

# CLAYTON COUNTY TRANSIT SUPPORTIVE LAND USE STUDY LAKE CITY IMPLEMENTATION STRATEGY



To conclude the Clayton County Transit Support 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.

Lake City has one proposed station on the SR 54 LPA, the Clayton State Station which is shared with the City of Morrow. The City has already anticipated more mixed use development in this area, and has zoned it G-1 (Gateway Village) accordingly. This packet contains recommendations for updating the existing G-1 zone to better align with MARTA's model TOD-Core Redevelopment/New Build ordinance.

**Map 1: Proposed Station Area in Lake City**



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## JURISDICTION IMPLEMENTATION ACTIONS

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

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

### **Within the Next Year....**

- Begin coordination with GDOT to discuss SR 54

### **In the City's 2022 Comprehensive Plan Update...**

- Engage the public on the draft station area and transit supportive land use principles
- Update the character area map to reflect the proposed station area

### **Once the the station location is vetted through the NEPA process...**

- Establish station area working group
- Coordinate with other jurisdictions on proposed transit line for corridor-wide LCI Update. This study will need to:
  - Engage public on proposed zoning adjustments to G-1 district
  - Establish official trail and roadway type map
  - Based on results of the station area study, pursue revisions to G-1 zone
- Amend the Comprehensive Plan, if needed

## RECOMMENDATIONS OVERVIEW

### 1 UPDATE G-1 ZONE

Because the broad intent of the City's existing G-1 zone agrees with many transit supportive land use principles, MARTA recommends targeted updates of the zone for better alignment.

**MORE  
INFO:**

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### 2 UPGRADE KEY PLANNING TOOLS

With the anticipation of high capacity transit, development interest is likely to increase in Lake City. MARTA recommends that the City undergo a complete update to its zoning code and comprehensive plan.

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### 3 PURSUE STATION AREA PLANNING

More detailed station area planning is needed, preferably in coordination with other jurisdictions along the SR 54 LPA.

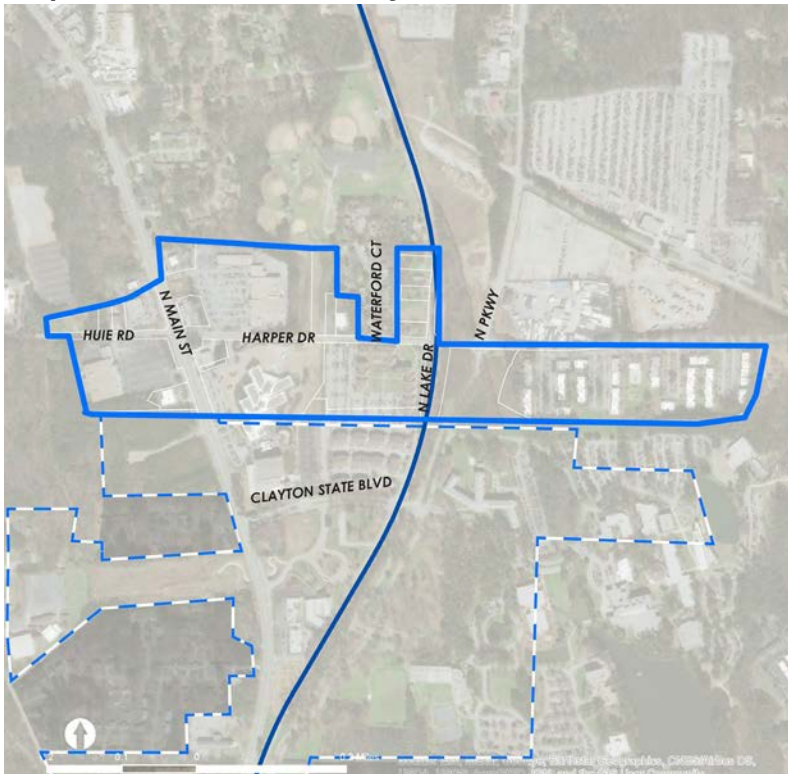
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## 2 CLAYTON STATE STATION

**RECOMMENDED STRATEGY:** Update existing G-1 zone to align with MARTA's TOD-Core-Redevelopment Model Ordinance

About one-third of the proposed Clayton State station area is within the boundaries of Lake City, with the remaining two-thirds in the City of Morrow. The station area is unusual in the corridor because of its multiple unique destinations--namely Clayton State University, the National Archives, and the Georgia Archives. This area was previously planned under a study titled Gateway Village Master Plan, and both communities have historically supported its growth into a vital, mixed-use destination.

