

CLAYTON COUNTY TRANSIT SUPPORTIVE LAND USE STUDY EAST POINT 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.

The existing East Point MARTA station is the starting point of the proposed SR 54 high-capacity transit corridor. Because the City is currently undergoing a zoning code rewrite, MARTA recommends considering integrating the major components of its TOD-Core Infill model ordinance for the proposed station area, as well as adding elements from the Residential Support model ordinance to surrounding neighborhoods zoned R1A.

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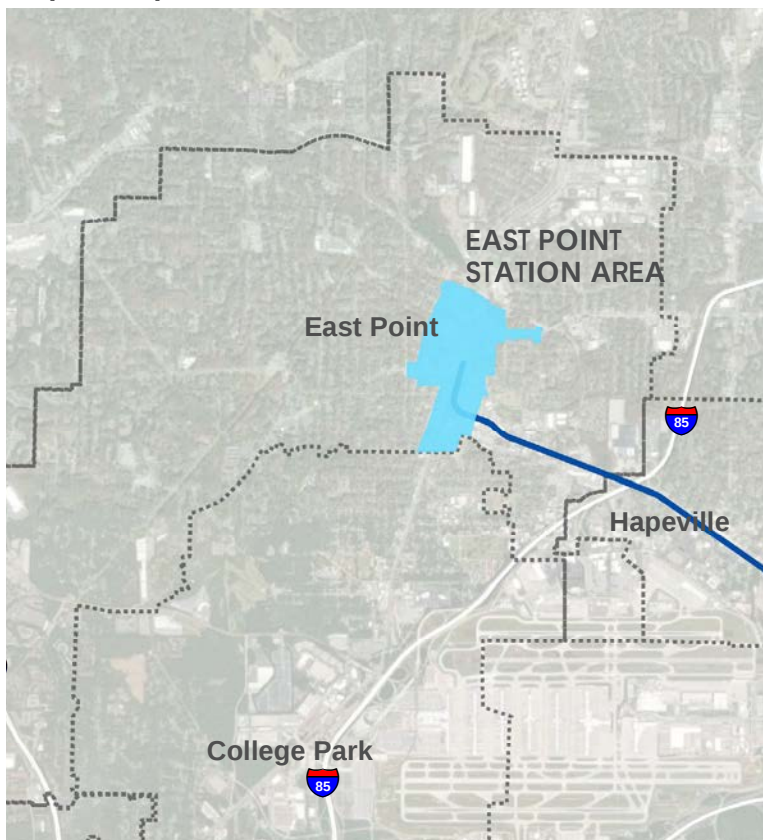
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Map 1: Proposed Station Area in East Point



JURISDICTION IMPLEMENTATION ACTIONS

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

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

In the City's 2022 Comprehensive Plan Update:

- Update the character area map to reflect station areas
- Include key public infrastructure projects in Community Work Program to support station area development

Once station locations are vetted through the NEPA process:

- Establish station area working group
- Coordinate with other jurisdictions on proposed transit line for a corridor-wide LCI Update.

This study will need to:

- Engage the public on the draft station area and transit supportive land use principles
- Establish official trail map
- Evaluate City facilities for future renovation/relocation

RECOMMENDATIONS OVERVIEW

1 EXPAND THE STATION AREA TO INCLUDE PARCELS EAST OF MAIN STREET

Previous East Point TOD studies have only included areas west of Main Street. MARTA recommends expanding the geographic scope of the station area to extend east of Main Street.

**MORE
INFO:**

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2 INTEGRATE MARTA'S TOD-CORE INFILL MODEL ORDINANCE INTO ZONING REWRITE

As part of the City's current zoning rewrite, MARTA strongly recommends integrating key components of the TOD-Core Infill model ordinance for station area parcels. A zoning rewrite is the perfect opportunity to make updates, and a major rehaul is unlikely to occur again for many years once this rewrite is complete.

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3 INTEGRATE MARTA'S RESIDENTIAL SUPPORT MODEL ORDINANCE INTO R1A

The City's zoning rewrite is also an opportunity to consider small adjustments to the residential zones surrounding the TOD-Core station area. MARTA recommends integrating the "gentle density" principles into the City's Urban Residential zone (R1A).

