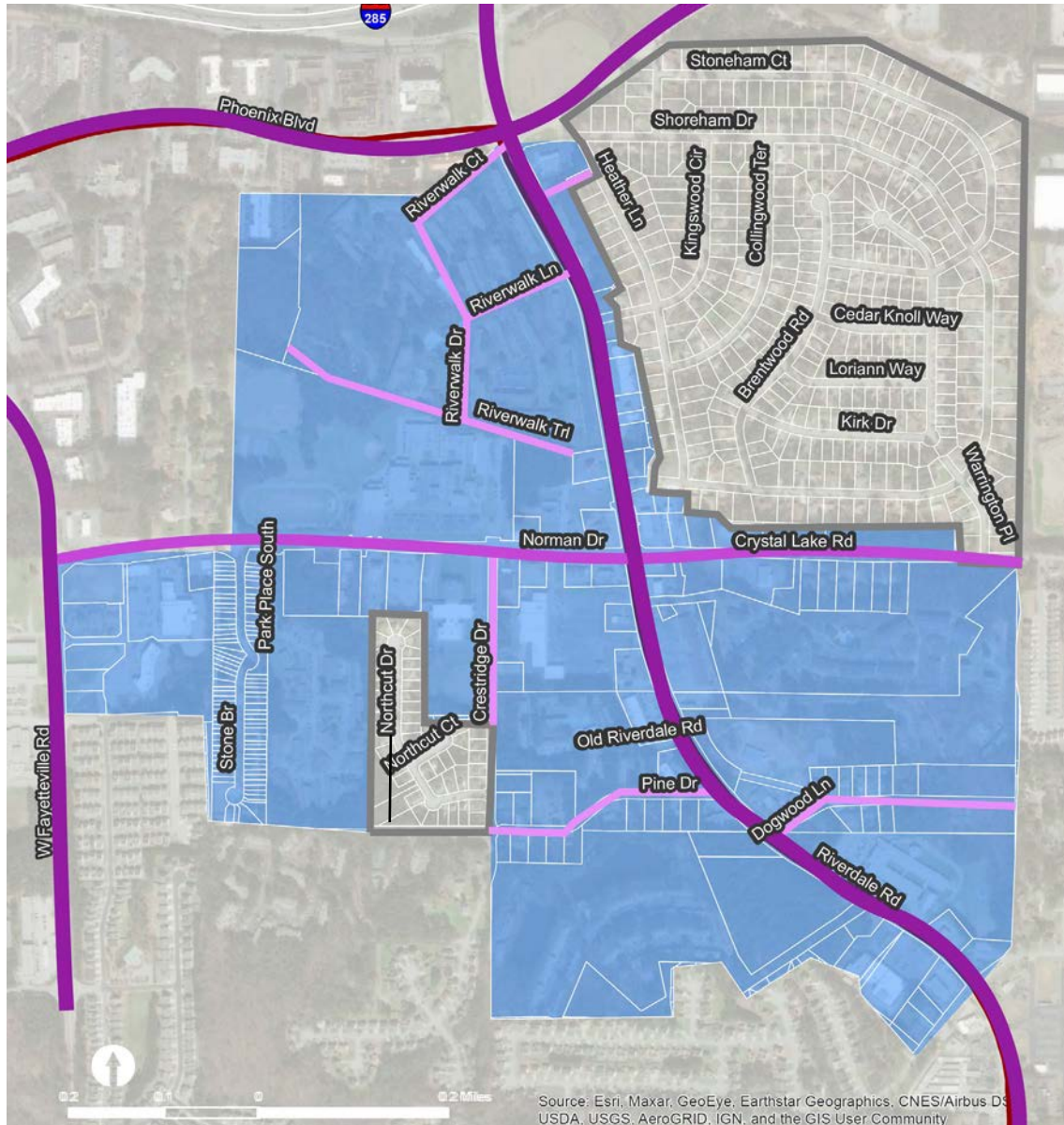
Map 7: Current Zoning in Proposed Norman Drive TOD Core



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 76). Map 8 contains MARTA's recommendations for street type designations in the Norman Drive station area.

Map 8: Recommended Norman Drive Station Area Boundary and Street Types

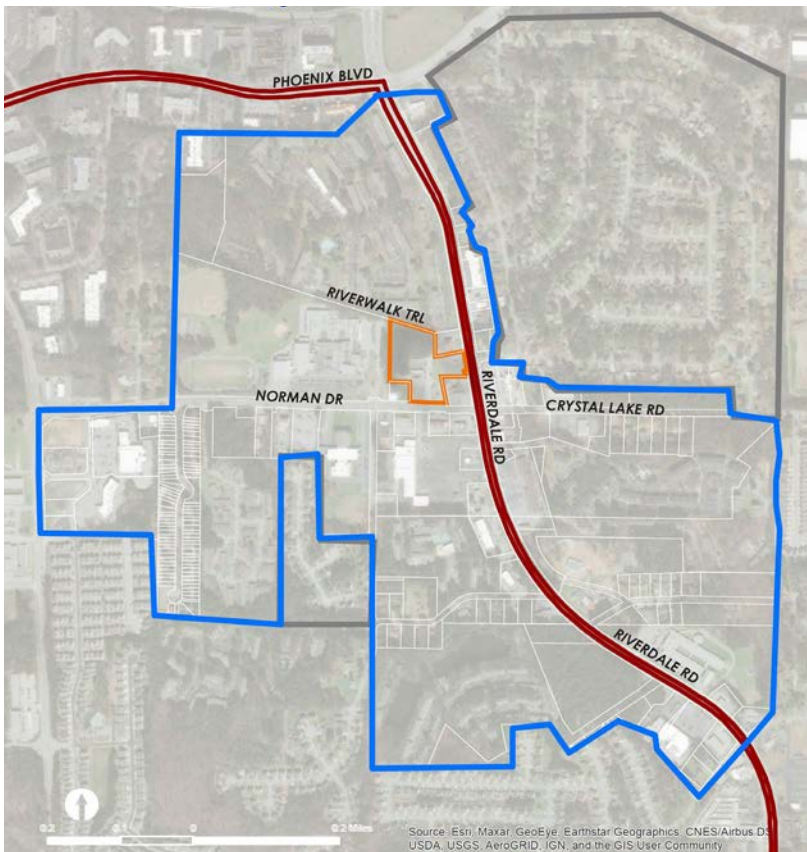


- | | |
|---|---|
| Recommended Norman Drive Station Area (TOD-Core) | Local Road |
| Recommended Residential Support Zone | Minor Road |
| | Major Road |

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

The site chosen to illustrate the possibilities of the new ordinance in the Norman Drive station area is located at the corner of Norman Drive and Riverdale Road. The site is made up of multiple parcels and is currently home to multiple commercial/retail uses including an active, but older strip mall, some fast food restaurants, and other services and is bordered by multi-family garden apartments to the north and North Clayton High School to the west. The site is majority impervious surfaces with a large amount of surface parking. This site would be situated right along the Riverdale LPA and serves as a great opportunity to test the ordinance's strength directly along the route.

Map 9: Norman Drive Rendering Site Location



- Rendering Site
- Recommended Norman Drive Station Area (TOD-Core)
- Recommended Residential Support Zone
- Riverdale LPA



Stand-alone commercial building



Site is partially undeveloped



Aging strip commercial uses

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 3: Norman Drive Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 4: Norman Drive Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 35 dwelling units (du)/acre



Mixed Use

- Exempted because of reduced block sizes (see Ordinance page 72)



Walkability

- Streetscape improvements
- Interior walking path in site
- Pedestrian connection to adjacent school



People-Friendly Design

- Neighborhood green space/dog park
- Street trees
- Human-scaled housing



Managed Parking

- Reduced requirements for surface parking
- Parking is located behind buildings

ADDITIONAL RECOMMENDATIONS

Station Area Planning:

- *Participate in the proposed Riverdale BRT TOD Pilot Study*
 - Although this area has been the subject of previous plans, the majority are outdated and are based on the assumption that Cherry Hills will redevelop into an industrial/business park. MARTA recommends that future station area planning for Norman Drive start with a blank slate.
 - Develop a clear vision for the area, particularly in relationship to other proposed station areas on the Riverdale BRT line
- *Form a Norman Drive Station Area Working Group.* MARTA recommends creating a station area working group with representatives from applicable Clayton County departments, Clayton County Board of Education, and organizations/groups within the station area representing faith organizations, neighborhoods, multi-family property owners, and major shopping centers.

4 GARDEN WALK STATION AREA

RECOMMENDED STRATEGY: New TOD Overlay or Revised Cherry Hills/Tara Boulevard Overlay

Garden Walk Boulevard is currently characterized by multiple garden-style multi-family apartment communities. The proposed station area is on the eastern end of the corridor, where it includes Martin Luther King Elementary School, a large multi-family neighborhood owned by the Housing Authority of Clayton County, and the Hindu Temple of Atlanta. A new senior living facility is currently under construction as well.

Map 10: Recommended Garden Walk Station Area



Existing garden-style residential multi-family



Existing garden-style residential multi-family

- Recommended Garden Walk Station Area (TOD-Core)
- Recommended Residential Support Zone
- Riverdale LPA



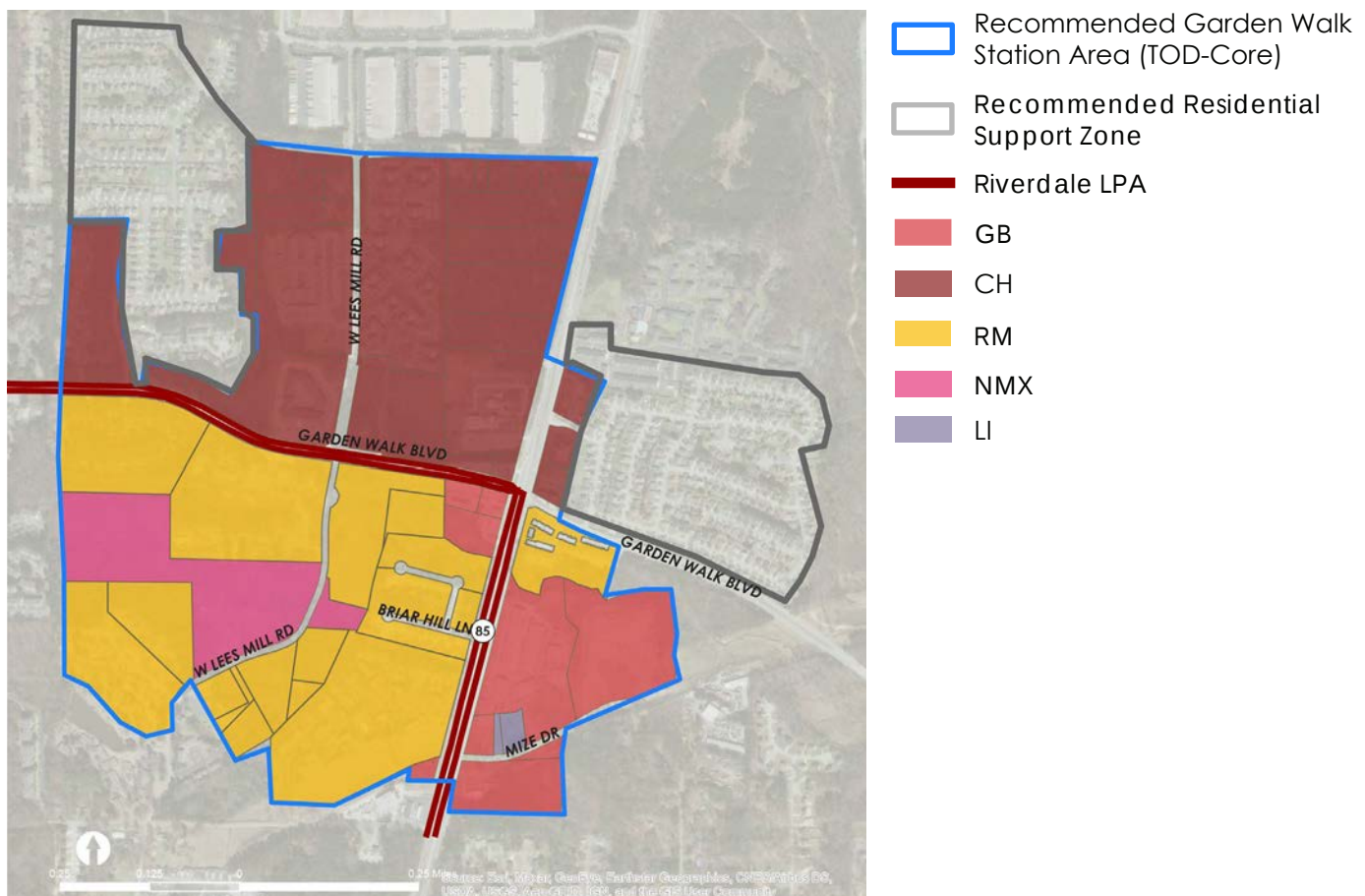
Aging strip commercial uses

CURRENT ZONING + ANALYSIS

The northern half of Garden Walk station area is part of the Cherry Hills Overlay, which is the same overlay that covers much of the Norman Drive station area. Base zoning north of Garden Lakes Boulevard is predominantly RM (Multi-Family Residential), with HI (Heavy Industrial) and GB (General Business) zones along SR 85. South of Garden Walk Boulevard there is no overlay is mostly RM (Multi-Family Residential), but with one large development zoned NMX (Neighborhood Mix), and a handful of parcels are GB (General Business) on SR 85. The two neighborhoods proposed for residential support--Pine Shoals and Eagles Crossing--are currently zoned Multi-Family Residential.