**Map 2: Recommended Clayton State Station Area**



*Existing multi-family housing*



*National Archives*

— SR 54 LPA

— Recommended TOD-Core Zone for Clayton State Station in Lake City

- - - Recommended TOD-Core Zone for Clayton State Station in Morrow

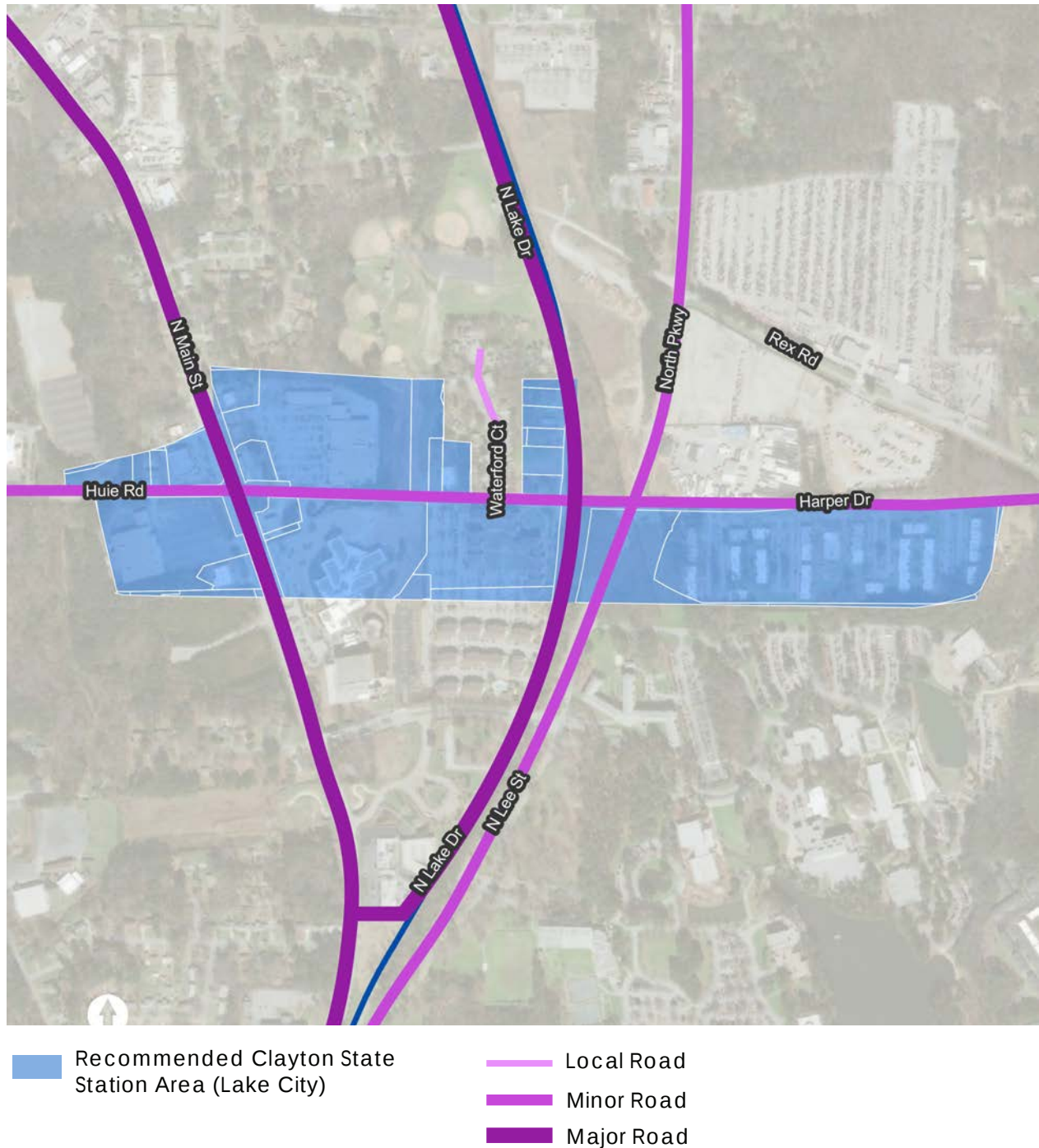


*Existing strip commercial uses*

### 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 31). Map 3 contains MARTA's recommendations for street type designations in Lake City's portion of the Clayton State station area.