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4 PARTICIPATE IN JOINT LCI UPDATE FOR SR 54 HIGH-CAPACITY CORRIDOR

Although East Point has a fairly recent LCI study that addresses much of the proposed station area, MARTA recommends that all jurisdictions along the SR 54 corridor coordinate and apply for a joint LCI study to simultaneously update all station area plans.

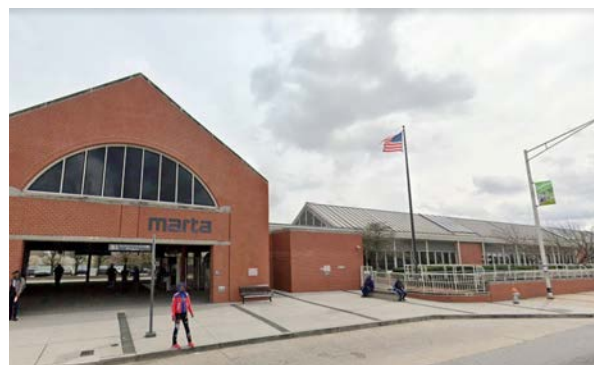
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2 EAST POINT STATION

RECOMMENDED ZONING STRATEGY: Expand station area east of Main Street and integrate MARTA's TOD-Core Infill model ordinance components into City's zoning rewrite

As one of only two jurisdictions that already has high-capacity transit, East Point is in a unique position to adopt the MARTA TOD-Core Infill model ordinance components early--the City does not need to wait for the new high capacity line to be fully funded. Additionally, the City's current zoning rewrite project is the ideal opportunity for integrating key transit supportive components. As such, MARTA's main recommendation is for the City to expand its conception of the station area to include key parcels east of Main Street.

Map 2: Recommended East Point Station Area



Current MARTA Rail Station



Downtown East Point

 Recommended East Point Station Area (TOD-Core)