For consistency and ease, MARTA recommends implementing a new TOD overlay to govern the Garden Walk station area. This would entail removing parcels on the north side of Garden Walk Boulevard from the Cherry Hills Overlay. Should the County chose to modify the Cherry Hills overlay instead, the overlay boundary should be extended to cover parcels south of Garden Walk Boulevard as shown in Map 11. For the residential support neighborhoods of Pine Shoals to the west and Eagle's Crossing to the east, MARTA recommends rezoning to the proposed new zone of RG-75T.

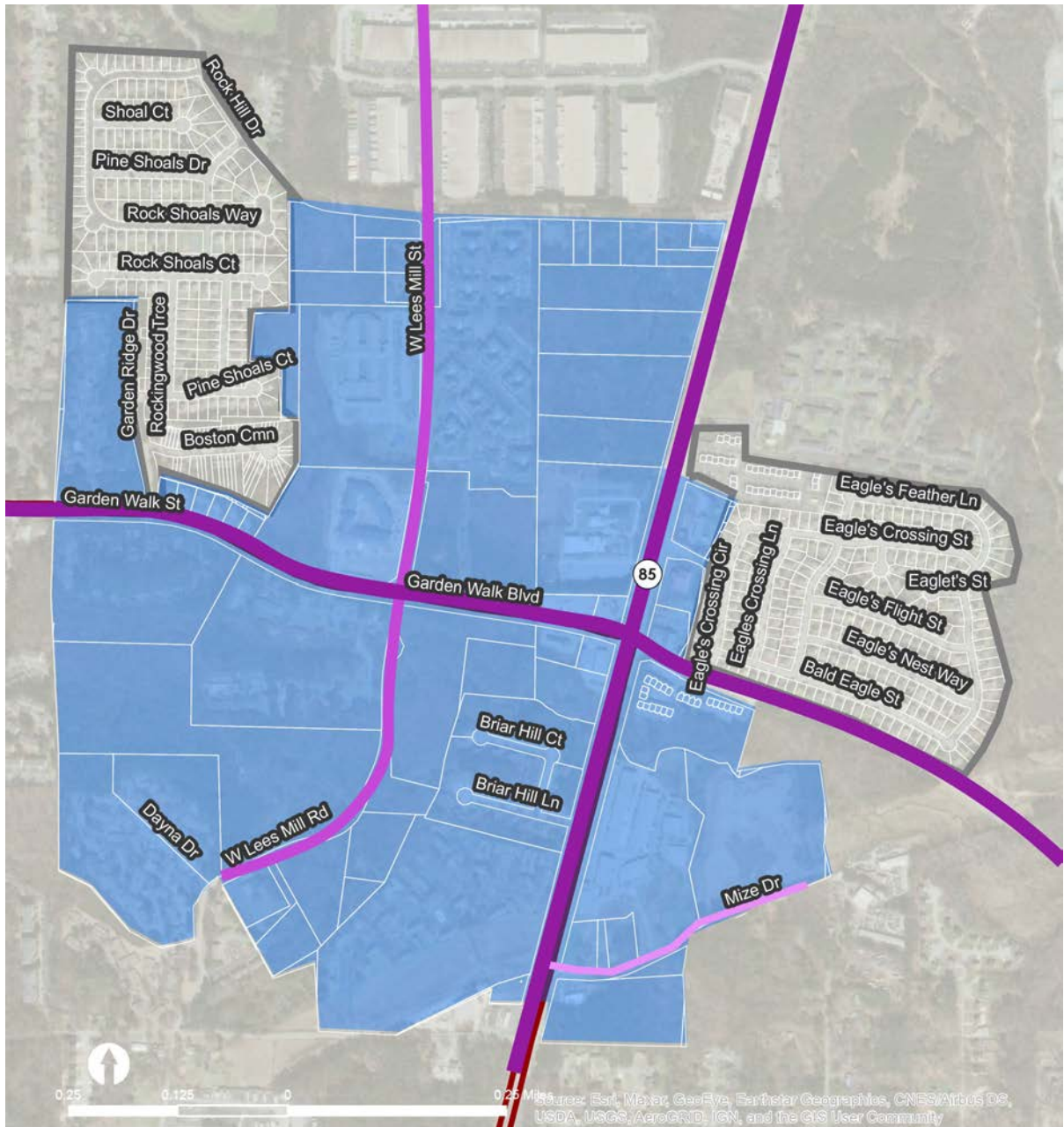
Map 11: Current Zoning in Proposed Garden Walk TOD Core



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 76). Map 12 contains MARTA's recommendations for street type designations in the Garden Walk station area.

Map 12: Recommended Garden Walk Station Area Boundary and Street Types



- | | |
|--|---|
| Recommended Garden Walk Station Area (TOD-Core) | Local Road |
| Recommended Residential Support Zone | Minor Road |
| | Major Road |

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

The site chosen to illustrate the possibilities of the new ordinance in the Garden Walk station area is located on Garden Walk Blvd directly across W Lees Mill St from the new senior housing development. The site is owned by the Clayton County Housing Authority and is currently majority forest growth with a cut through road to the multi-family housing development just north of the site. This site presents a unique opportunity to provide connectivity to existing senior and multi-family housing as well as the nearby Hindu Temple of Atlanta.

Map 13: Garden Walk Rendering Site Location



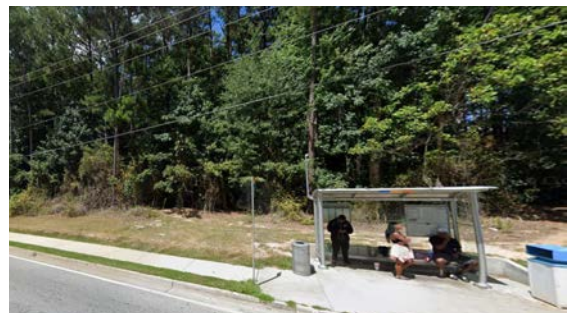
-  Rendering Site
-  Recommended Garden Walk Station Area (TOD-Core)
-  Recommended Residential Support Zone
-  Riverdale LPA



Current gateway signage



Sidewalk in place at existing bus stop



Transit users at the bus stop

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 5: Garden Walk Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 6: Garden Walk Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 36 dwelling units (du)/acre



Mixed Use

- Mixed Income (Option D in ordinance)



Walkability

- Pedestrian connections to adjacent land uses
- Internal walkable network connecting to existing network



People-Friendly Design

- Street trees
- Campus-like system of green spaces and amenities
- People-scaled building design and setbacks from roadways



Managed Parking

- Structured parking beneath buildings

ADDITIONAL RECOMMENDATIONS

Station Area Planning:

- *Participate in the proposed Riverdale BRT TOD Pilot Study:*
 - Of all the station areas in the Clayton High Capacity Initiative, Garden Walk Station Area has received the least amount of prior planning attention. Future station area planning will need to be more in depth for this area as a result.
 - The station area plan should validate/ground-truth the proposed trails from Clayton Connects, as well as look at direct linkages to a future Flint River Greenway.
- *Form a station area working group.* As part of the BRT TOD Pilot Study (or LCI Update) MARTA recommends creating a station area working group with representatives from GDOT, applicable Clayton County departments, and organizations/groups within the station area representing faith organizations, neighborhoods, multi-family property owners, employers, Finding the Flint, and major shopping centers.

GDOT Coordination

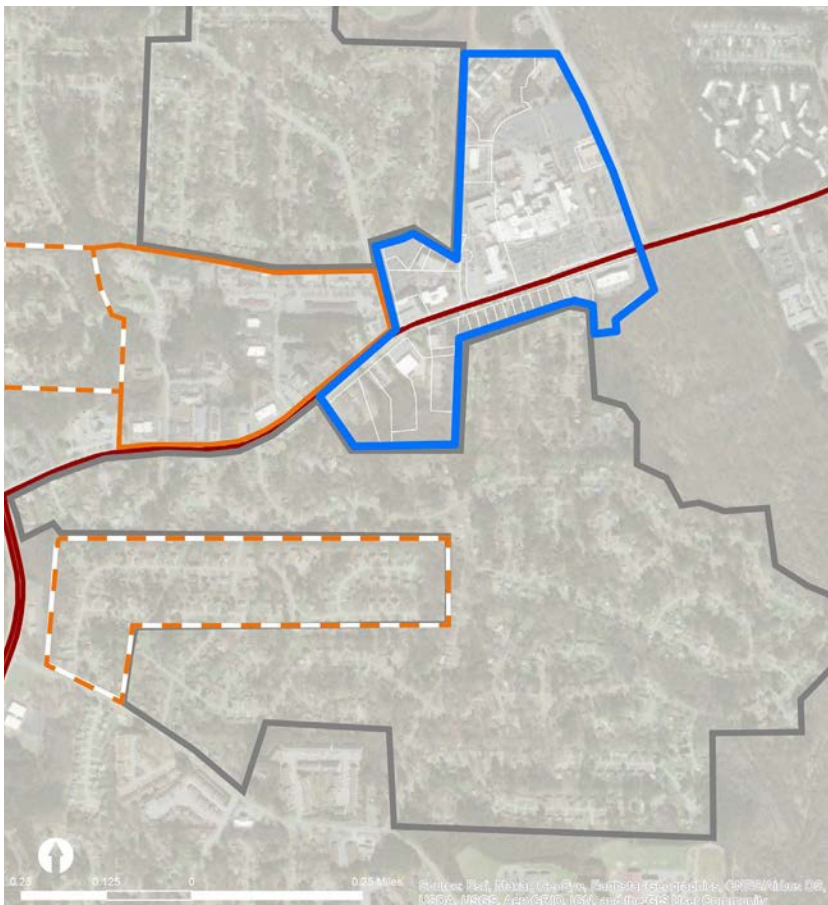
In the case of SR-85, Clayton County will need to coordinate closely with GDOT. See page 11 in the Mountain View station area section for details.

5 MEDICAL CENTER STATION AREA

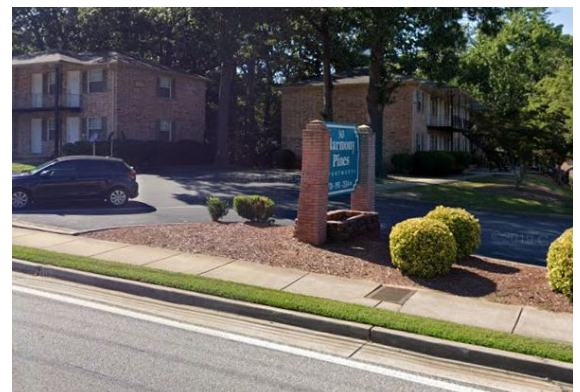
RECOMMENDED STRATEGY: New TOD Overlay *or* expand boundary/make revisions to the Tara Boulevard Overlay.

The Medical Center station area is unique in two respects: it falls under two jurisdictions (Clayton County and the City of Riverdale), and has a comparatively small Transit Core area. This is because of the proximity of multiple single-family neighborhoods to the north and south, and the Flint River to the east. Because of its small core size and close proximity to the Tara Boulevard station area, MARTA recommends treating these as a single area for future planning.