**Map 3: Recommended Clayton State Station Area Boundary and Street Types**

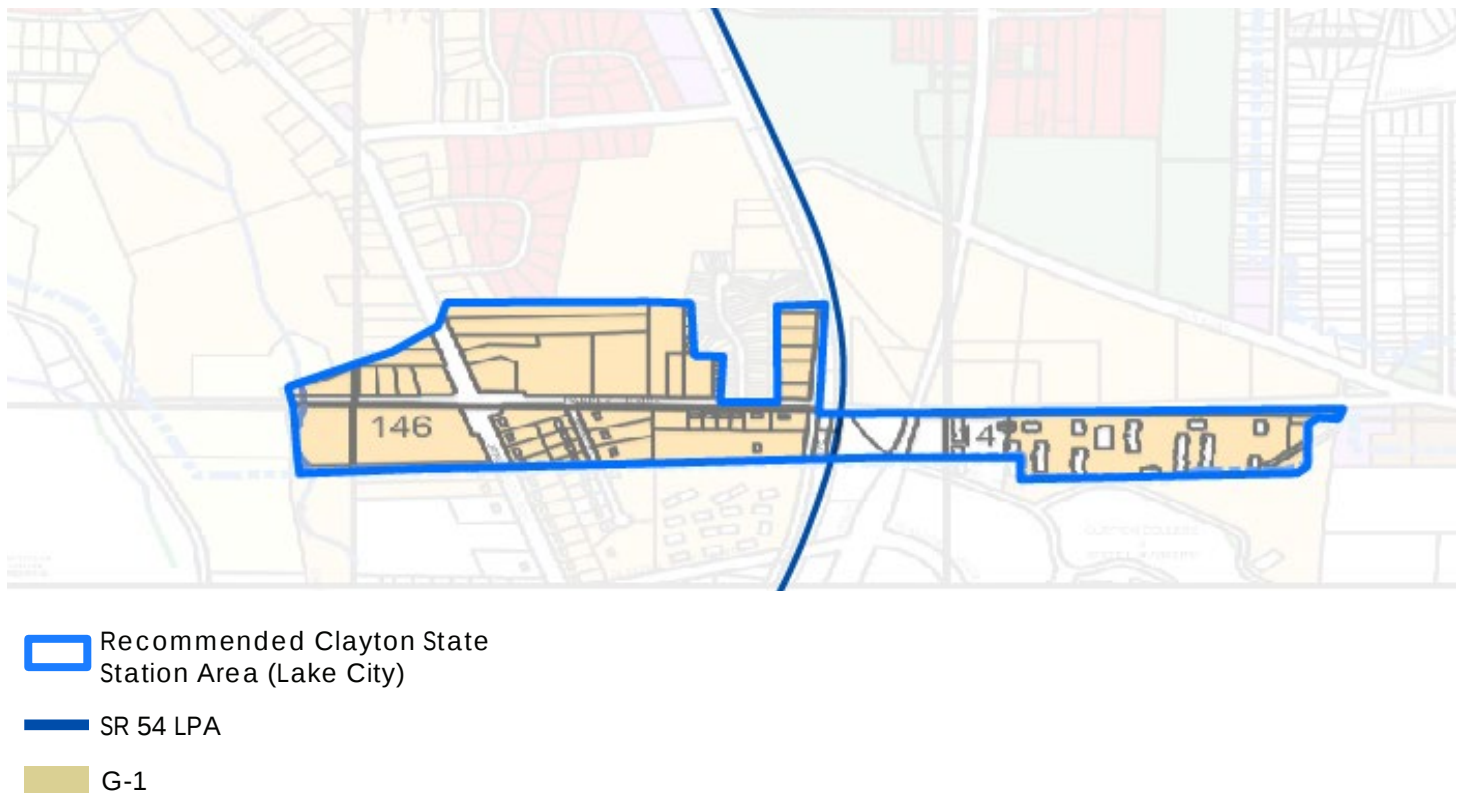


### **CURRENT ZONING + RECOMMENDATIONS**

All parcels within Lake City's portion of the Clayton State station area are zoned G-1. This zone is based off recommendations from a joint planning effort with the City of Morrow and Clayton State University called the Gateway Village Master Plan.

The G-1 district's intent to encourage denser, more mixed uses in this area conceptually aligns with MARTA's TOD Core Redevelopment ordinance. However, there are multiple areas in which the G-1 zone is shy of fully being supportive of transit-oriented development. In particular, there are no density minimums, no parking maximums, and few requirements for quality open spaces. Specific recommendations to update the G-1 zone can be found on page 11.

**Map 4: Current Zoning in Proposed TOD Core**



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## ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

To demonstrate the type of development a revised G-1 zone could result in, the planning team created a development concept for the site located at the northeast corner of N Main Street and Harper Drive. The site is comprised of two parcels. The large one is home to Lake City Commons, a commercial strip mall anchored by Kroger. The smaller one currently houses a gas station.