 SR 54 LPA



Older strip commercial uses



Existing townhomes

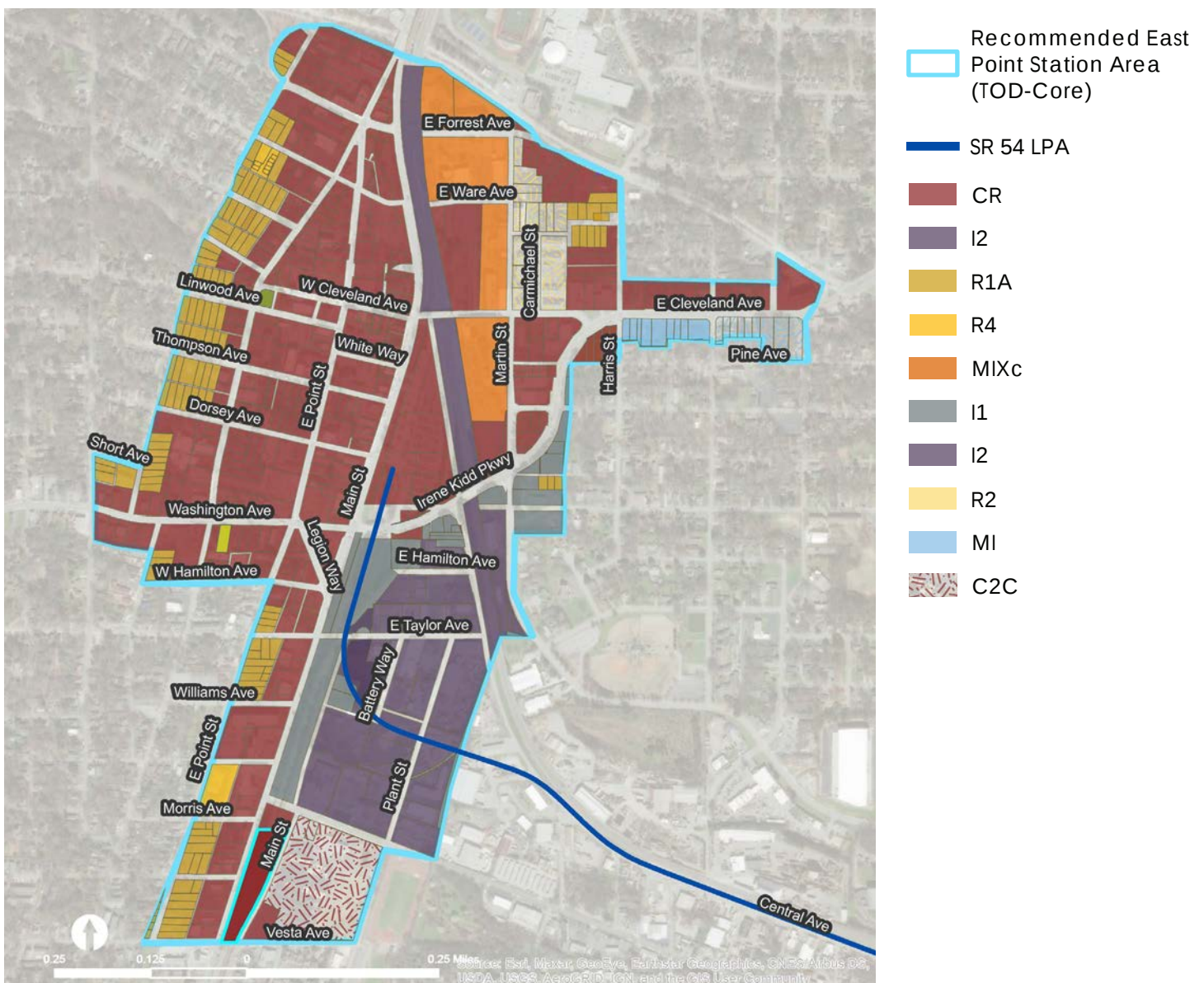
CURRENT ZONING + ANALYSIS

The bulk of the proposed zoning boundary is currently zoned Commercial Redevelopment (CR), with sizable areas of Mixed Use with Conditions (MIXc), and Urban Residential (R1A). East of Main Street and south of Irene Kidd Parkway, zoning is dominated by Light and Heavy Industrial (I1 and I2).

In the City's update of its zoning code, MARTA recommends the creation of a TOD zone that encompasses the proposed station area shown in Map 3. MARTA's TOD-Core Infill model ordinance, along with ARC's TOD zoning study for the City, provide strong starting points for developing this new zone.

MARTA also recommends applying components of the Residential Support model ordinance to the City's R1A zone to encourage context-sensitive, "gentle density" in single-family neighborhoods that are in close proximity to the station area.

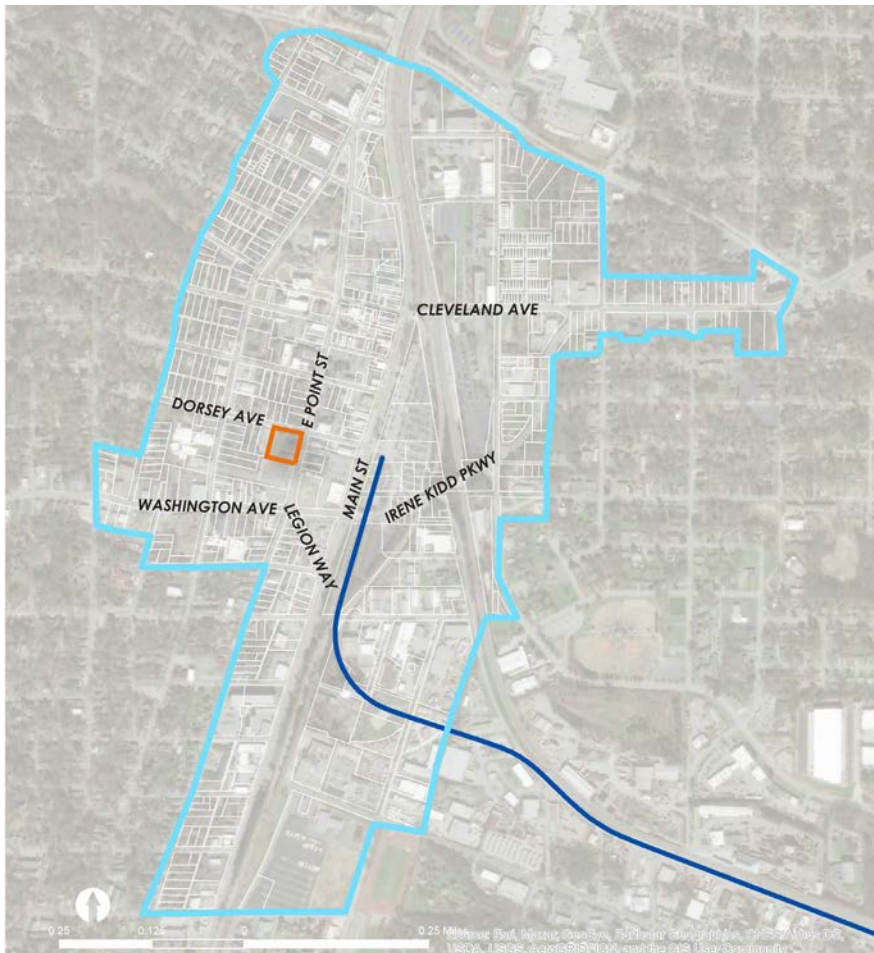
Map 3: Current Zoning in Recommended East Point Station Area