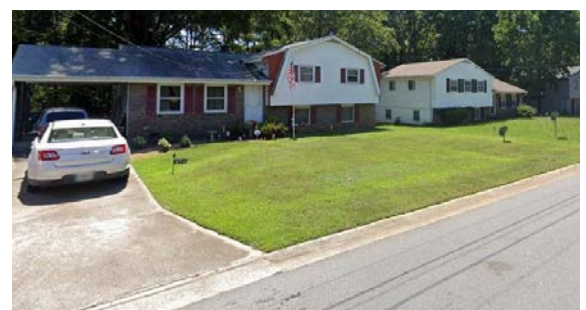
Map 14: Recommended Medical Center Station Area



Southern Region Medical Center



Aging multi-family uses nearby



Nearby single-family residential

- | | |
|--|---|
|  Recommended Medical Center Station Area (TOD-Core) Clayton County |  City of Riverdale Medical Station Area - TOD Core Boundary |
|  Recommended Residential Support Zone |  City of Riverdale Medical Station Area - Residential Support Boundary |
|  Riverdale LPA | |

CURRENT ZONING

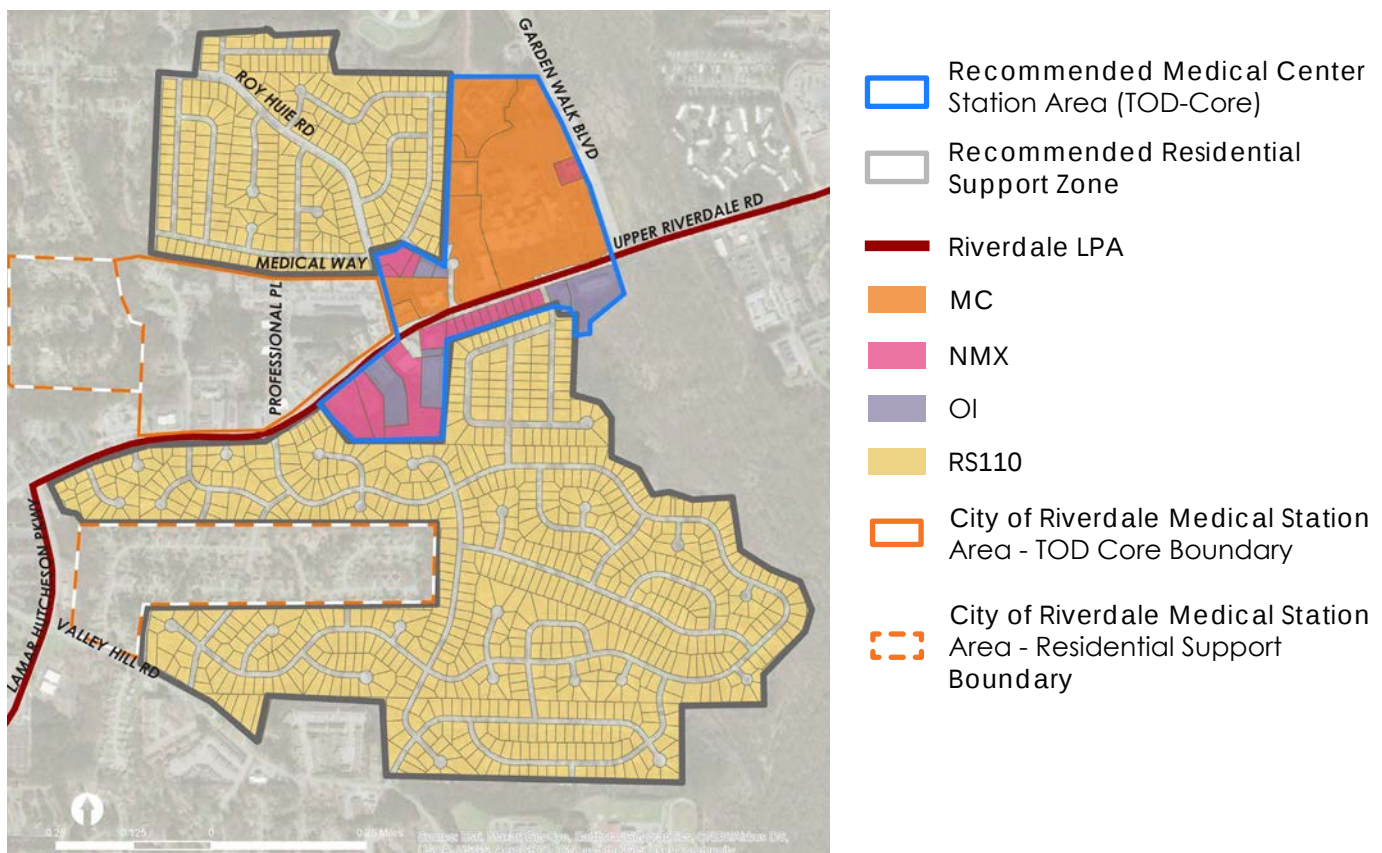
Because the Southern Regional Medical Center covers much of the station area, it's zone--MC (Medical Center)--is dominant. The handful of small parcels south of Upper Riverdale Road are a mix of OI (Office Institutional) and NMX (Neighborhood Mix).

The neighborhoods of Forest Haven, Wood Haven, Flintwood, and River Forest are by far the larger components of the broader station area. These neighborhoods are all zoned RS110.

The MC zone is not well aligned with the proposed MARTA model TCR ordinance in that it largely limits the permitted uses to only those that are medical in nature or directly support medical services. It also allows suburban-style buildings, and its density maximums are listed as dwellings/acre even though residential uses appear to be prohibited. The OI and NMX districts are also not well aligned with transit supportive goals as currently written. Because significant changes would need to be made to these district to ensure transit supportiveness, MARTA recommends either regulating this area under a new TOD Overlay or expanding a revised Tara Boulevard Overlay to cover this station area as well.

The adjacent neighborhoods of Forest Haven, Wood Haven, River Forest, and Flintwood are recommended for rezoning to RG-75T.

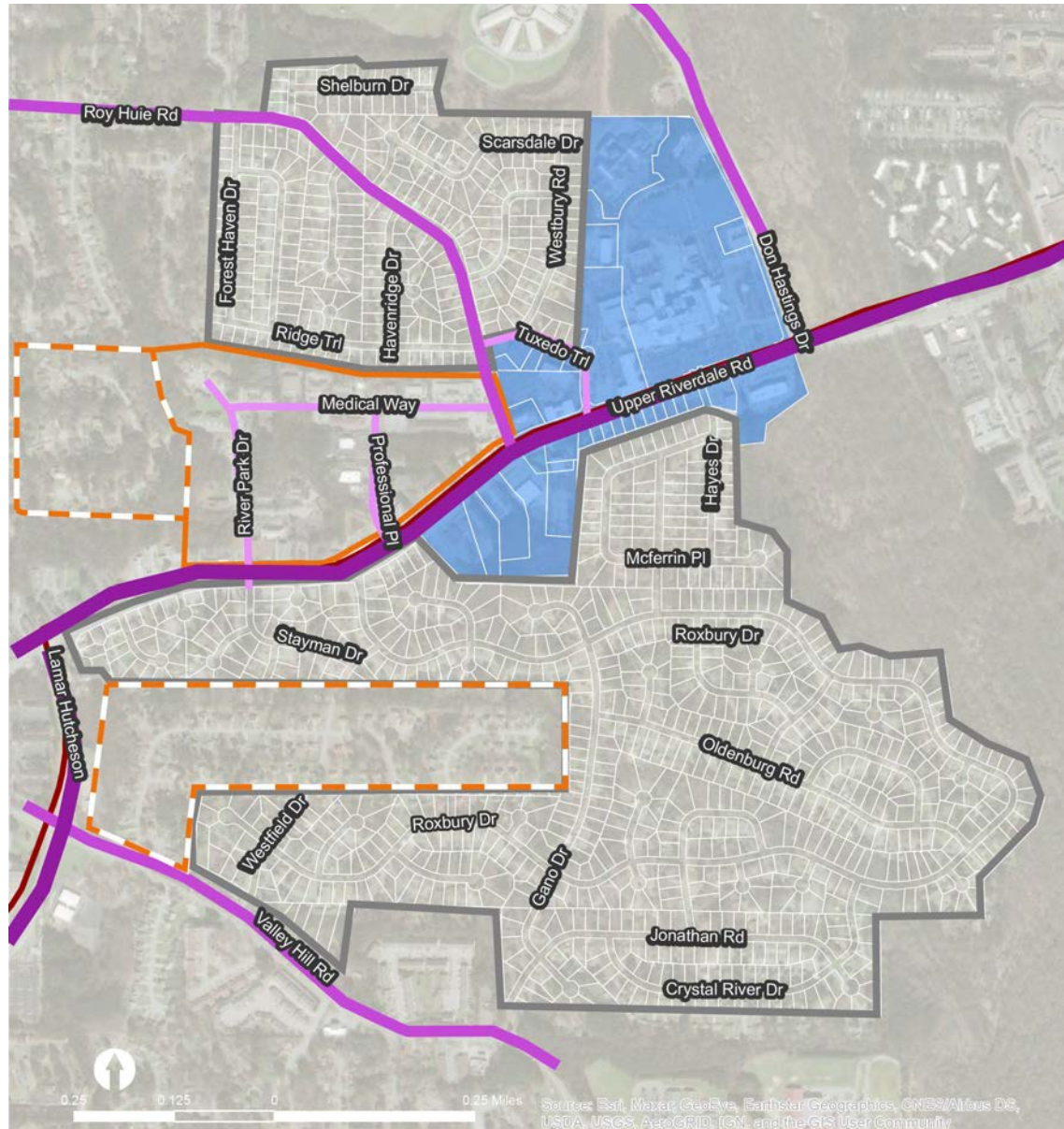
Map 15: Current Zoning in Proposed Medical Center TOD Core



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 76). Map 12 contains MARTA's recommendations for street type designations in the Medical Center station area.

Map 16: Recommended Medical Center Station Area Boundary and Street Types

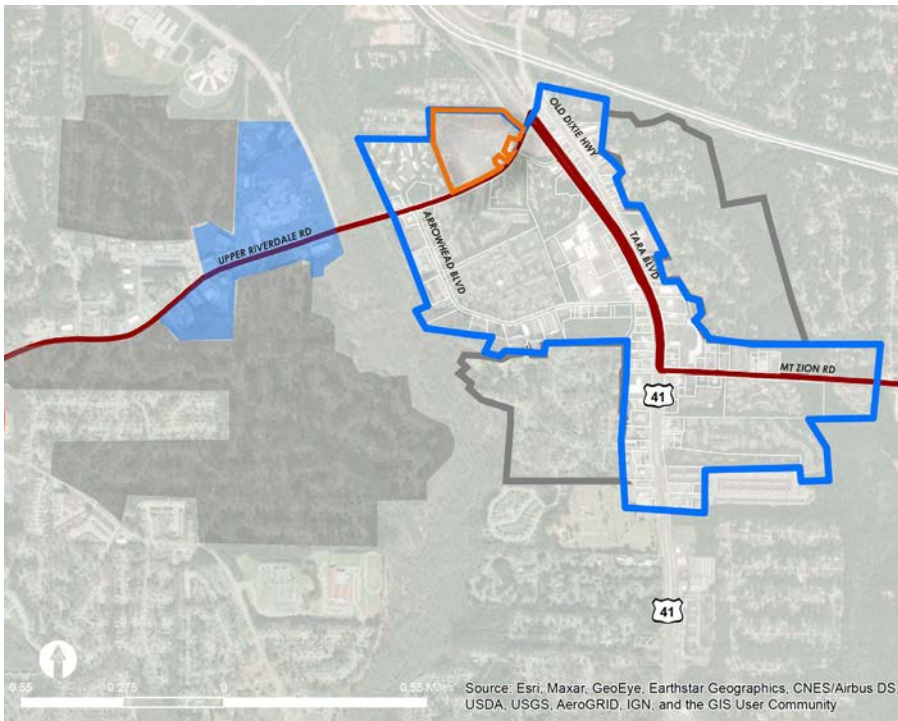


- | | | |
|---|---|--|
|  Recommended Medical Center Station Area (TOD-Core) |  City of Riverdale Medical Center Station Area - TOD Core Boundary |  Local Road |
|  Recommended Residential Support Zone |  City of Riverdale Medical Station Area - Residential Support Boundary |  Minor Road |
| | |  Major Road |

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

The current Tara Crossings Shopping Center site was chosen as a site to illustrate the possibilities of the new ordinance in the Tara Boulevard Station Area, but is also very close to the Medical Center Station Area to the west. The site is located on Upper Riverdale Road near the intersection with Tara Blvd. The site is made up of several parcels owned by multiple different owners of older, lightly used strip mall retail/commercial development. This site presents a unique opportunity of utilizing the ordinance to transform a dated retail development with mass surface parking into a regional retail/commercial/medical destination capitalizing on the uses of the two station areas it touches.

Map 17: Medical Center/Tara Boulevard Rendering Site Location



- Rendering Site
- Recommended Tara Boulevard Station Area (TOD-Core)
- Recommended Tara Boulevard Station Area Residential Support Zone
- Riverdale LPA
- Medical Center Station Area TOD Core
- Medical Center Station Area Residential Support Zone



Existing grocery store at Tara Crossings



Aging signage at Tara Crossings



Aging signage, surface parking, and vacant retail spaces at Tara Crossings

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 7: Medical Center/Tara Boulevard Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 8: Medical Center/Tara Boulevard Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 0.79 floor to area ratio (FAR)



Mixed Use

- Horizontal mixed use (Option B in ordinance)
- Mix of housing types



Walkability

- Addition of new local roadway connections
- Enhanced streetscape on Upper Riverdale Road
- Internal sidewalk network



People-Friendly Design

- Series of plazas/urban parklets
- Street trees
- People-scaled buildings and orientation to roadways



Managed Parking

- Parking structures
- Surface parking at far back and along edges
- Reduced parking minimums

ADDITIONAL RECOMMENDATIONS

As a “shared” station area, it is important to coordinate the County’s land use plans with the City of Riverdale. Zoning for the station area does not have to be identical across jurisdiction lines but should be compatible; as long as both the County and the City of Riverdale generally align zoning in this station area with the MARTA model TCR zone, compatibility issues should be avoided.

Station Area Planning

Participate in the proposed Riverdale BRT TOD Pilot Study:

- Given the proximity to the Tara Boulevard Station Area, these two areas should be planned in tandem as one large station area.
 - By combining the Medical Center and Tara Boulevard Station Areas (note: this does not mean combining the two stations into one station, just planning the two areas together holistically), the Flint River takes on even greater importance. It is essentially poised to be the area’s “Central Park,” albeit one rooted in passive natural space and not manicured lawns.
 - The County should sponsor a market study geared specifically toward medical support, and incentives for attracting the sector to the station area
 - With an anticipated concentration of medical offices, study the feasibility of district-wide parking solutions such as a shared parking deck serving multiple parcels/developments
 - Environmental pressures on the Flint River are creating challenges in adjacent single-family neighborhoods. If large-scale changes occur and some parcels are returned to green space, it could be an opportunity to offer residents a different type of housing closer to the proposed station area and lay a foundation for townhomes or multi-family housing in the area.
-
- *Form a station area working group.* As part of the BRT TOD Pilot Study (or LCI Update) MARTA recommends creating a station area working group with representatives from Southern Regional Medical Center, applicable Clayton County departments, City of Riverdale, and organizations/groups within the station area representing faith organizations, neighborhoods, multi-family property owners, medical office tenants, and Finding the Flint.

