

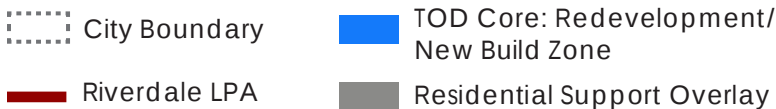
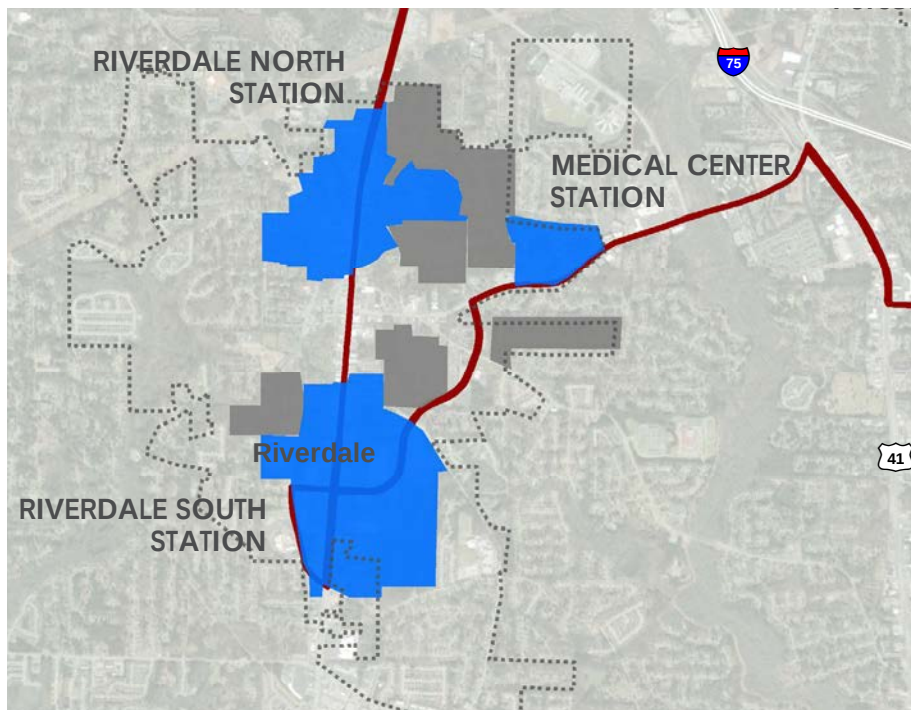
CLAYTON COUNTY TRANSIT SUPPORTIVE LAND USE STUDY RIVERDALE IMPLEMENTATION STRATEGY



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

The recommended approach for implementing transit supportive land uses in Riverdale is to build off the City's newly updated 2020 Zoning Code. MARTA's recommendations do not include any new base zones; instead, MARTA recommends targeted adjustments to the MU (Mixed Use), TCMU (Town Center Mixed Use) zones, and H (Hospital) overlay for closer alignment with MARTA's TOD Core-Redevelopment/ New Build model ordinance. A new residential overlay is also recommended to improve transit supportiveness in neighborhoods adjacent to the station area cores.

Map 1: Proposed Station Areas in Riverdale



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JURISDICTION IMPLEMENTATION ACTIONS

MARTA's goal is to assist each jurisdiction in integrating transit supportive policies and zoning into plans and ordinances in order to help the proposed corridor score highly in the competitive FTA New Starts funding program.