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

The site chosen to illustrate the possibilities of the new ordinance is an existing commercial retail parcel. Located at the corner of Dorsey Avenue and East Point Street, the site currently holds a strip mall with retail, restaurant space, and ample surface parking. The parcel is surrounded to the north and east by a mixture of vacant parcels and older single family homes. To the south and west along East Point Street, the parcel is bordered by other similar commercial retail sites. This site was chosen to its proximity to the LPA, but also due to its location along East Point St where the City of East Point already has streetscape improvements planned. This presents the opportunity of illustrating the ordinance's ability to blend with improvement efforts already in place.

Map 4: East Point Concept Site Location



- Rendering Site
- Recommended East Point Station Area (TOD-Core)
- SR 54 LPA



View from East Point Street



View from Northeast Corner



View from Dorsey Avenue

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 1: East Point Concept - Site Location



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 2: East Point Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 30 dwelling units (du)/acre for multi-family residential



Mixed Use

- Vertical Adaptability (Option A in ordinance)



Walkability

- Integrated with proposed streetscape improvements on East Point Street



People-Friendly Design

- Street trees
- People-scaled building design and setbacks from roadways
- Build design and scale in keeping with community character



Managed Parking

- Parking located to the rear and side of building
- Reduced amounts of surface parking

ADDITIONAL RECOMMENDATIONS

Station Area Planning

- *Update the East Point LCI.* Coordinate with other jurisdictions on proposed SR 54 transit line for corridor-wide LCI Update. This study will need to:
 - Engage the public on the draft station area and transit supportive land use principles
 - Establish official trail map
- Create an East Point Station Area Working Group. This group should include representation from GDOT, East Point Main Street Association, relevant City of East Point departments, local arts organizations, major businesses and property owners, and faith organizations.

GDOT Coordination

In the case of Main Street, the City of East Point will need to coordinate closely with GDOT. In some instances, GDOT and the TCI model ordinance have similar goals, such as minimizing driveway access off major roadways and reducing curb cuts; in others, GDOT prioritizes vehicular movements, such as requiring deceleration lanes that ultimately widen the roadway and can negatively impact walkability.

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

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

REFERENCE DOCUMENTS: MARTA MODEL ORDINANCES

Model MARTA Ordinance: TOD Core-Infill (TCI)



The Transit-Oriented Development (TOD) Core-Infill (TCI) Model Ordinance includes the major components needed to build on existing town center strengths in the proposed high capacity transit corridors. 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 established Main Street-like areas.

This ordinance is the first step of what will be an iterative, evolving process that will change to meet market opportunities and respond to the community's needs. It is intended to be transitional in nature, with the understanding that shifting from a lower density town center to a higher density destination is a long-term process that occurs incrementally. This ordinance can be seen as a baseline that will prevent future growth that is clearly unsupportive of transit, but acknowledges that the market may 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.

Below are 38 components that address transit supportive zoning which are included in this ordinance.

Contents:

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

How to use this Document:

This document contains recommended ordinance language for the 38 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