6 TARA BOULEVARD STATION

RECOMMENDED STRATEGY:

- Rezone station area to single tier of Old Dixie Highway Tara Boulevard Overlay with TCR adjustments *or* new TCR Overlay
- Rezone adjacent residential to proposed RG-75T zone

The Tara Boulevard station area is the largest—and potentially the most important—of the County's six station areas. Its proximity to I-75 and the Medical Center station area offers some of the most promising opportunity for redevelopment. Map 18 illustrated the proposed boundaries for the station area.

Map 18: Recommended Tara Boulevard Station Area



Existing strip commercial



Typical single-family housing in area



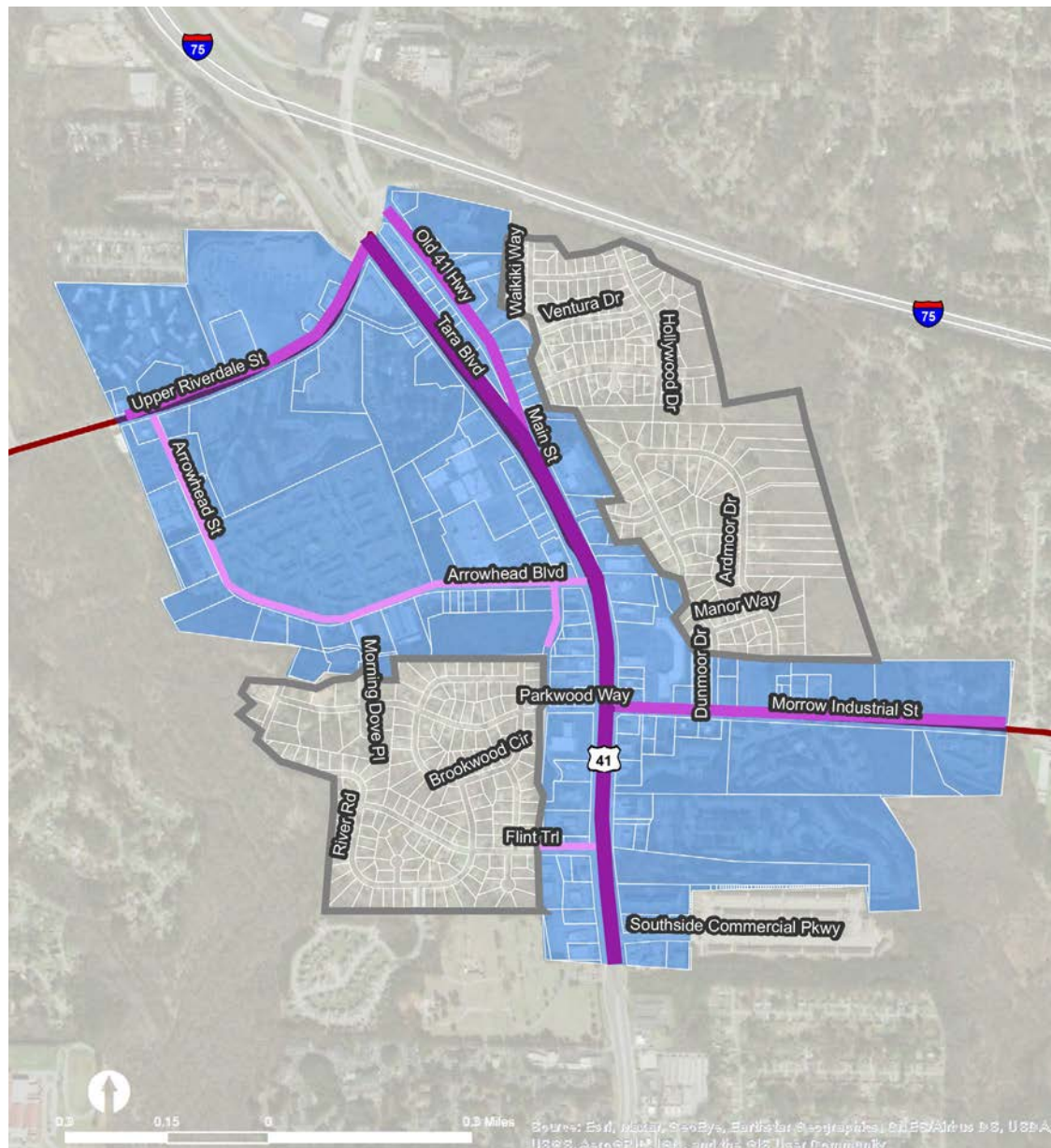
Dated townhomes

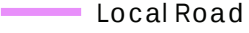
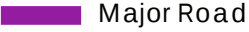
- ▬ Recommended Tara Boulevard Station Area (TOD-Core)
- ▬ Recommended Residential Support Zone
- ▬ Riverdale LPA

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 76). Map 19 contains MARTA's recommendations for street type designations in the Tara Boulevard station area.

Map 19: Recommended Tara Boulevard Station Boundary and Street Types



- | | |
|--|---|
|  Recommended Tara Boulevard Station Area (TOD-Core) |  Local Road |
|  Recommended Residential Support Zone |  Minor Road |
| |  Major Road |

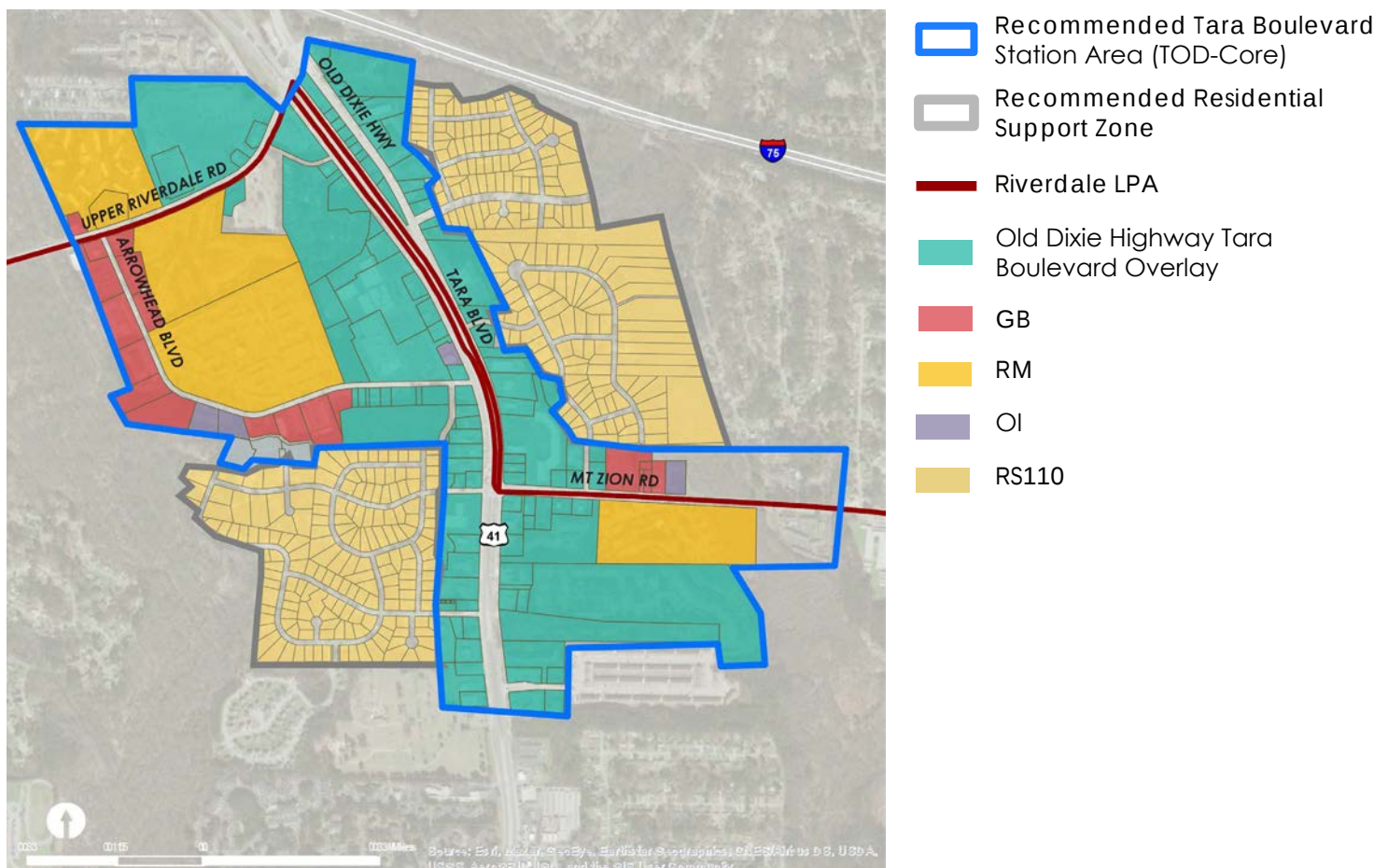
CURRENT ZONING + ANALYSIS

For the TOD Core, three zones currently dominate the proposed station area: the Old Dixie Highway Tara Boulevard Overlay (and its tiers), General Business (GB), and Multiple Family Residential (RM). The two adjacent single-family neighborhoods, Edgemoor West and Edgemoor East, are both zoned PUD and RS-110 respectively.

Similar to the Mountain View Overlay and its tiers, the Old Dixie Highway Tara Boulevard Overlay has four tiers with very prescriptive—and potentially limiting—land uses, but all with similar standards otherwise. Should Clayton County opt to keep the current overlay (rather than instating a new TOD overlay), MARTA recommends a simplification of the overlay into two tiers: one tier for the future station area, and one tier for areas outside the station area. Recommended adjustments to the overlay for better alignment with MARTA model TCR ordinance can be found on page 48.

Both Edgemoor West and Edgemoor East are recommended for rezoning to RG-75T.

Map 20: Current Zoning in Proposed TOD Core



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

To test the ordinance—and illustrate what potential development could look and feel like—MARTA applied the model ordinance to actual sites throughout the two proposed high capacity corridors. A specific parcel was chosen for each station area to demonstrate the possibilities of the ordinance.

As shown in Figures 9 and 10, two adjacent, underused parcels were chosen to illustrate the possibilities of the new ordinance. The property is located near the corner of Tara Boulevard and Mt. Zion Road, and is adjacent to the recently built Starbucks. Currently, the site is home to a large strip mall development behind an expansive surface parking lot, a stand-alone suburban-style restaurant, and two stand-alone Class C office buildings.

Map 21: Tara Boulevard/Mt Zion Rendering Site Location

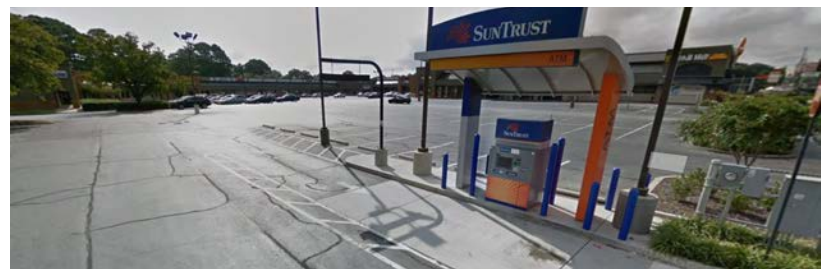


Existing, new Starbucks location



Aging signage, strip mall facility at Shops of Tara

- Recommended Tara Boulevard Station Area (TOD-Core)
- Recommended Residential Support Zone
- Riverdale LPA
- Rendering Site



Ample surface parking in declining state with car-oriented amenities

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 9: Plan View of Parcel Rendering



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 10: Tara Boulevard/Mt. Zion Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 0.73 floor area ratio (FAR), 17.5 (dwelling units) du/Acre



Mixed Use

- Horizontal mixed use (Option B in ordinance)
- Mix of housing types



Walkability

- Addition of new local roadway connections
- Enhanced streetscape on Upper Riverdale Road
- Internal sidewalk network



People-Friendly Design

- Series of plazas/urban parklets
- Street trees
- People-scaled buildings and orientation to roadways



Managed Parking

- Parking structures
- Surface parking at far back and along edges
- Reduced parking minimums

ADDITIONAL RECOMMENDATIONS

MARTA recommends planning Tara Boulevard and Medical Center station areas as a single station area because of their proximity.

Station Area Planning:

- See Medical Center station, above.