Under the revised zoning, one potential outcome is for the site to redevelop into a predominantly residential area that would be oriented towards housing Clayton State students. These housing units would be in multi-family buildings, most of which would have wrapped structured parking. Some retail uses would remain along the Main Street frontage.

**Map 5: Lake City Rendering Site Location**



*Large amount of surface parking*



*Existing gas station adjacent to site*

-  Rendering Site
-  Clayton State Station Area  
TOD Core: Redevelopment/  
New Build (Lake City)
-  SR 54 LPA



*View of strip mall on site*

## ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 1: Lake City Concept - Site Plan



## ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 2: Lake City Concept - Aerial View



### BIG FIVE ELEMENTS IN CONCEPT:



#### Density/ Intensity

- 45 dwelling unit (du)/acre for residential
- 0.75 floor to area ratio (FAR) for mixed use/retail area



#### Mixed Use

- Horizontal Mixed Use (Option B in ordinance) or Mixed Income (Option D in ordinance)



#### Walkability

- Interconnected sidewalk network
- N Main Street and Harper Drive streetscapes
- Pedestrian link to adjacent park



#### People-Friendly Design

- Building design and site locations that relate to pedestrians, not cars
- Mix of open/green spaces throughout



#### Managed Parking

- Surface lots located behind retail, mixed use, and northern multi-family buildings
- Structured parking underneath multi-family on east side
- Wrapped parking decks for large multi-family structures

## ADDITIONAL RECOMMENDATIONS

### ***Comprehensive Plan and Zoning Ordinance:***

- *Conduct a Full Comprehensive Plan Re-Write.* The City's current comprehensive plan is high-level and does not provide the City with very detailed guidance on growth. With increased development interest in Lake City, MARTA recommends a full re-work of the City's comprehensive plan to help leadership make development decisions.
- *Consider a Full Zoning Ordinance Re-Write.* Like the Comprehensive Plan, the City's current zoning code would benefit from a full update that can better guide more sustainable, people-friendly growth patterns.

### ***Station Area Planning:***

- *Apply for a Lake City LCI.* Coordinate with other jurisdictions on proposed transit line for corridor-wide LCI Update. This study will need to:
  - Engage public on proposed zoning adjustments to G-1 district
  - Establish official trail and roadway type maps
  - Based on results of the station area study, pursue Phase I revisions to G-1 zone
- *Form a Clayton State Station Area Working Group.* To support ongoing planning efforts, MARTA recommends convening a working group specific to the Clayton State Station Area. This group should include representatives from applicable Lake City departments, Clayton State University, City of Morrow, GDOT, the Georgia Archives, the National Archives, commercial shopping center owners and businesses, major multi-family property owners, and local faith organizations.

## 5 DETAILED ZONING RECOMMENDATIONS

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

### G-1 ZONE RECOMMENDATIONS

#### GENERAL RECOMMENDATIONS TO G-1 (42-214)

- The ordinance frequently refers to an Appendix that contains the Gateway Village plan, but that Appendix does not appear to be available online. Internet searches do not easily turn up copies of the plan either; if this is still the guiding document for the area, MARTA recommends extracting the specific information needed for direct insertion into the zoning ordinance rather than referring to an outside document.
- The zone currently requires development to be of a single architectural theme/character; MARTA recommends removing this requirement to encourage a more vibrant, diverse visual environment.
- The G-1 zone frequently refers to "Pedestrian Priority Zone" but the zone seems to accommodate pedestrians and vehicles equally. The City may want to more clearly state the prioritization of pedestrians, or rename this area a "Multi-Modal zone" if the vision is for a balance between modes rather than prioritization of pedestrians.

The table below contains a detailed analysis of the G-1 zone compared to MARTA's TOD-Core-Redevelopment Ordinance, as well as recommendations for closer alignment.