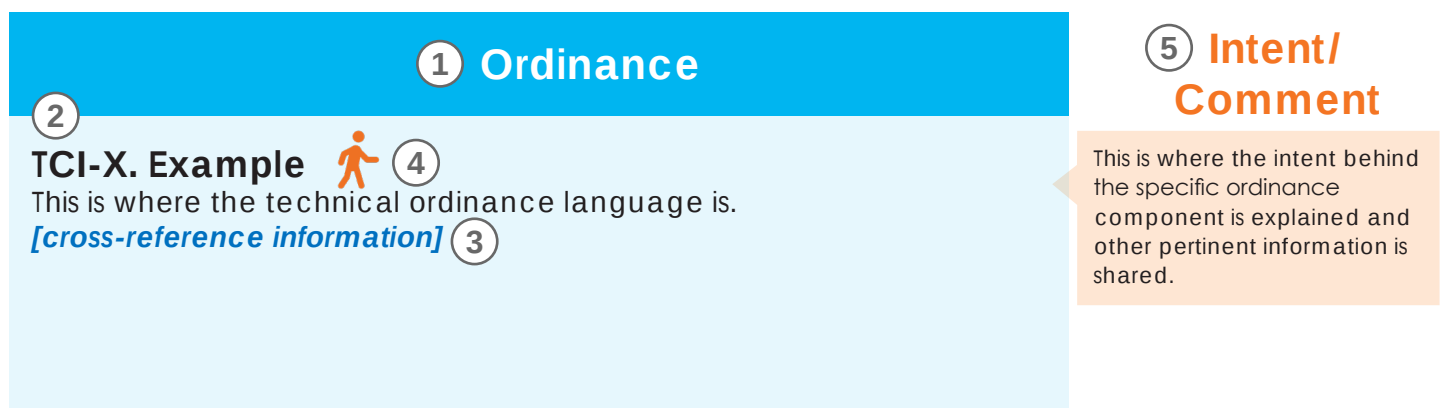
People
Friendly
Design



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 **light blue column**.
- ② The model ordinance components are numbered with a "TCI" and a number. These numbers are 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.



Ordinance

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TCI-1. Purpose



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

- Build on the existing foundation for greater density and intensity of uses;
- Encourage a mix of uses;
- Enhance walkability;
- Strengthen existing character and people-friendly spaces
- 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

TCI-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.

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 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

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

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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.

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.

TCI-3. Applicability and Exceptions

New development within the TCI shall be subject to the development and design standards contained herein [\[or current ordinance section number\]](#), with the following exceptions:

(1) Expansions of less than 20% of the building area or 2,000 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 25% of the current listed tax value of the entire property shall be subject to the following:

A. The 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 [\[TCI-21 or current ordinance section number\]](#), then the requirement to provide the additional parking spaces is waived. Parking in excess of the maximum may remain.

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

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(4) Additional parking for existing development.

A. The additional parking spaces shall not exceed the maximum number of spaces permitted under [\[TCI-21\]](#).

B. The additional parking area shall meet the parking standards of [\[TCI-21\]](#).

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.

TCI-4. Administrative Approval

The [\[title of planner official\]](#) has the authority to administratively alter any of the development and urban design standards by 10% in this zoning district

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

TCI-5. Application Review

Applicants planning any development or redevelopment in a TCI 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.

TCI-6. Allowable Uses

(1) Allowable uses in the TCI district:

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

The main intent of the allowable uses is to build on the existing transit-supportiveness of the district. The list is generalized and not exhaustive; individual jurisdictions may wish to include more specific uses in the table.

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- Civic organization space
- Day care
- Educational
- Government
- Medical
- Transit support facilities
- Utilities and services (minor)

(2) Conditional uses in the TCI district:

A. Residential

- Duplex
- Group living
- Quadplex
- Triplex

B. Industrial

- Laboratories/Specialized industrial

C. Civic/Other

- Parking structures
- Parks and recreation
- Religious assembly
- Utilities and services (major)

(3) Prohibited Uses in the TCI district:

A. Residential

- Detached single-family

B. Commercial

- Drive-through facilities
- Gas stations
- Personal storage/warehouses
- Vehicle sales, service, repairs

C. Industrial

- Heavy industry/manufacturing

D. Civic/Other

- Parking – surface (primary use)

Comments:

For uses noted as conditional, in general 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; See TCR-35 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.

Single-Family Detached: New builds of single-family homes should be prohibited; MARTA suggests approval of this use only in circumstances where the lot is currently used as a single-family detached residence and cannot feasibly be used differently.

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 TCI district.

Parks and Recreation: Public spaces and parks are an essential part of a 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 TCI district, 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 for religious assembly uses.

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TCI-7. Commercial Establishment Size



(1) The maximum gross floor area of retail establishments is 15,000 square feet with the following exception:

A. Gross floor area of retail establishments can be as large as 30,000 square feet when incorporated as part of a mixed use building.