Partnerships and Engagement:

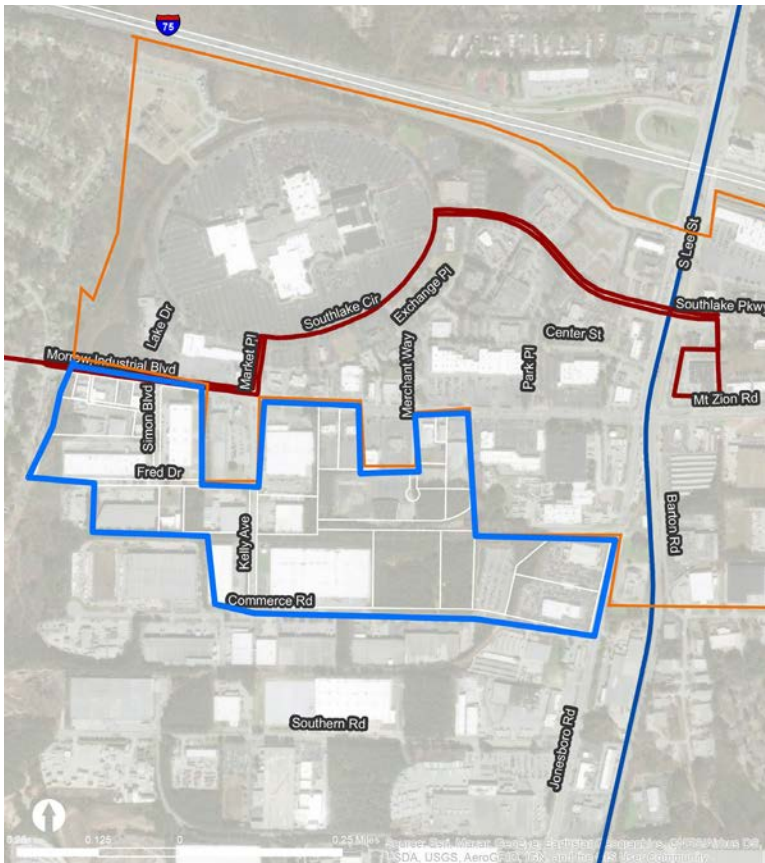
- See Medical Center station, above.

7 SOUTHLAKE STATION AREA

RECOMMENDED STRATEGY: New TOD Overlay

The Southlake station area is predominantly in the City of Morrow, and it is likely that the station itself will be located east of SR 54. It is an important station, as it is the only planned connection between the proposed Riverdale BRT line and the SR 54 line. Only about 1/5 of the proposed station area is located in unincorporated Clayton County. These parcels are predominantly light industrial and commercial in use.

Map 22: Recommended Southlake Station Area



Existing commercial uses



Some pedestrian enhancements are in place

- Recommended Southlake Station Area (TOD-Core)
- City of Morrow Southlake Station Area (TOD-Core)
- Riverdale LPA



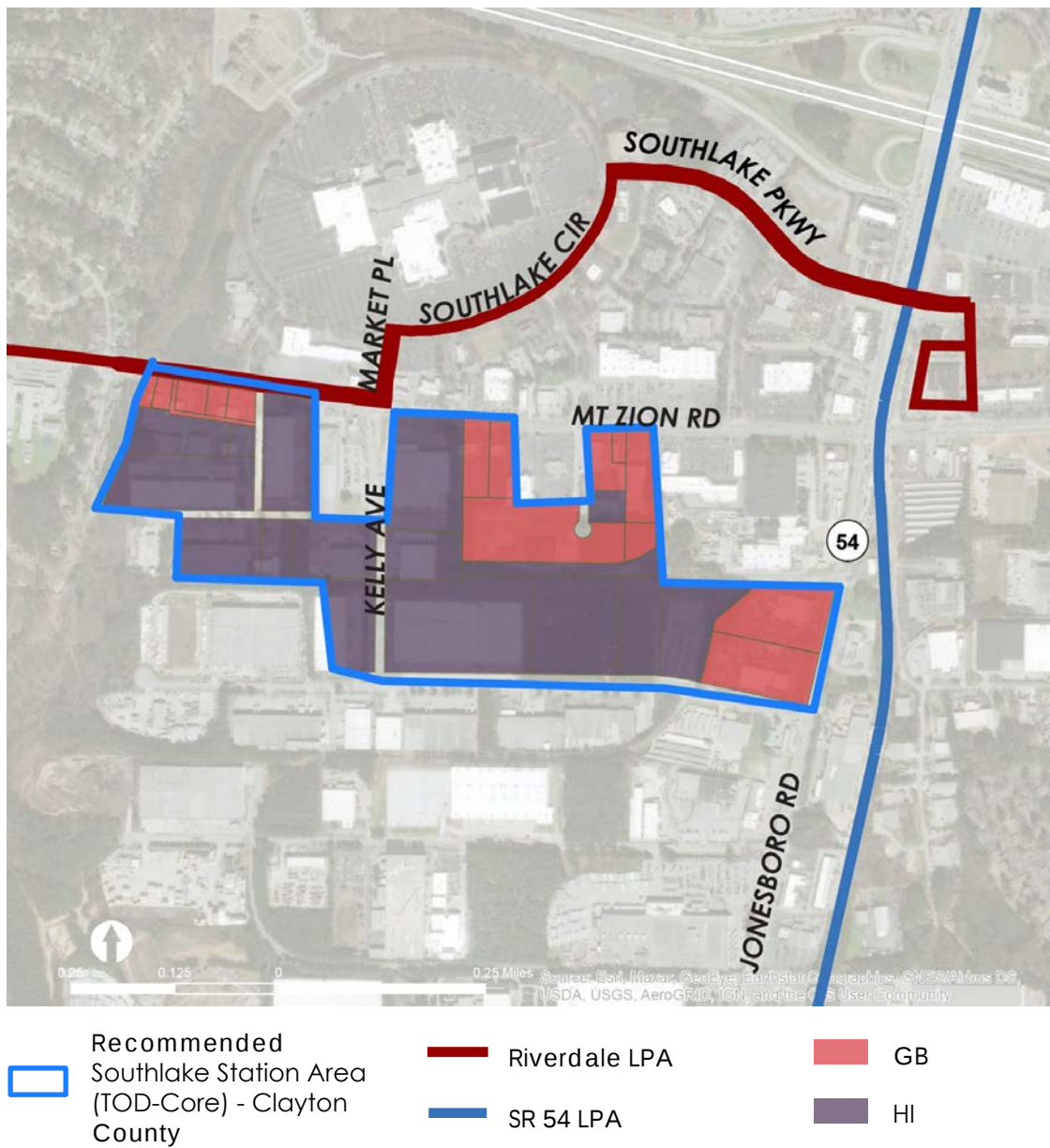
Distribution and warehousing uses

CURRENT ZONING + ANALYSIS

Within Clayton County's portion of the proposed station area, parcels are zoned either GB (General Business) or HI (Heavy Industrial). There are no overlays currently in place.

Both the GB and the HI zones are very oriented towards suburban-style, single use growth patterns and are not supportive of new, more transit-friendly uses. Because these zones are widely used throughout the county and not just in this particular location, it is not sensible to change them for better alignment with transit-supportive principles. Therefore, MARTA recommends regulating this area with a new TOD Overlay based on the model TCR ordinance.

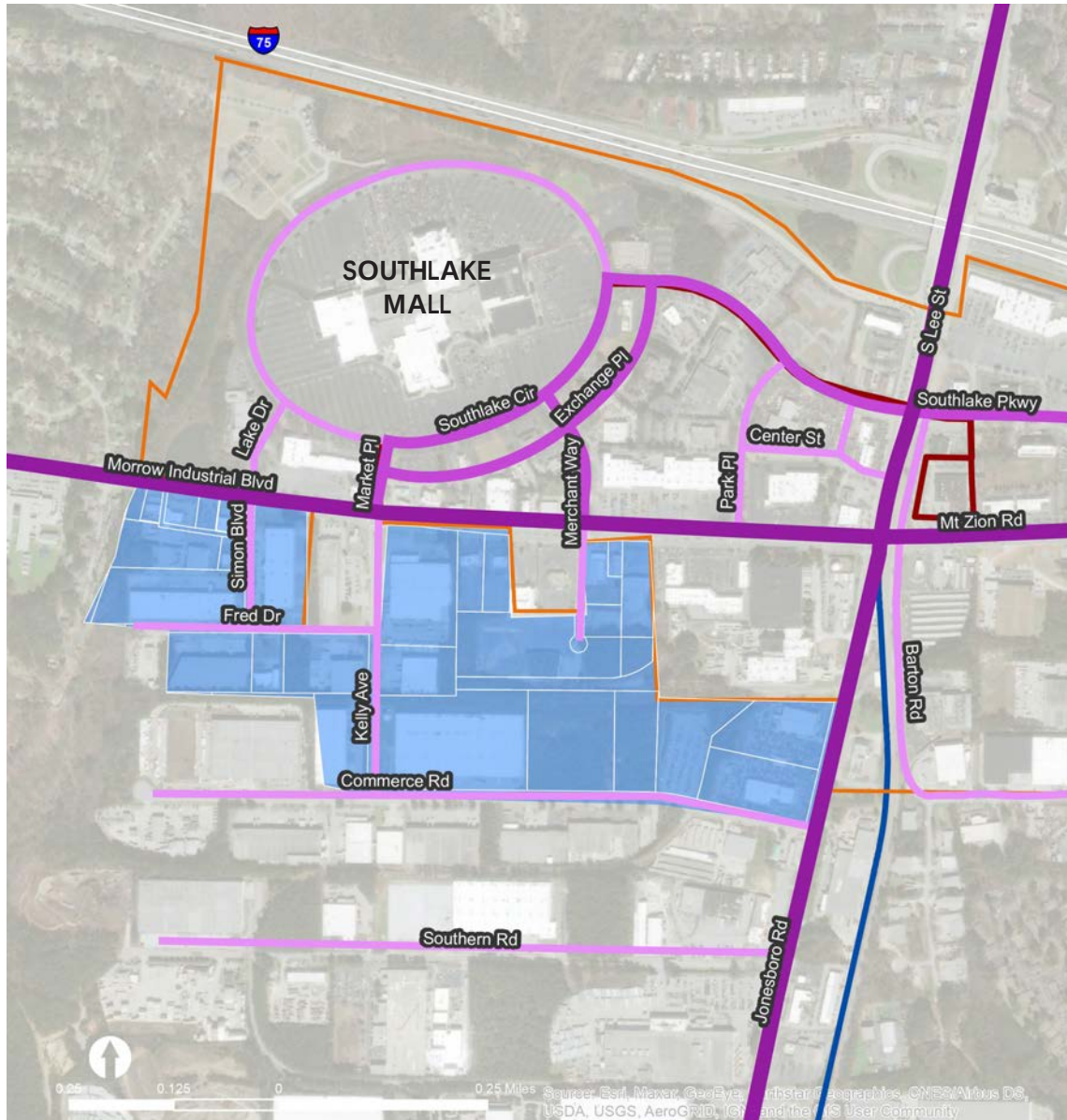
Map 23: Current Zoning in Proposed TOD Core



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 76). Map 24 contains MARTA's recommendations for street type designations in the Southlake station area.

Map 24: Recommended Southlake Station Area Boundary and Street Types



- | | | | |
|---|--|---|------------|
|  | Recommended Southlake Station Area (TOD-Core) |  | Local Road |
|  | City of Morrow Southlake Station Area TOD Core |  | Minor Road |
| | |  | Major Road |

ADDITIONAL RECOMMENDATIONS

COORDINATION WITH CITY OF MORROW

The bulk of the proposed Southlake station area is in the City of Morrow. Recommendations for these parcels in the City of Morrow will align with those contained in MARTA's model TCR ordinance; as long as both jurisdictions adopt the recommended components, there should be few compatibility issues. Alternatively, from the perspective of consistent planning and administration, there may be merit to this handful of parcels being annexed into the City of Morrow.

Station Area Planning:

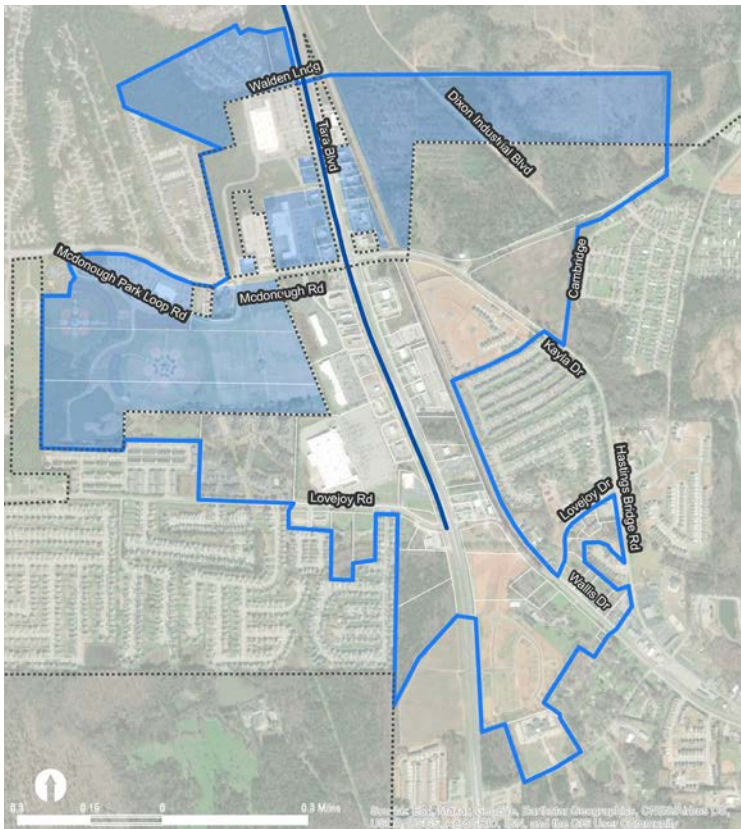
- As part of the intended Riverdale BRT TOD Pilot Study, work jointly with the City of Morrow to develop a collaborative station area plan
 - Use the plan as an opportunity to expand access to the Jesters Creek Greenway, and ultimately create a stronger bicycle/pedestrian linkage to the future Tara Boulevard Station
 - Meet with industrial businesses/land owners to the south to understand their freight/access needs and how they can continue to met once redevelopment occurs
 - Consider maintaining more of a commercial/retail focus at this station area
-
- *Form a station area working group.* As part of the BRT TOD Pilot Study (or LCI Update) MARTA recommends creating a station area working group with representatives from City of Morrow, Southlake Mall, applicable Clayton County departments, shopping center owners, and business owners in the station area.