**Table 1: Lake City G-1 Zoning Analysis**

| Component + Intent                                                                                                                                                               | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                  | Yes                                                                    | Partial | No |                                                                                                                                                                                                                                                                           |
| <b>TCR-1. Intent</b><br>States broad goals of the "Big 5" of transit supportive land use: density/intensity, mixed use, walkability, people-friendly spaces, and managed parking |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• In 42-214's listing of definitions, modify the "transit oriented development" definition to include the "big five" as listed in TCR-1</li> </ul>                                                                                 |
| <b>TCR-2. Definitions</b><br>Provides definitions that may be missing in a current code or defines elements specific to the model ordinance language                             |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Add all definitions except for townhouses to the definition list in 42-214</li> <li>• For roadways types, use the City terms (primary, secondary, and neighborhood) but MARTA definitions for major, minor, and local</li> </ul> |

| Component + Intent                                                                                                                                              | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                 | Yes                                                                    | Partial | No |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>TCR-3. Applicability and Exceptions</b><br>Provides additional guidance for jurisdictions on when the ordinance would be triggered                           |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Recommend adding TCR-3 language to 42-98 but specifically for G-1 zone or add to 42-214</li> </ul>                                                                                                                                                                                                                                                                                                                  |
| <b>TCR-4. Administrative Approval</b><br>Avoids unnecessary delay/uncertainty to development proposals that generally meet standards but with slight variation. |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add all language from TCR-4 to 42-214</li> </ul>                                                                                                                                                                                                                                                                                                                                                                    |
| <b>TCR-5. Application Review</b><br>Lays a foundation for collaboration and communication between the development team and the jurisdiction                     | ✓                                                                      |         |    | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>TCR-6. Allowable Uses</b><br>Allow higher intensity urban uses while discouraging or prohibiting more suburban-style, vehicle-based uses.                    |                                                                        | ✓       |    | In 42-214(1)d: <ul style="list-style-type: none"> <li>• Recommend prohibiting single family detached dwellings</li> <li>• Recommend allowing industrial (artisanal/hand tools only)</li> <li>• Recommend allowing laboratories/specialized industrial as conditional</li> <li>• Recommend explicitly prohibiting gas stations, personal storage warehouses, vehicle sales/services/repairs, heavy industrial, surface parking lots as primary use</li> </ul> |
| <b>TCR-7. Commercial Establishment Size</b><br>Prohibits typical “big box” stores, but allows for smaller footprint versions                                    |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-7 to 42-214</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                      |

| Component + Intent                                                                                                                                                     | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                        | Yes                                                                    | Partial | No |                                                                                                                                                                                                             |
| <b>TCR-8. Live/Work Units</b><br>Allows flexible live-work space to diversify uses and housing types                                                                   |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-8 to 42-214</li> </ul>                                                                                                                                     |
| <b>TCR-9. Mixed Use Requirements</b><br>Provides a menu of options for development that can respond to the market, while still improving transit supportive land uses. |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-9 to 42-214</li> </ul>                                                                                                                                     |
| <b>TCR-10. Floor Area Ratio</b><br>Ensures a baseline transit supportive density for non-residential uses                                                              |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add to 42-214; no density requirements, unless in M-2 Appendix?</li> </ul>                                                                                         |
| <b>TCR-11 Min. Dwelling Units Per Acre</b><br>Ensures a baseline transit supportive density for residential uses.                                                      |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Currently has very high height maximums, but recommend adding TCR-11 minimums to 42-214</li> </ul>                                                                 |
| <b>TCR-12. Dimensions</b><br>Requires a more urban footprint for development yet is not overly prescriptive so to allow some flexibility                               |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-12 to 42-214; also recommend integrating specific dimensions called out in Gateway Village Plan (rather than referring someone to the document)</li> </ul> |
| <b>TCR-13. Maximum Block Length</b><br>Limits block size to promote walkability and human-scaled development                                                           |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• 42-214(k) notes 400x400 feet is ideal block size; recommend including 600 feet as a maximum</li> </ul>                                                             |
| <b>TCR-14. Interparcel Connectivity</b><br>Promotes connectivity and reduces single-access driveways/excessive curb cuts                                               |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-14 to 41-214(k)</li> </ul>                                                                                                                                 |