Limiting retail to 15,000 square feet precludes big box retail development. However, there is a market and need for this type of commercial use in our communities that should be recognized. Allowing small footprint big boxes of 30,000 SF as part of mixed-use building, can meet the need for small grocery stores like an Aldi or Sprouts, or a very small-footprint Target or Wal-Mart.

TCI-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.

TCI-9. Mixed Use Requirements



A mix of development is required for all lots with a primary frontage of 75 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 (liner depth) must be a different use than primary	At least 15% of frontage (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: Affordability	At least 20% of units are legally binding affordability restricted		

Provide a menu of options for development that can respond to the market, while still improving transit supportive land uses. It also intentionally encourages the creation of smaller block lengths.

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	Primary Frontage Block Length		
	500'+	300'-499'	Less than 300'
Option E: Special Review	Submit site concept for review; must demonstrate alignment with <i>(local land use vision/plan)</i>		No Additional Requirements

(1) Option A: Vertical Adaptability

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

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

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

(2) Option B: Horizontal Mixed Use

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

A. Determined by block length, a site must vary its uses by a percentage of its primary frontage. 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 TCI zone.

C. Only residential units in the same building with a secondary use shall qualify for the mixed use average 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

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.

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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% 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 TCI 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
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*

TCI-10. Floor Area Ratio

(1) Non-residential development must have a minimum Floor Area Ratio (FAR) of 1.0. 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.

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

Comments:

MARTA recommends a minimum FAR of 1.00 for TCI 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 at most station areas. This is part of a transitional approach that acknowledges that density takes time and occurs incrementally as the market allows.

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(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.

TCI-11. Minimum Dwelling Units per Acre

Residential development must have a minimum of 20 dwelling units per acre (du/acre). There is no maximum du/acre.

Ensure a baseline transit supportive density for residential uses.

Comments:

Similar to the Floor Area Ratio recommendations, 20 du/acre is the minimum residential density recommended by MARTA at this time for TCI districts. Residential densities that truly support high capacity transit are closer to 40 or 50 du/acre, but this ordinance recognizes that this transition to higher density cannot be mandated immediately. Where the market can support densities higher than the minimum, developers will tend to propose those.

TCI-12. Dimensions

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

Table 2. Dimension Minimums and Maximums

Dimension	Permitted Range	
	Minimum	Maximum
Front Setback	0 feet	Average of setback of abutting lots
Side Setback	0 feet	
Rear Setback	10 feet	
Height	None	7 Stories
Building Coverage	None	85%
Impervious surface coverage	None	95%
Average residential unit square heated square feet in mixed use building	600 feet	None
Average residential unit heated square feet, non mixed-use building	750 feet	None

Strike a balance between transit supportive density and existing town center character.

Comments:

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

(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.

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TCI-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 people-scaled development.

TCI-14. Interparcel Connectivity



Non-residential developments subdivisions 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.

TCI-15. 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) Minimum unobstructed sidewalk width is 6 feet.

(4) A amenity zone with a minimum width of 6 feet is required adjacent to the sidewalk.

(A) Street trees are required to be planted in the amenity zone at an interval of either every 40 feet for large mature trees or every 30 feet for medium or smaller mature trees.

(B) Where trees can grow to full maturity in tree pits, tree pits are allowed.

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

TCI-16. 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.

TCI-17. 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 arterial streets. Each development shall incorporate and continue all collector

Ensure new development enriches the street network and local connectivity.

Ordinance

Intent/ Comment

or local streets 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 **City/County** 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 [local government] 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.

Notes:

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

TCI-18. Internal Street Network



(1) Internal street connectivity 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.

TCI-19. On-Site Pedestrian Circulation



(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

Prioritize the safety and comfort of pedestrians.

Ordinance

Intent/ Comment

marked and defined using pavement treatments, signs, striping, lighting, median refuge areas, and landscaping, as appropriate.

TCI-20 Vehicle and Driveway Access

(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 frontages of 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 3.

Table 3: Driveway Spacing

Roadway Speed Limit (mph)	Minimum Space Required between Driveways
30 or lower	200
35	225
40	250
45	

(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.

(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) The driveway access point must occur on the lowest order roadway on which a parcel fronts.

(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 corner radii.

Reduce the amount of unnecessary curb cuts.

Notes:

These driveway spacing standards are more aggressive than what currently exists in most jurisdictions' zoning codes in Georgia. The spacing in Table 3 is a goal, but it is anticipated that exceptions will be needed in some circumstances.