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

Within the next six months:

- Begin coordination with GDOT to discuss SR 85 improvements
- If MARTA is awarded the FTA TOD Pilot Study grant, the City of Riverdale should participate in the joint planning process

Once station locations are vetted through the NEPA process:

- Establish station area working group
- Amend the City's Comprehensive Plan:
 - Update the character area map to reflect station area
 - Include key infrastructure projects in Community Work Program to support station area
- Evaluate City facilities within station areas for their alignment with the zoning recommendations, and identify potential facilities for future relocation into the station areas
- If the FTA TOD Pilot Study is not awarded for detailed station area planning, then apply for LCI funding to develop station area plans. This study will need to:
 - Engage the public on the draft station areas and transit supportive land use principles
 - Engage the public on proposed zoning adjustments to the MU and TCMU zones and H overlay, and gauge receptivity to the residential support overlay
 - Establish official trail and roadway type maps
 - Based on results of the station area study, pursue revisions to MU, TCMU, H and establish the residential support overlay

1 RECOMMENDATIONS OVERVIEW

1 REVISE MU AND TCMU ZONES

The MU (Mixed Use) and TCMU (Town Center Mixed Use) share many of the same features, and would need only minor adjustments to align closely with MARTA's TOD-Core Redevelopment/New Build model ordinance.

**MORE
INFO:**

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2 REVISE H OVERLAY

The Hospital (H) Overlay has some transit-supportive measures, but multiple adjustments are recommended. Primarily, these include expanding the types of allowable uses and including the H Overlay in Article 5's Architectural Design Standards to better align with MARTA's TOD-Core Redevelopment/New Build model ordinance.

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3 CREATE A NEW RESIDENTIAL SUPPORT OVERLAY

Current residential zones in the City of Riverdale code do not allow for a mix of single-family and duplexes. MARTA recommends creating an overlay based on the Residential Support model ordinance for single-family neighborhoods adjacent to station areas that will increase the ability to create a more diverse mix of housing types.

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4 REZONE PARCELS AT RIVERDALE NORTH STATION AREA TO MU

The majority of parcels in the proposed Riverdale North station area are zoned General Commercial (GC); MARTA recommends rezoning to MU to align with transit-supportive goals.

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5 COORDINATE WITH GDOT ON SR 85 IMPROVEMENTS

The look, feel, and functionality of SR 85 has significant impacts on the future success of both the proposed North and South Riverdale station areas. Coordination with GDOT will be needed to improve the corridor for transit riders, pedestrians, and cyclists.

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6 BROADEN MEDICAL CENTER STATION AREA FOCUS TO HEALTH + WELLNESS

The current vision for the Medical Center station area is fairly narrow, limiting development to only medical uses or those in direct support of the hospital. To encourage more development, MARTA recommends broadening the vision to include a range of health and wellness uses, as well as more residential types.

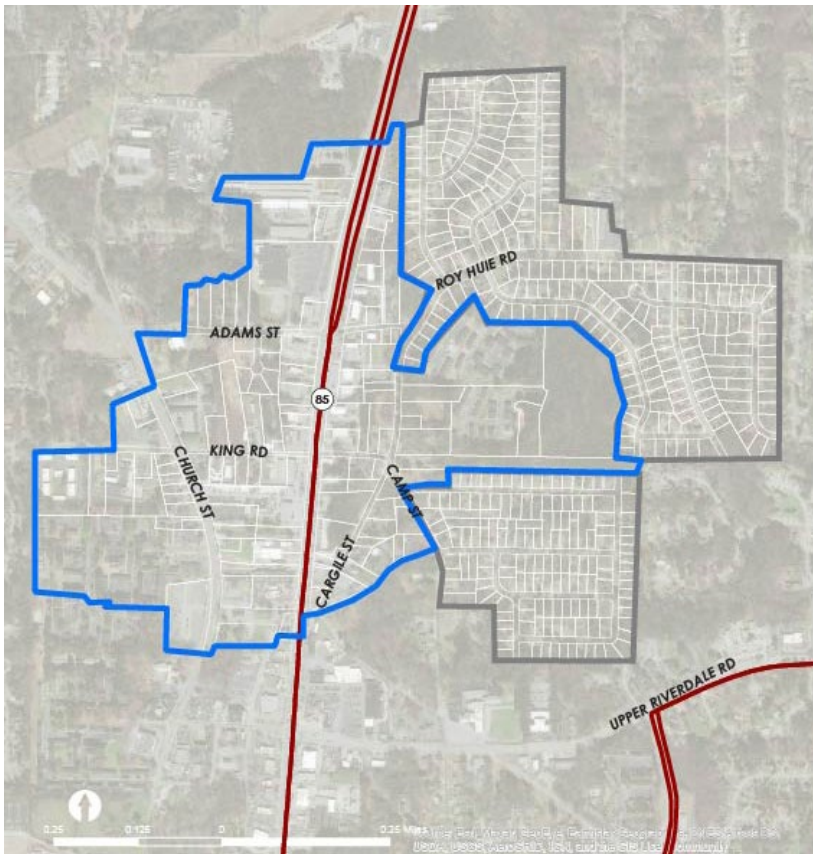
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2 RIVERDALE NORTH STATION