| Component + Intent                                                                                                                                                     | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                        | Yes                                                                    | Partial | No |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>TCR-15. Street Design</b><br>Develops a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>City has very similar road hierarchy; suggest adapting TCR Table 3 to match City's nomenclature of primary, secondary, and neighborhood;</li> <li>Add rest of the TCR-15 provisions to 42-214, except tree types which are covered well in current ordinance</li> <li>42-214(k)(3) says "Pedestrian priority. Village nodes will be located at the crossing of major thoroughfares." Consider removing – this is not necessarily the best place for village nodes since major roads are usually the least walkable; recommend flexibility to be specific to different site opportunities</li> </ul> |
| <b>TCR-16. Sidewalks</b><br>Clarifies where sidewalks are required and the importance of direct routes                                                                 |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>Add to 41-214(k)(3); remove from (3) reference to widths (and use wider MARTA standards instead)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>TCR-17. Trail Connectivity</b><br>Improves trail connectivity through the private development process                                                               |                                                                        |         | X  | <ul style="list-style-type: none"> <li>Add to 41-214(k)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>TCR-18. External Street Connectivity</b><br>Ensures new development enriches the street network and local connectivity                                              |                                                                        |         | X  | <ul style="list-style-type: none"> <li>Add TCR-18 to 41-214(k)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>TCR-19. Internal Street Connectivity</b><br>Requires new development to contribute to an improved, more human-scaled roadway network                                |                                                                        |         | X  | <ul style="list-style-type: none"> <li>Add TCR-19 to 41-214(k)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Component + Intent                                                                                                                                              | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                 | Yes                                                                    | Partial | No |                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>TCR-20. On-Site Pedestrian Circulation</b><br>Prioritize the safety and comfort of pedestrians.                                                              | ✓                                                                      |         |    | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                         |
| <b>TCR-21. Vehicle and Driveway Access</b><br>Reduces the amount of unnecessary curb cuts                                                                       |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add to 41-214(k)</li> </ul>                                                                                                                                                                                                                                                                                                                                             |
| <b>TCR-22. Drive-Through Facilities and Service Windows</b><br>Restricts the most damaging aspects that drive-through windows can have on people-scaled places. | ✓                                                                      |         |    | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                         |
| <b>TCR-23. Off-Street Parking</b><br>Reduces the amount and visibility of parking                                                                               |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Recommend including TCR-23 table 5 in 42-214(g) since standard parking minimums in City are higher and have no maximums</li> <li>• 42-214(g)(2) allows parking in front; recommend prohibiting</li> <li>• (g)(3) allows 50% reduction for being near a municipal or private parking area; suggest adding “high capacity transit stop” and increasing to 600’</li> </ul> |
| <b>TCR-24. Surface Parking Design</b><br>Minimizes the impacts of surface parking, and lay the foundation for future infill                                     |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Recommend adding add (1) and (2) to 42-214(g)</li> </ul>                                                                                                                                                                                                                                                                                                                |
| <b>TCR-25. Shared Parking</b><br>Encourage and provide clarity for shared parking                                                                               |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Suggest adding TCR-24 to 42-324 as a city-wide provision (current ordinance supports shared parking but lacks detail)</li> </ul>                                                                                                                                                                                                                                        |
| <b>TCR-26. Loading</b><br>Avoids excessive loading requirements that consume valuable space                                                                     |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Loading requirements currently in ordinance or more about dimensions; suggest adding TCR-026 for application city-wide</li> </ul>                                                                                                                                                                                                                                       |

*\*For parking, Phase I changes should include locational requirements and lowered minimums; Phase II would add maximums*

| Component + Intent                                                                                                                                  | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                     | Yes                                                                    | Partial | No |                                                                                                                                                                                                                     |
| <b>TCR-27. Electrical Utilities</b><br>Prohibits new above-ground electrical utilities, and addresses existing through utility fund                 | ✓                                                                      |         |    | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                            |
| <b>TCR-28. Stormwater Management</b><br>Provides flexibility in addressing stormwater and encourages district-wide solutions                        |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-28 somewhere in Chapter 16 Environment for city-wide application or 42-214 just for G-1</li> </ul>                                                                 |
| <b>TCR-29. Fences and Walls</b><br>Ensure quality materials for fencing and walls                                                                   |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Add TCR-032 to 42-214</li> </ul>                                                                                                                                           |
| <b>TCR-30. Screening</b><br>Screen the necessary parts of development that tend to be unattractive                                                  |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Add TCR-30 to 42-214</li> </ul>                                                                                                                                            |
| <b>TCR-31. Buffers</b><br>Provides buffers between TCR and single-family residential uses, but discourages overly wide suburban-scaled separations. |                                                                        | ✓       |    | <ul style="list-style-type: none"> <li>• Buffer requirements in 42-299 are detailed but require very large widths; recommend reducing buffer ranges to 10 – 20 feet (max) for G-1; currently much higher</li> </ul> |
| <b>TCR-32. Outdoor Lighting</b><br>Provides a safe environment at night time that does not negatively impact surrounding uses.                      | ✓                                                                      |         |    | <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                            |
| <b>TCR-33. Open Space Requirements</b><br>Ensures quality open space is included with every new development.                                        |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-33 to 42-214</li> </ul>                                                                                                                                            |
| <b>TCR-34. High-Rise Building Standard</b><br>Requires that buildings regardless of height contribute positively to the “on-the-ground” environment |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-34 to 42-214</li> </ul>                                                                                                                                            |