Ordinance

Intent/ Comment

TCI-21. Off-Street Parking

Table 4 contains minimum and maximum parking standards for uses allowed by right in the TCI district.

Table 4. 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	1.25 spaces/unit
Multi-Family Units < 1000 SF	1 space/unit	1.5 spaces/unit
Quadplex	1 space/unit	1.25 spaces/unit
Townhomes	1 space/unit	2 spaces/unit
Triplex	1 space/unit	1.333 spaces/unit
COMMERCIAL		
Lodging	0.5/unit	1.0/unit
Office	1 space/600 square feet of office	1 space/400 square feet of office
Restaurants and Bars	For all sites within 600' of single family zoning, minimum of one (1) parking space per 150 square feet of restaurant/bar space. For all other sites, 1 space/500 SF	1 space/100 feet of restaurant/retail space
Retail and Services	1 space/500 square feet of retail	1 space/300 square feet of retail
CIVIC + OTHER		
All other uses	1 space/500 square feet	1 space/300 square feet

Reduce the amount and visibility of parking in TCI districts.

Ordinance

Intent/ Comment

- (1) No off-street parking is required for nonresidential uses in TCI 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 streets 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 1200 feet of public transit facilities.
- (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.

TCI-22 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 sufficient 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 shall 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.

Ordinance

Intent/ Comment

(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.

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

TCI-23 Shared Parking



(1) Shared parking is allowed 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 planner title

(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 8:00a.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]*.

Encourage and provide clarity for shared parking.

Ordinance

Intent/ Comment

Shared parking privileges shall continue in effect only as long as the 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 chapter.

TCI-24 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.

TCI-25 Electrical Utilities



(1) No new above-ground electrical utilities are permitted.

(2) For redevelopment projects, 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.

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

TCI-26 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.

TCI-27 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/ Comment

TCI-28 Screening



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

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

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

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

TCI-29 Buffers



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

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

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

(3) Buffers over 20' wide are discouraged.

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

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

Ordinance

Intent/ Comment

TCI-30 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.

TCI-31 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

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

Ordinance

Intent/ Comment

area of public open space

(4) All required open space shall be located behind the sidewalk and on private property.

TCI-32 High-Rise Building Base Standard



(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.

TCI-33. Multi-Family Residential Architectural Standards



(1) Bulk and scale shall be similar to and consistent with the surrounding neighborhood as evaluated by the bulk of buildings adjacent, abutting and surrounding the proposed development. Buildings should be designed to adhere to the existing architectural pattern of the surrounding neighborhood.

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

(3) 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 that is aligned with existing community character.

TCI-34. Townhome Architectural Standards



1) Bulk and scale shall be similar to and consistent with the surrounding neighborhood as evaluated by the bulk of buildings adjacent, abutting and surrounding the proposed development. Buildings should be designed to adhere to the existing architectural pattern of the surrounding neighborhood.

Encourage high-quality, pedestrian-oriented townhomes that are not overly repetitive in design and align with existing community character.

Ordinance

Intent/ Comment

- (2) The maximum number of attached units is 8.
- (3) Frontloaded townhomes where garages face the primary street frontage are strongly discouraged.
- (4) 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
- (5) Minimum lot width for townhomes is 18 feet.
- (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.

TCI-35. Duplex, Triplex, and Quadplex Architectural Standards



Duplexes, triplex, and quadplex units must meet, at a minimum, the following conditions.

- (1) Units 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 units 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

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

Ordinance

Intent/ Comment

- 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) Units 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

TCI-36 Mixed Use and Non-Residential Architectural Standards

(1) Bulk and scale shall be similar to and consistent with the surrounding neighborhood as evaluated by the bulk of buildings adjacent, abutting and surrounding the proposed development. Buildings should be designed to adhere to the existing architectural pattern of the surrounding neighborhood.

2) At least 65% 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.

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

(4) 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.

Ensure higher standard of design for non-residential buildings that contribute positively to the pedestrian environment and integrate into the look of the existing community.

Ordinance

Intent/ Comment

(5) 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.

Encourage activation of the pedestrian environment through outdoor dining

TCI-37. 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.

TCI-38. Signage

(1) Billboards are prohibited

(2) The following types of specialty signage are permitted with approval by the Planning Director on parcels that front Major and Minor roadways:

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

Set higher standard for signage within the TCI 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

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

(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

Intent/ Comment

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.

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.