8 LOVEJOY STATION

RECOMMENDED ZONING STRATEGY:

The proposed Lovejoy Station area is primarily within the City of Lovejoy, but also includes several Clayton County parcels. The station area is primarily characterized by a commercial district along US 41 at McDonough Rd near where the Clayton County South Recreation Center is located. Outside of this commercial core, the station area is primarily single family residential in the City of Lovejoy. Ridership projections and existing density/land use are more supportive of high capacity transit along US 41 with a potential station in Lovejoy near the intersection of US 41 and McDonough Road.

Map 26: Recommended Lovejoy Station Area



- Recommended Lovejoy Adjusted Station Area (TOD-Core)
- Clayton County Parcels
- City of Lovejoy Boundary
- SR 54 LPA
- New BRT Alignment



Example of strip retail in the station area



Lovejoy Regional Park off McDonough Rd



Multifamily residential along Tara Blvd



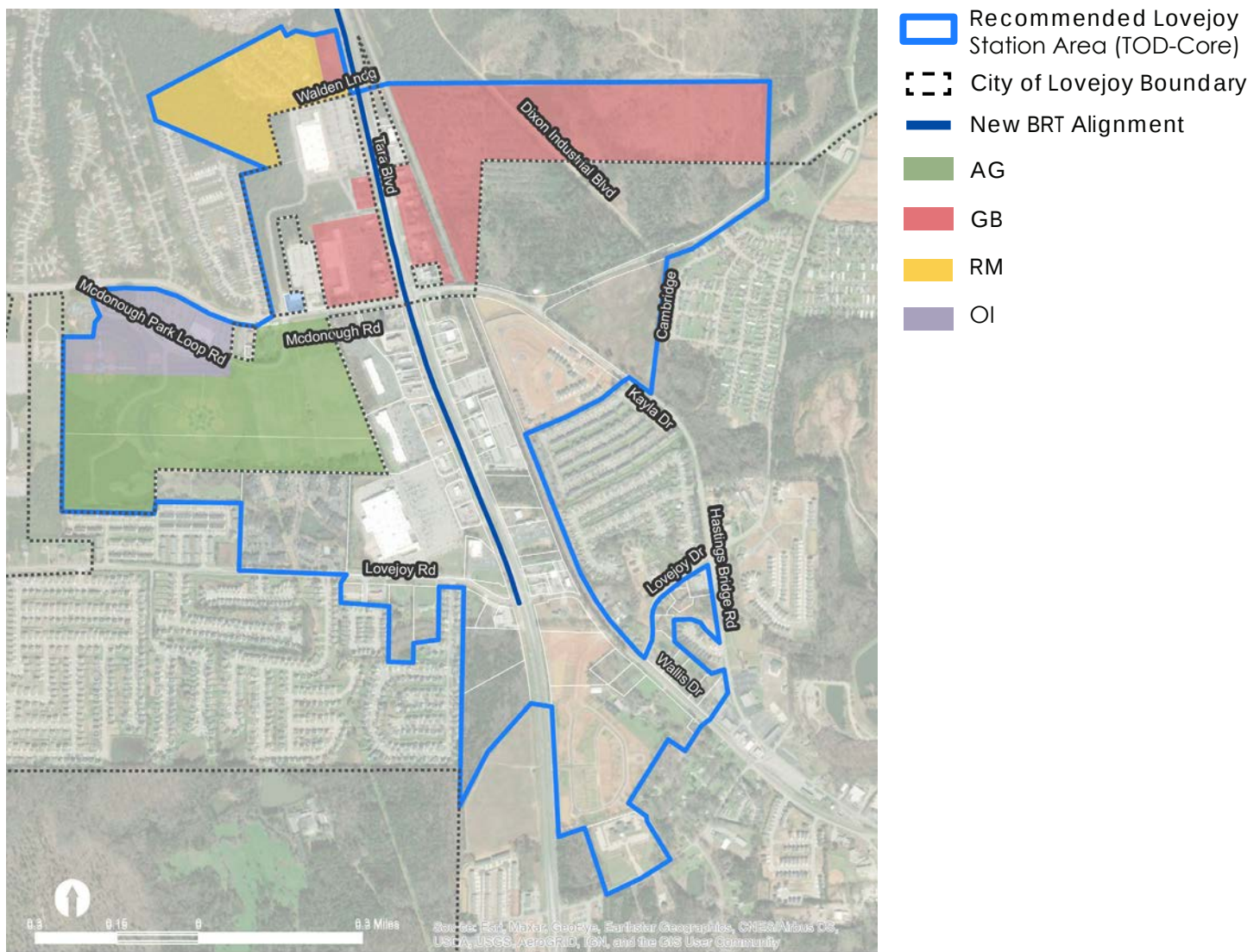
Typical commercial use at the intersection of McDonough Rd and Tara Blvd

CURRENT ZONING + ANALYSIS

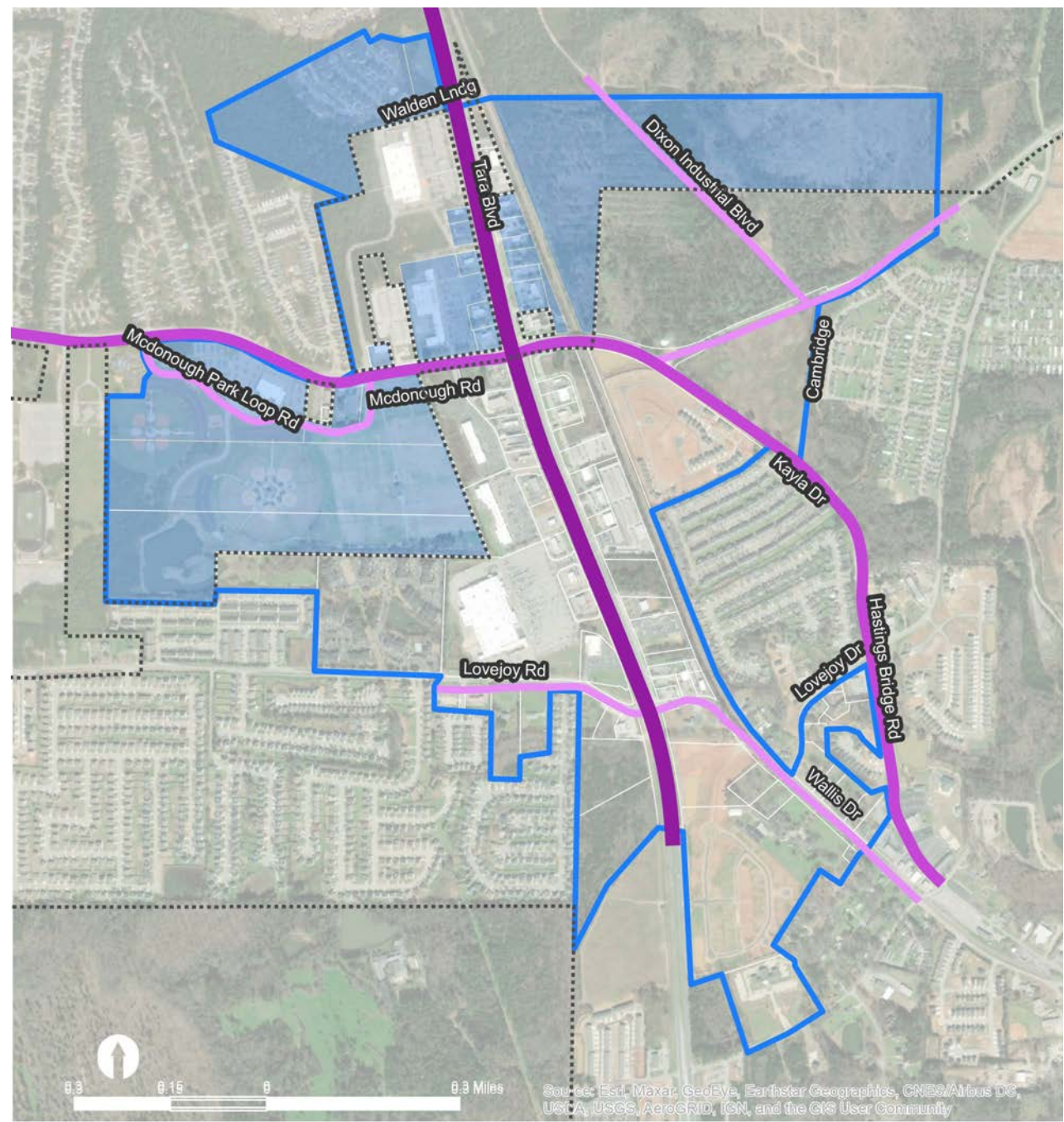
The adjusted Lovejoy station area is made up of six Clayton County zones: General Business (GB), Residential Multifamily Apartment (RMA), Single Family Residential (R60), Gated Residential (GR), Mixed Residential (MR), and Residential Agricultural (RA). Along Tara Boulevard, where the future transit alignment falls, the primary zones present are GB with some lower density residential backing up to the main road. Uses fronting minor and local roads, such as Lovejoy and McDonough Roads, are primarily made up of residential uses.

Most of the current zoning within the Lovejoy station area does not closely align with transit-supportive principles, particularly the lower density residential zones and zones that create unwalkable barriers such as gated residential neighborhoods. MARTA recommends parcels within the TOD-Core boundary map shown in Map 3 be rezoned to be included in the recommended TOD base zone (more details on this can be found on page 11).

Map 4: Current Clayton County Zoning in Proposed Lovejoy TOD Core



Map 3: Recommended Lovejoy Station Area Boundary and Street Types



- | | |
|---|--|
|  Recommended Lovejoy Station Area (TOD-Core) |  Local Road |
|  Clayton County Parcels |  Minor Road |
|  City of Lovejoy Boundary |  Major Road |

ADDITIONAL RECOMMENDATIONS

COORDINATION WITH CITY OF LOVEJOY

The bulk of the proposed Southlake station area is in the City of Lovejoy. Recommendations for these parcels in the City of Lovejoy will align with those contained in MARTA's model TCR ordinance; as long as both jurisdictions adopt the recommended components, there should be few compatibility issues. Alternatively, from the perspective of consistent planning and administration, there may be merit to this handful of parcels being annexed into the City of Lovejoy at some point in the future.

Station Area Planning

- *Undertake a Lovejoy LCI Study.* Coordinate with other jurisdictions on the proposed SR 54 line for corridor-wide LCI Update. This study will need to:
 - Engage public on proposed zoning adjustments
 - Establish official roadways and trail map
 - Based on results of the station area study, pursue revisions to zoning
- *Form a Lovejoy Station Area Working Group.* This group should include representation from City of Lovejoy, GDOT, major employers, schools in the station area, local businesses, faith organizations, major multi-family property owners, and nearby neighborhoods.

GDOT Coordination

In the case of Tara Boulevard, Clayton County will need to coordinate closely with GDOT. See page 11 in the Mountain View station area section for details.

9 DETAILED ZONING RECOMMENDATIONS

Following are MARTA's recommendations for revisions to the County's zoning code. The intent is not for the County's ordinance to exactly match MARTA's model ordinance; instead, these recommendations are intended to more closely align the two with the least amount of change possible.

PICK A PATH OPTION 1: NEW TOD-CORE OVERLAY

MARTA recommends the establishment of a new TOD Core Overlay in Clayton County to serve multiple station areas. This new overlay would be based on the TOD-CORE-Redevelopment/New Build model ordinance. It does not need to be adopted wholesale, as some of its elements are already addressed in the existing code. However, MARTA recommends considering the following components—at least in part—to define the new overlay (see page 63 for full ordinance text):

- TCR-1 Purpose
- TCR-4 Administrative Approval
- TCR-5 Application Review
- TCR-6 Allowable Uses
- TCR-7 Commercial Establishment Size
- TCR-8 Live/Work Units
- TCR-9 Mixed Use Requirements
- TCR-10 Floor Area Ratio
- TCR-11 Minimum Dwelling Units Per Acre
- TCR-12 Dimensions
- TCR-14 Interparcel Connectivity
- TCR-15 Street Design
- TCR-17 Trail Connectivity
- TCR-18 External Street Connectivity
- TCR-20. On-Site Pedestrian Circulation
- TCR-21 Vehicle and Driveway Access
- TCR-22. Drive Through Facilities and Service Windows
- TCR-23. Off-Street Parking
- TCR-24 Surface Parking Design
- TCR-25 Shared Parking (in tandem with Shared Parking recommendation, below)
- TCR-26 Loading
- TCR-27 Electrical Utilities
- TCR-28 Stormwater Management
- TCR-29 Fences and Walls
- TCR-31 Buffers (in tandem with Buffer recommendation, below)
- TCR-33 Open Space Requirements
- TCR-34 High-Rise Building Base Standard
- TCR-35. Multi-Family Residential Architectural Standards
- TCR-36. Townhome Architectural Standards
- TCR-37. Duplex, Triplex, and Quadplex Architectural Standards
- TCR-38. Non-Residential Architectural Standards
- TCR-39. Outdoor Dining (in tandem with Outdoor Dining recommendation, below)
- TCR-40. Signage

Where would this TOD Overlay be applied?