| Component + Intent                                                                                                                                                                                                         | Current zoning meets<br>(or come close to) the<br>proposed model zone? |         |    | Recommendations to City of Lake<br>City, Georgia Zoning Ordinance                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                            | Yes                                                                    | Partial | No |                                                                                                                                                                                                                                                                         |
| <b>TCR-35: Multi-Family Residential Architectural Standards</b><br>Encourages high-quality multi-family housing design to offset potential community concerns about housing quality and density                            |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-35 to 42-214</li> <li>• Suggest removing part of f(3) which states all buildings should “shall adhere to a single, consistent architectural theme”</li> </ul>                                                          |
| <b>TCR-36. Townhome Architectural Standards</b><br>Encourages high-quality, pedestrian-oriented townhomes that are not overly repetitive in design                                                                         |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-36 to 42-214</li> </ul>                                                                                                                                                                                                |
| <b>TCR-37: Duplex, Triplex, and Quadplex Architectural Standards</b><br>Allows for greater diversity of housing types that promote affordability, but ensure a quality equal to or exceeding single-family detached units. |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-37 to 42-214</li> </ul>                                                                                                                                                                                                |
| <b>TCR-38 Non-Residential Architectural Standards</b><br>Ensures higher standard of design for non-residential buildings that contribute positively to the pedestrian environment                                          |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-38 to 42-214</li> </ul>                                                                                                                                                                                                |
| <b>TCR-39. Outdoor Dining</b><br>Encourages activation of the pedestrian environment through outdoor dining                                                                                                                |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Add TCR-39 to 42-214</li> </ul>                                                                                                                                                                                                |
| <b>TCR-40. Signage</b><br>Sets higher standard for signage within the TCR district than in other parts of the community                                                                                                    |                                                                        |         | X  | <ul style="list-style-type: none"> <li>• Allow signs from TCR-40 signs to be allowed in G1</li> <li>• Prohibit billboards in G-1</li> <li>• 42-524 lumps marquee signs in with “flashing signs”—recommend keep it separate and allowing marquee signs in G-1</li> </ul> |

## GENERAL ADDITIONS/ADJUSTMENTS TO ORDINANCE

### REMOVE SEC. 42-62 HEIGHT AND DENSITY

This section at the very front of the ordinance sets a tone that signals that increased density--and in some ways, development itself--is not welcome in Lake City. Although this may be the case for many of the other zones in Lake City, this is directly in conflict with major tenets of transit supportive zoning. Suggest removing this section; if that is not practicable, state that it excludes zone G-1.

### ARTICLE V DEFINITIONS

MARTA recommends updating “accessory apartment” terminology to “accessory dwelling unit” to align with standard practice and reduce negative connotation sometimes associated with the word “apartment.”

### SEC. 42-176. - GROUP PROJECTS

This section states: “In the construction of group projects (residential, commercial, industrial, educational, medical, religious and civic) where two or more buildings are to be placed on a plot of land not subdivided into customary streets and lots and which will not be so subdivided, the mayor and council shall determine the distances that shall be necessary to allow sufficient space between buildings and from adjoining property lines...”

Consider either removing this section or providing acceptable ranges for distances. As currently written, this section introduces an additional layer of uncertainty for developers, and gives the mayor/Council decision over details that are typically better evaluated by staff with technical expertise in planning, design, or development.

# **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.

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## 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