RECOMMENDED ZONING STRATEGY: Rezone station area to revised MU

Anchored by H Mart, the proposed Riverdale North station area is characterized by SR 85 and strip commercial uses. Although not currently considered a “center” in terms of its current land uses, ridership projections for this area show strong support for a future station. To fully leverage development opportunities, MARTA recommends rezoning the core Riverdale North station area parcels to the revised MU, and adding a residential support overlay to neighborhoods to the east.

Map 2: Recommended Riverdale North Station Area



- Recommended Riverdale North Station Area (TOD-Core)
- Riverdale LPA
- Recommended Residential Support Overlay



Example of common housing type in adjacent residential areas



Strip commercial along SR 85



Car-based commercial use



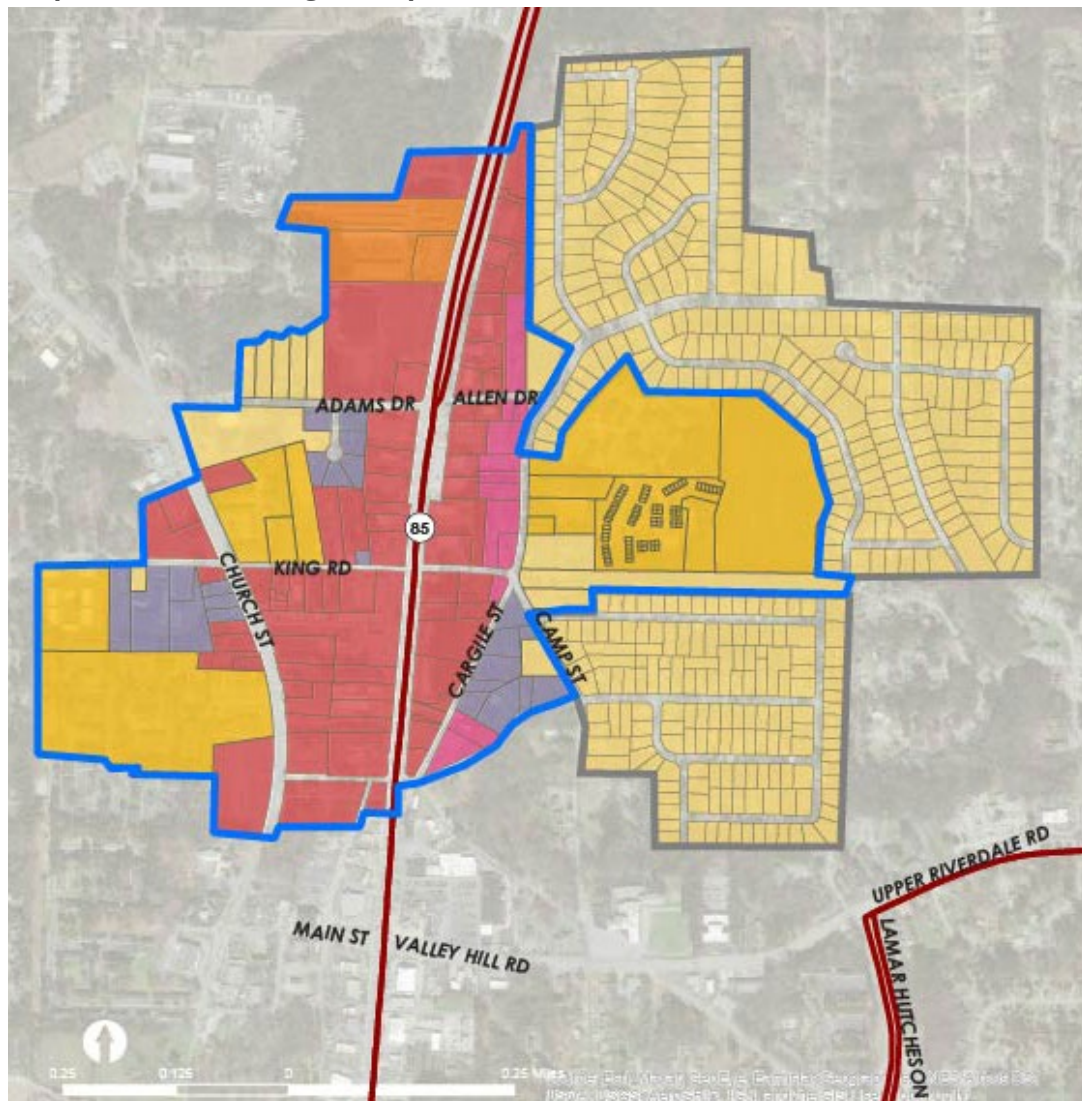
Older strip commercial on SR-85

CURRENT ZONING + ANALYSIS

Most of the proposed Riverdale North station area is zoned General Commercial (GC), with a corridor of Neighborhood Commercial (NC) along Cargile. Two large Multi-Family (MF) zones exist at the eastern and western edges. The remaining parcels are a mix of Office-Institutional (OI), single-family residential (R2), and Industrial (M). The adjacent residential neighborhoods to the east are zoned R-2.

None of the existing zoning designations align closely with transit-supportive principles. MARTA recommends that parcels in the TOD-Core boundary shown in Map 3 be rezoned to the City's MU zone (see page 22 for MU zone recommendations). For the areas bounded by gray, MARTA recommends applying the proposed new residential support overlay (see page 39 for specific residential overlay recommendations.)