Under this option, the new TOD overlay to cover all five of the County's station areas on the Riverdale BRT line: Norman Drive, Garden Walk Boulevard, Medical Center, Tara Boulevard, and Southlake. Of the two options, MARTA recommends this approach as the most efficient course of action. It would establish consistency between the station areas and theoretically be simpler to administer. The downside is that these areas would need to be removed from the current Cherry Hills/Tara Boulevard overlay, potentially creating confusing overlay boundaries.

PICK A PATH OPTION 2: REVISE CHERRY HILLS/TARA BOULEVARD OVERLAY

A second option is to strategically revise the current zoning in place. Four of the County's five station areas on the Riverdale BRT LPA are part of the existing Cherry Hills and Tara Boulevard Overlay or are physically very close to the overlays' boundaries. The MARTA planning team compared the Model TOD-Core-Redevelopment/New Build ordinance with the existing Cherry Hills/Tara Boulevard Overlay; Table 1 shows the results of the comparison and targeted recommendations for adjustments. Where the overlay did not provide specific guidance, the general zoning ordinance was assessed.

Table 1: Cherry Hills/Tara Boulevard Overlay Zoning Analysis

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-1. Purpose States broad goals of the "Big 5" of transit supportive land use: density/intensity, mixed use, walkability, people-friendly spaces, and managed parking		✓		• 4.95.a.3: Add "people-friendly" • 4.95.a.4: modify to read "To encourage a mix of uses, including medical offices and services, business offices, ..." • 4.95.a.5: call out "walkability" specifically • Add statements about laying the foundation for greater density and intensity of uses and reducing the amount and visibility of parking
TCR-2. Definitions Provides definitions that may be missing in a current code or defines elements specific to the model ordinance language		✓		• See recommendations to 1.5, above (Zoning - Ordinance-Wide)
TCR-3. Applicability and Exceptions Provides additional guidance for jurisdictions on when the ordinance would be triggered	✓			• None
TCR-4. Administrative Approval Avoids unnecessary delay/uncertainty to development proposals that generally meet standards but with slight variation.		✓		• Recommend adding TCR-4 into 4.105

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-5. Application Review Lays a foundation for collaboration and communication between the development team and the jurisdiction	✓			• None
TCR-6. Allowable Uses Allow higher intensity urban uses while discouraging or prohibiting more suburban-style, vehicle-based uses.		✓		• Recommend a single overlay zone that allows all of the uses currently allowed across the four tiers except single family residential • Loosen the prohibited uses; specifically, remove the following from 4.98.c.5: AA, DD, FF, GG, HH, II, JJ, KK, LL, MM, NN, OO, PP • Remove condition on uses of 6 stories or less associated with OD-MUR
TCR-7. Commercial Establishment Size Prohibits typical “big box” stores, but allows for smaller footprint versions		✓		• Add 40,000 SF maximum to retail sales as an allowable use in 4.98 (or a maximum of 25,000 SF if County prefers to match grocery store maximum in this overlay)
TCR-8. Live/Work Units Allows flexible live-work space to diversify uses and housing types	✓			• None (as long as Live/Work Unit guidance is added to general ordinance)
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	• Add TCR-9 to 4.98
TCR-10. Floor Area Ratio Ensures a baseline transit supportive density for non-residential uses	✓			• None
TCR-11 Min. Dwelling Units Per Acre Ensures a baseline transit supportive density for residential uses.	✓			• Clarify that “(Minimum 15)” is Minimum 15 du/acre

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-12. Dimensions Requires a more urban footprint for development yet is not overly prescriptive so to allow some flexibility		✓		• Reduce front setback maximum to 20 feet
TCR-13. Maximum Block Length Limits block size to promote walkability and human-scaled development	✓			• None
TCR-14. Interparcel Connectivity Promotes connectivity and reduces single-access driveways/excessive curb cuts	✓			• None
TCR-15. Street Design Develops a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience		✓		• Allow local and minor roadway ROW to be narrower than 2007 Land Disturbance/ROW Guidelines; this should be noted in both the ordinance and the next update to the County's ROW Guidelines document • Overlay currently meets dimensions, but consider adjusting by roadway type
TCR-16. Sidewalks Clarifies where sidewalks are required and the importance of direct routes	✓			• None
TCR-17. Trail Connectivity Improves trail connectivity through the private development process			X	• Add TCR-17 language to 4.100.B
TCR-18. External Street Connectivity Ensures new development enriches the street network and local connectivity		✓		• Add TCR-18 to 4.100
TCR-19. Internal Street Connectivity Requires new development to contribute to an improved, more human-scaled roadway network	✓			• None

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-20. On-Site Pedestrian Circulation Prioritize the safety and comfort of pedestrians.		✓		See Detailed Zoning Recommendations, page 48, for recommendation regarding 6.28 which would apply to all Clayton developments
TCR-21. Vehicle and Driveway Access Reduces the amount of unnecessary curb cuts			X	See Land Development/ROW Guidelines recommendations
TCR-22. Drive-Through Facilities and Service Windows Restricts the most damaging aspects that drive-through windows can have on people-scaled places.	✓			Add TCR-22(3) encouraging walk-up windows to 4.102
TCR-23. Off-Street Parking Reduces the amount and visibility of parking			X	- Replace current minimums with TCR-23 standards - For "other uses", reference 6.32 and state that the minimum is 50% of the spaces required, with a max of 115% current minimum - Consider removing 4.104.B, requiring segregation of parking for residential uses
TCR-24. Surface Parking Design Minimizes the impacts of surface parking, and lay the foundation for future infill			X	Add TCR-24 to 4.104
TCR-25. Shared Parking Encourage and provide clarity for shared parking			X	See "Shared Parking" in General Ordinance recommendations, above
TCR-26. Loading Avoids excessive loading requirements that consume valuable space			X	Recommend reducing loading requirements to TCR-26 amounts
TCR-27. Electrical Utilities Minimizes the amount of new above-ground electrical utilities, but does not place full burden on small developments	✓			None

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-28. Stormwater Management Provides flexibility in addressing stormwater and encourages district-wide solutions			X	• Add TCR-28 to 4.100 if CCWA determines there are opportunities for district-wide stormwater management
TCR-29. Fences and Walls Ensure quality materials for fencing and walls	✓			• None
TCR-30. Screening Screen the necessary parts of development that tend to be unattractive		✓		• Add TCR-30(3) to 4.99
TCR-31. Buffers Provides buffers between TCR and single-family residential uses, but discourages overly wide suburban-scaled separations.			X	• Reduce minimum buffer; recommend new "Buffer Yard Type 0" for 6.35 (see above)
TCR-32. Outdoor Lighting Provides a safe environment at night time that does not negatively impact surrounding uses.	✓			• None
TCR-33. Open Space Requirements Ensures quality open space is included with every new development.	✓			• None
TCR-34. High-Rise Building Standard Requires that buildings regardless of height contribute positively to the "on-the-ground" environment		✓		• Add TCR-34 to 4.101.6(B)
TCR-35: Multi-Family Residential Architectural Standards Encourages high-quality multi-family housing design to offset potential community concerns about housing quality and density		✓		• Add all TCR-35 above, except (5) to 4.101 • Considering removing 4.101.A.11 requiring earth tones • Consider removing 4.101.A.6.E(ii) requiring entrances from sidewalk for every unit on ground floor

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-36. Townhome Architectural Standards Encourages high-quality, pedestrian-oriented townhomes that are not overly repetitive in design			X	Add TCR-36 to 4.101, except (7) which is already covered in materials requirements
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.		✓		- Add “facades and articulation” requirement to 4.101s - Consider sliding scale of transparency depending on roadway type, rather than a single standard
TCR-39. Outdoor Dining Encourages activation of the pedestrian environment through outdoor dining			X	See “Outdoor Dining”, Detailed Recommendations, page 91.
TCR-40. Signage Sets higher standard for signage within the TCR district than in other parts of the community			X	In 4.103: - Allow roof signs approved by Zoning Administrator - Directly state billboards are prohibited in - Allow marquee signs approved by Zoning Administrator

REVISIONS TO THE MOUNTAIN VIEW OVERLAY

The planning team also compared the model MARTA TOD-Core-Redevelopment/New Build (TCR) Ordinance with the Mountain View Overlay, which is comprised of multiple tiers. The overlay tier most closely aligned with the TCR model ordinance is MVMME; Table 2 reflects a comparison of TCR to MVMME. Where the MVMME does not provide specific requirements, the general zoning ordinance was evaluated. Note that although most of the recommendations are suggested for the MVMME tier (4.85.F), many of the items in MARTA's model ordinance could further the County's goals in other Mountain View sub-overlays and should be considered for broader application in the area.

Table 2: Mountain View Overlay Zoning Analysis

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-1. Purpose States broad goals of the “Big 5” of transit supportive land use: density/intensity, mixed use, walkability, people-friendly spaces, and managed parking			X	Add all TCR-1 bullets to 4.82 except “Encourage mix of uses”, which is already covered by current language
TCR-2. Definitions Provides definitions that may be missing in a current code or defines elements specific to the model ordinance language		✓		See recommendations to 1.5, above (Zoning - Ordinance-Wide)
TCR-3. Applicability and Exceptions Provides additional guidance for jurisdictions on when the ordinance would be triggered	✓			None
TCR-4. Administrative Approval Avoids unnecessary delay/uncertainty to development proposals that generally meet standards but with slight variation.		✓		Add all of TCR-4 to 4.85.F (or make it applicable to all of Mountain View Overlay)
TCR-5. Application Review Lays a foundation for collaboration and communication between the development team and the jurisdiction			X	Add all of TCR-4 to 4.85.F (or make it applicable to all of Mountain View Overlay)

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-6. Allowable Uses Allow higher intensity urban uses while discouraging or prohibiting more suburban-style, vehicle-based uses.	✓			In 4.85.F, supermarkets under 25,000 SF are listed as both permitted and conditional - suggest clarification
TCR-7. Commercial Establishment Size Prohibits typical "big box" stores, but allows for smaller footprint versions		✓		In 4.85.F.2(X) specify retail up to a maximum SF of either 25,000 (to match 4.85 standard for grocery stores) or 40,000 to match model ordinance
TCR-8. Live/Work Units Allows flexible live-work space to diversify uses and housing types			X	- See "Live/Work" in Overall Zoning Recommendations - Add to Live/Work Units to list of permitted uses in 4.85.F.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	- Add all of TCR-9 to 4.85.F - Consider applying to other Mountain View sub-overlays where mixed use is desired
TCR-10. Floor Area Ratio Ensures a baseline transit supportive density for non-residential uses	✓			None
TCR-11 Min. Dwelling Units Per Acre Ensures a baseline transit supportive density for residential uses.	✓			Correct/clarify FAR units and specify if the 15 in parentheses means du/acre in 4.85.F.4
TCR-12. Dimensions Requires a more urban footprint for development yet is not overly prescriptive so to allow some flexibility	✓			Consider adding average residential unit sizes (currently no min/max listed)
TCR-13. Maximum Block Length Limits block size to promote walkability and human-scaled development			X	In 4.85.F.4, add maximum block length of 600'
TCR-14. Interparcel Connectivity Promotes connectivity and reduces single-access driveways/excessive curb cuts	✓			None

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-15. Street Design Develops a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience			X	• Add table and items #1 through 6 to 4.85.F.4; consider for rest of Mountain View overlays too • Allow local and minor roadway ROW to be narrower than 2007 Land Disturbance/ROW Guidelines; this should be noted in both the ordinance and the next update to the County's ROW Guidelines document
TCR-16. Sidewalks Clarifies where sidewalks are required and the importance of direct routes	✓			• None
TCR-17. Trail Connectivity Improves trail connectivity through the private development process			X	• Add TCR-17 language to 4.85.F.4; consider for rest of Mountain View overlays as well
TCR-18. External Street Connectivity Ensures new development enriches the street network and local connectivity			X	• Add TCR-18 language to 4.85.F.4; consider for rest of Mountain View Overlays as well
TCR-19. Internal Street Connectivity Requires new development to contribute to an improved, more human-scaled roadway network	✓			• None
TCR-20. On-Site Pedestrian Circulation Prioritize the safety and comfort of pedestrians.			X	• Add TCR-20 to 4.85.F.4 • See Detailed Zoning Recommendations, page 48, for recommendation regarding 6.28 which would apply to all Clayton developments
TCR-21. Vehicle and Driveway Access Reduces the amount of unnecessary curb cuts		✓		• Add TCR-21 items 1 through 4 to 4.85.F; consider application to all of Mountain View