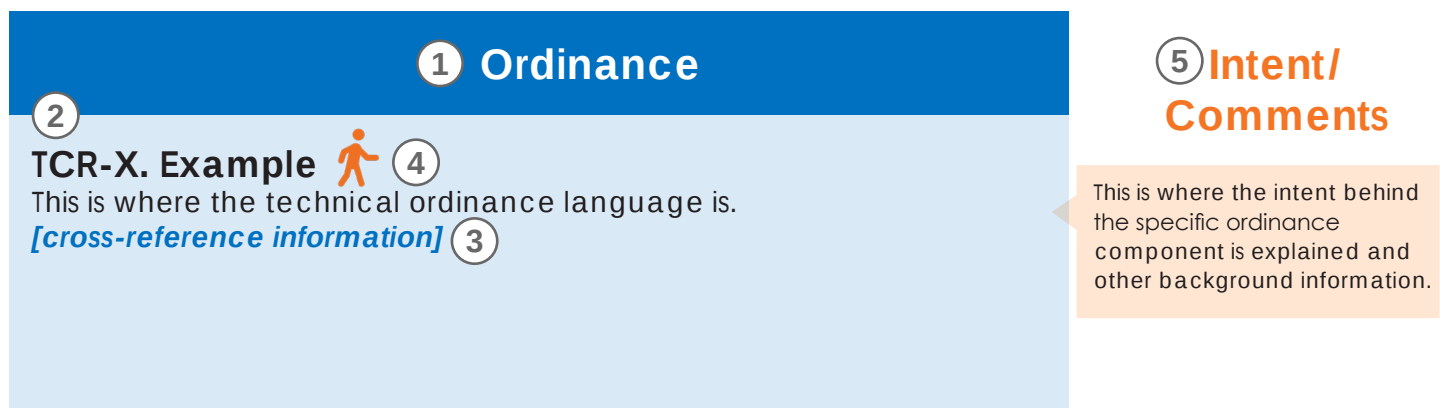
People  
Friendly  
Design



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

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

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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.

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## 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:<br>Vertical<br>Adaptability | Ground floor built with flexible dimensions to accommodate multiple uses.                           |                                                                                             | No additional requirements |
| Option B:<br>Horizontal<br>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:<br>Architectural<br>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:<br>Mixed Income             | At least 20% of units are legally binding affordability restricted                                  |                                                                                             |                            |
| Option E:<br>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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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

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### 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                                   |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| <b>RESIDENTIAL</b>                    |                                                                                                                                                              |                                           |
| 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                           |
| <b>COMMERCIAL</b>                     |                                                                                                                                                              |                                           |
| 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.<br>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                  |
| <b>CIVIC + OTHER</b>                  |                                                                                                                                                              |                                           |
| 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

## Ordinance

## Intent/ Comments

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

### TCR-26 Loading

- (1) At no time may loading or unloading occur from the right-of-way of a Major or Minor road.
- (2) Whether or not a loading space is provided, all vehicle maneuvering for loading or unloading shall occur on site.
- (3) A loading space shall not encroach on or interfere with the public use of streets and sidewalks by vehicles and pedestrians.
- (4). Loading spaces shall not conflict with or overlap any required drive aisles or off-street parking spaces, unless the loading space will only be used during hours when the primary structure is not open for business.

Avoid conflicts between loading and spaces focused on mobility

### TCR-27 Electrical Utilities

- (1) New above-ground electrical utilities are prohibited.
- (2) Parcels with existing above-ground electrical utilities can pay a fee in-lieu-of to a fund that will pay for undergrounding the utilities in the future.
- (3) Utilities to support transit are permitted above ground.

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

### TCR-28 Stormwater Management

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

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

### TCR-29 Fences and Walls

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

Ensure quality materials for fencing and walls.

## Ordinance

## Intent/ Comments

### TCR-30 Screening

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

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

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

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

### TCR-31 Buffers

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

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

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

(3) Buffers over 20' wide are discouraged.

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

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

## Ordinance

## Intent/ Comments

### TCR-32 Outdoor Lighting



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

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

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

### TCR-33 Open Space Requirements



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

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

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

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

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

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

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

Ensure quality open space is included with every new development.

#### Comments:

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

## Ordinance

## Intent/ Comments

area of public open space

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

### TCR-34 High-Rise Building Base Standards

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

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

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

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

### TCR-35. Multi-Family Residential Architectural Standards



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

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

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

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

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

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

### TCR-36. Townhome Architectural Standards



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

(2) Frontloaded townhomes where garages face the primary street

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

## Ordinance

## Intent/ Comments

frontage are strongly discouraged.

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

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

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

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

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

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

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



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

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

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

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

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

## Ordinance

## Intent/ Comments

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

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

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

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



**Table 6. Non-Residential Architectural Standards**

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

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

#### Comments:

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

## Ordinance

## Intent/ Comments

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

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

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

(10) Awnings and canopies shall:

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

## Ordinance

## Intent/ Comments

### TCR-39. Outdoor Dining

- (1) Outdoor dining/seating shall be permitted as an accessory use to a legally established eating and drinking establishment on the same or adjacent lot.
- (2) If outdoor dining facilities are located in the semi-public zone, a minimum five-foot pedestrian through way shall be maintained and unobstructed.
- (3) Outdoor dining furnishings are limited to tables, chairs, benches, and umbrellas.
- (4) Planters, posts with ropes, or other removable enclosures, as well as a reservation podium, are encouraged and shall be used as a way of defining the area occupied by outdoor dining.

Encourage activation of the pedestrian environment through outdoor dining.

### TCR-40. Signage

- (1) Billboards are prohibited
- (2) The following types of specialty signage are permitted with approval by the [\[title of planning official\]](#) on parcels that front Major and Minor roadways:
  - (A) Marquis
  - (B) Roof Signs
  - (C) Sandwich Boards

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

#### Comments:

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