Map 3: Current Zoning in Proposed Riverdale North TOD Core

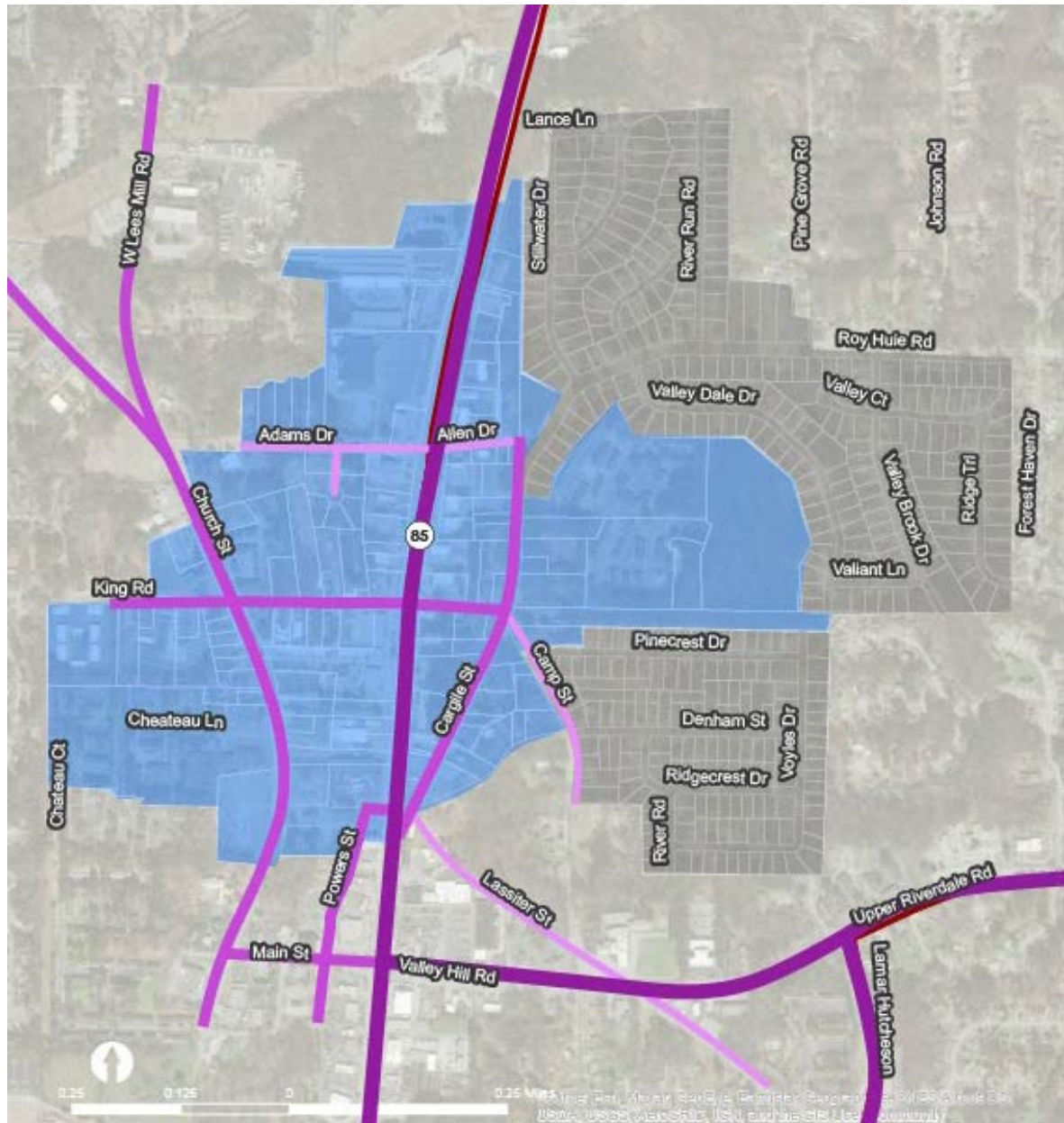


	Recommended Riverdale North Station Area (TOD-Core)	M		GC	
	Recommended Residential Support Overlay	MF		NC	
	Riverdale LPA	R-2		OI	

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 53). Map 4 contains MARTA's recommendations for street type designations in the Riverdale North station area.