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-22. Drive-Through Facilities and Service Windows Restricts the most damaging aspects that drive-through windows can have on people-scaled places.	✓			• Add statement in 4.85.F that "Walk-up service windows are encouraged."
TCR-23. Off-Street Parking Reduces the amount and visibility of parking			X	• Adopt all TCR-23 parking requirements for 4.91; specify its application in MVMME • For "other uses," reference 6.32 and state that the minimum is 50% of the spaces required, with a max of 115% current minimum • Consider removing 4.91.B
TCR-24. Surface Parking Design Minimizes the impacts of surface parking, and lay the foundation for future infill			X	• Add TCR-24 to 4.91; consider applying to all of Mountain View
TCR-25. Shared Parking Encourage and provide clarity for shared parking			X	• In 4.91, add statement that "Shared parking is encouraged" and reference new language in ordinance (see above)
TCR-26. Loading Avoids excessive loading requirements that consume valuable space			X	• 4.91 loading seems excessive; recommend buildings under 25,000 SF have no minimum, but load requirements START at 25,000, not 5,000
TCR-27. Electrical Utilities Minimizes the amount of new above-ground electrical utilities, but does not place full burden on small developments	✓			• None
TCR-28. Stormwater Management Provides flexibility in addressing stormwater and encourages district-wide solutions			X	• Add TCR-28 to 4.86 if CCWA determines there are opportunities for district-wide stormwater management
TCR-29. Fences and Walls Ensure quality materials for fencing and walls	✓			• None

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
TCR-30. Screening Screen the necessary parts of development that tend to be unattractive		✓		• Add TCR-30 item 3 to 4.86.A
TCR-31. Buffers Provides buffers between TCR and single-family residential uses, but discourages overly wide suburban-scaled separations.			X	• Recommend new “Buffer Yard Type 0” for 6.35 (see page 85, below)
TCR-32. Outdoor Lighting Provides a safe environment at night time that does not negatively impact surrounding uses.	✓			• None
TCR-33. Open Space Requirements Ensures quality open space is included with every new development.	✓			• Consider adding a provision for lots under 20,000 SF to pay a fee-in-lieu rather than having to build their own open space
TCR-34. High-Rise Building Standard Requires that buildings regardless of height contribute positively to the “on-the-ground” environment			X	• Add TCR-34 to 4.88
TCR-35: Multi-Family Residential Architectural Standards Encourages high-quality multi-family housing design to offset potential community concerns about housing quality and density		✓		• Add all TCR-35 to 4.88 except item 5 (already covered in ordinance) • Considering removing 4.88.F.5.B requiring individual entrances to units in buildings with 4+ units
TCR-36. Townhome Architectural Standards Encourages high-quality, pedestrian-oriented townhomes that are not overly repetitive in design		✓		• Add TCR-36 to 4.88, except item 7 (already covered in ordinance)

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to Clayton County Ordinance (Appendix A-Zoning)
	Yes	Partial	No	
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.		✓		Add TCR-37 to 4.88 with additional statement that garages are not required
TCR-38: Non-Residential Architectural Standards Ensures higher standard of design for non-residential buildings that contribute positively to the pedestrian environment.		✓		- Add standards for "Facades and Articulation" to 4.88 (specifying non-residential buildings) - Consider sliding scale of transparency depending on roadway type, rather than a single standard
TCR-39. Outdoor Dining Encourages activation of the pedestrian environment through outdoor dining			X	Add statement explicitly encourage outdoor dining in 4.85.F, reference new Outdoor Dining ordinance (see Page 91)
TCR-40. Signage Sets higher standard for signage within the TCR district than in other parts of the community			X	- Add billboards to prohibited sign types in 4.90.B - Remove 4.90.B.2 prohibiting roof signs - Remove reference to marquee signs in 4.90.B.7 - Add standard to 4.89 that roof signs and marquee signs can be approved by the Zoning Administrator

NEW RESIDENTIAL ZONE

A new residential zone is recommended to fill a density/intensity gap in residential zones in the current Clayton County ordinance. This new zone—dubbed RG-75T to align with the County's current levels of residential zoning-- would be similar to the existing RG-75 zone with some adjustments to make it more transit-friendly. Specifically it allows a modest increase in density, and bridges the density gap that exists between the current RG-75 and RM zones.

Table 3 is a summary chart of higher density residential zone standards in Clayton County and how RG-75T compares. MARTA recommends incorporating all of the elements in the TOD Residential Support (RT) model ordinance (page 92).

Table 3: Summary Chart of Existing Higher Density Residential Zone Standards

	Min Lot Width (ft)	Lot Depth (ft)	Min Lot Area (SF)	Min living area (SF)	Max Lot Coverage	Targeted Du/acre
RS-110	75	2.5x lot width (max)	11,250	1,800 SF (1 story); 2,000 SF (2 story)	45%	2.5-3.5
RG-75	75 (single family)	2.5x lot width (max)	10,000 (single family)	850 SF (1-bed), 1050 SF (2-bed), 1300 SF (3+ bed)	55%	4.0-5.5
RG-75T	60 (single family), 75 (two-family)	n/a	5,000 (single-family), 8,000 (two-family)	1,000 (single family) 1,500 (two-family)	60%	6.0-10.0
RM	150	n/a	10 acres, 3600 SF per household	750 SF (1 bed), 1000 SF (2 bed), 1250 (3+ bed)	50%	8.0-14.0

MARTA recognizes that changes to single-family neighborhoods, however modest, can be fraught with challenges. The planning team recommends working closely with the proposed RG-75T communities to explain how the changes can impact property owners, and how they fit into the bigger picture of TOD in Clayton County's future. It should be noted that the proposed standards were developed specifically with these neighborhoods in mind and were informed by a high-level of survey of current lot dimensions, coverage, square feet of buildings already in place (see page 92).

GENERAL ADDITIONS/ADJUSTMENTS TO ORDINANCE

In addition to the two new recommended zones, the following are suggested modifications that would apply to the overall Clayton County Zoning Ordinance. They are not specific to the station areas, but are recommended for consistency with the TOD zoning. Unless noted otherwise, sections referred to below in Clayton County's code are from its APPENDIX A ZONING.

Section 1.5 Definitions

To support terminology used in the two new zones, MARTA recommends adding the following definitions from TCR-2 and RT-2 into Clayton County's Section 1.5:

Section 2.1 Zoning Districts Established

- Amenity zone
- Block length
- Cottage Court
- Horizontal mixed use
- Live/work
- Major roadway
- Minor roadway
- Primary frontage
- Screening
- Secondary use
- Semi-public zone
- Sidewalk zone
- Vertical mixed use

Add RG-75T to the list of zones in Section 2.1:

“RG-75T Residential District: This district is established to provide for the flexible, high density development of small-sized single-family detached and two-family homes on small-sized lots to support nearby transit stations.”

Sec 6.13. Places of Worship

Consider reducing requirements for places of worship in the TOD Overlay. The requirement to be 50' from any property line, have a 5-acre minimum site, and a 40' buffer is out of scale for an urbanizing TOD area; MARTA recommends reducing these requirements by at least 50 percent.

Section 6.28.C.1 Sidewalks

The current minimum width 8 feet for internal pathways (not sidewalks along public roadways) in new developments is rather wide considering the relatively low amount of foot traffic in most of these facilities. Consider reducing this minimum to 6 feet to reduce the burden on private development and allow greater site design flexibility.

Section 6.32.I Parking Standards (PK)

Add TCR-25 Shared Parking standards to “Off-Site Parking” requirements.

Section 6.35 Buffers

MARTA recommends adding a “Buffer Yard Type 0” to address a more urban edge that aligns with the MARTA Model Ordinance buffer language and would be applicable in the TOD zones:

“Buffer Yard Type 0: Buffer yard type 0 shall include a minimum setback of ten (10) feet measured from the property line. Buffers over twenty (20) feet are discouraged. In addition, one (1) deciduous canopy tree must be planted in the buffer yard for every thirty (30) feet of contiguous boundary between the subject and adjoining properties.”

Section 6.51 Outdoor Dining



Add TCR-39 Ordinance language to Section 6 DEVELOPMENT STANDARDS to encourage outdoor dining—either city-wide or within the TOD overlay zone.

Section 6.52 Live-Work Units



Add TCR-8 Ordinance language to Section 6 DEVELOPMENT STANDARDS to enable and define live/work units.

LAND DISTURBANCE/ROW GUIDELINES RECOMMENDATIONS

Clayton County's current authority on the development of transportation infrastructure is the 2007 Land Disturbance and Right of Way Guidelines. These regulations predominantly result in suburban-scaled transportation infrastructure that in some cases, are at odds with the goals of the new TOD zones.

MARTA recommends working with Clayton County Department of Transportation to revise some of the guidelines to accommodate the recommended street design components and people-friendly network dimensions. The following items are a starting point for discussing changes to the Land Development and Right of Way Guidelines that would enable the proposed ordinances to more fully meet transit-supportive goals.

- Under Road Design Standards and Criteria, Table 2 (page 14), considering adding two columns for Minor and Local roadways in TOD districts:
 - » For these roadway types, include right of way, travel lane, parking lane, amenity zone, sidewalk width and any other requirements per MARTA Model Ordinance TCR-15
 - » Pavement thickness requirements, grade, vertical curve, sight distances and crown should remain as is in Land Disturbance/ROW Guidelines
 - » Minimum Horizontal Curve should follow AASHTO Low-Speed Urban Table (AASHTO Green Book Table 3-13).
- On page 18, recommend that driveways within a TOD district have tapered entrances (GDOT Detail A1) and have a width of 14 feet for residential and 24 feet for commercial.
- In Table 5 (page 18) add a separate column for TOD zones to reflect driveway spacing minimums from MARTA Model Ordinance TCR-21
- On page 19, recommend excepting roadways in TOD zones from the required right turn deceleration lanes
- In Appendix D, add typical sections for TOD Minor and Local roadways, and provide a copy of GDOT Detail A1 for tapered entrances

COORDINATE ACROSS DEPARTMENTS TO IDENTIFY WIN-WINS

Prior to beginning more detailed planning for station areas, MARTA recommends that Clayton County organize a day-long workshop (or a series of smaller workshops) for County staff across departments and agencies. The purpose of the workshop would be two-fold: raise awareness of the station area planning among key Clayton County staff, and discuss other departments' goals, projects, and needs in the station areas that could impact future planning.

At a minimum, the following departments should be represented:

- Community Development Department
- Economic Development Department
- Clayton County Public Schools
- Clayton County Water Authority
- Housing Authority of Clayton County
- Fire and Emergency Services
- Parks and Recreation Department
- Police Department
- Senior Services
- Transportation and Development Department

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



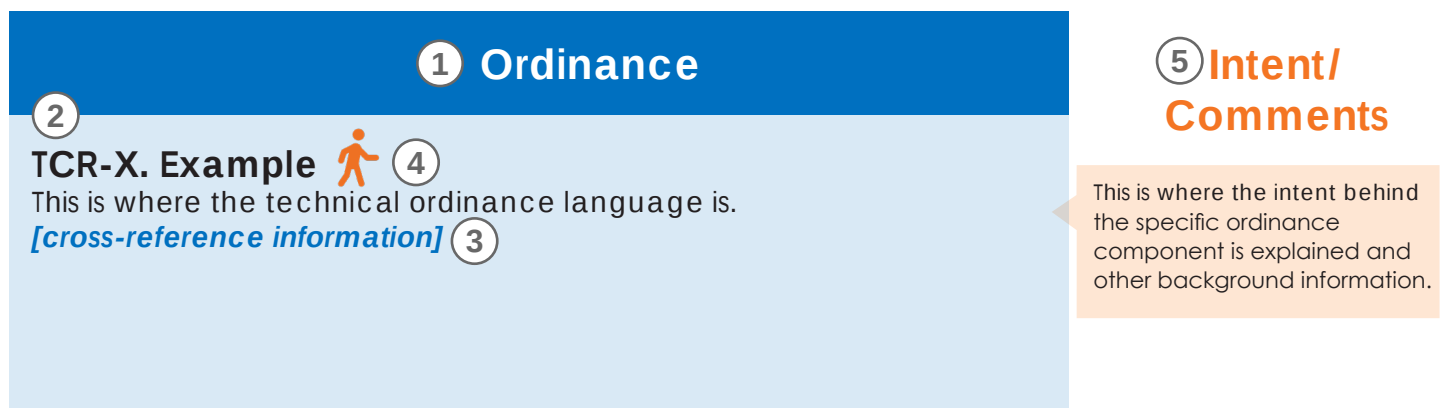
People
Friendly
Design



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 roadss (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>		

(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:

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.

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

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Intent/ Comments

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*

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.

(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.

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.

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

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

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

Reduce the amount and visibility of parking in TCR districts.

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

Encourage and provide clarity for shared parking.

(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

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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

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

(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.

TCR-31 Buffers

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

(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.

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.

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- 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
	65%	50%	35%
Transparency	(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. (2) Product display windows used to satisfy this requirement must have a minimum height of 4 feet and be internally lighted.		

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	(3) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement. (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. (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.
Facades and Articulation	(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. (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.
Materials	(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.

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.

① Ordinance	⑤ Intent/ Comment
② RT-X. Example  ④ This is where the technical ordinance language will be. [cross-reference information] ③	This is where the intent/purpose behind the specific ordinance component will be explained.

Ordinance

Intent/ Comment

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/ Comment

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/ Comment

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/ Comment

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/ Comment

- 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.