Map 4: Recommended Riverdale North Station Area Street Types



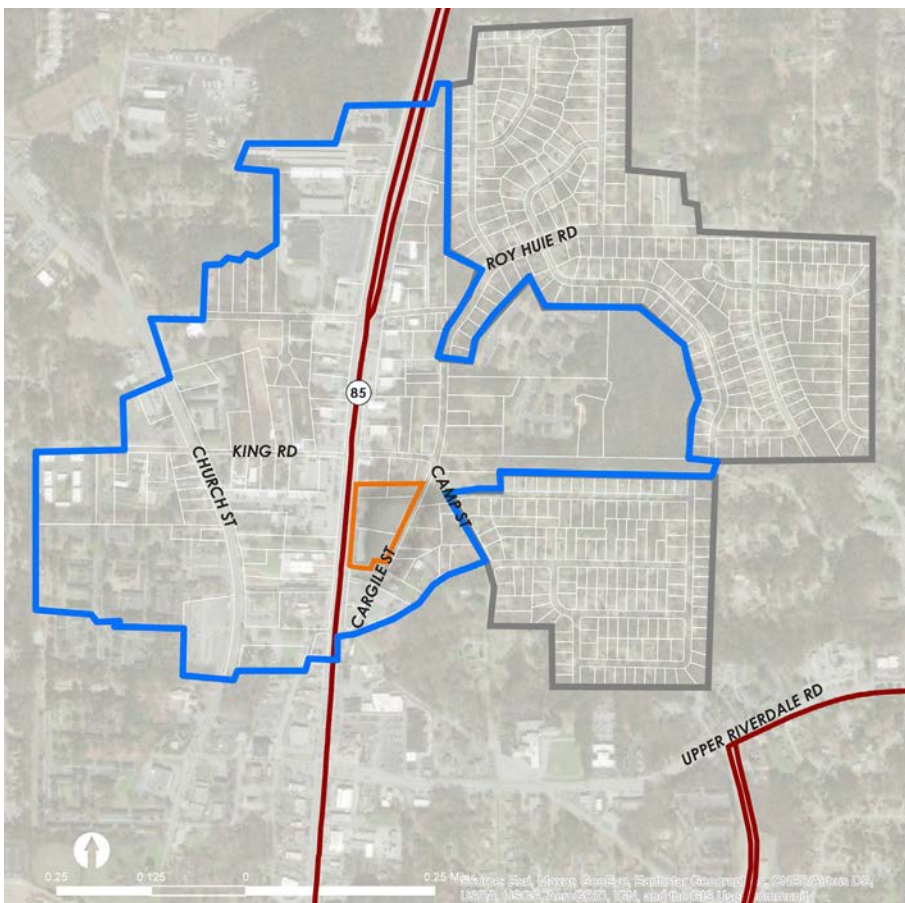
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|---|--|
|  Recommended Riverdale North Station Area (TOD-Core) |  Local Road |
|  Recommended Residential Support Overlay |  Minor Road |
| |  Major Road |

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

To demonstrate the type of development a revised MU zone could result in, the planning team selected a demonstration site. This site is five parcels that constitutes the block bounded by SR 85, Camp Street, Cargile Street, and the Waffle House service drive. Currently this site is characterized by declining strip commercial uses and a densely wooded area along Cargile Street.

Under the revised zoning, one potential outcome is horizontal mixed use development. This sample concept shows two multi-family buildings fronting SR 85, with a commercial building at the corner of SR 85 and Camp Street. A third multi-family building could be accommodated on the northeast corner, with a row of townhomes fronting Cargile Street providing a transition to the single-family residential to the east.

Map 5: Riverdale North Rendering Site Location



View of site from the south



Wooden area along Cargile Street

- Rendering Site
- Recommended Riverdale North Station Area (TOD-Core)
- Recommended Residential Support Overlay



Vacant commercial uses on SR 85

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 1: Riverdale North Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 2: Riverdale North Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 38 dwelling units (du)/acre for multi-family on SR 85 and townhouses
- 0.83 floor area ratio for commercial and multi-family on Camp Street



Mixed Use

- Horizontal mixed use (Option B in ordinance)



Walkability

- Pedestrian upgrades to SR 85
- Creation of two new local roadway links across site
- Connected sidewalk network



People-Friendly Design

- Street trees
- Mix of new park space and preserved woodlands
- People-scaled building design and setbacks from roadways



Managed Parking

- Parking located to the rear and sides of buildings
- Reduced amounts of surface parking
- Multi-family served by internal structured parking

ADDITIONAL RECOMMENDATIONS

Station Area Planning:

- *Participate in the proposed Riverdale BRT TOD Pilot Study.* Like many other proposed station areas on the Riverdale BRT, the Riverdale North station area does not currently have a current small area plan to guide its growth towards more transit supportiveness. Previous planning consists of an older LCI study from 2006 that includes part of the station area south of King Road. While the LCI's recommendations for the "Upper Riverdale Enclave" can serve as a starting point, the area needs a fresh, more holistic look.
- *Form a station area working group.* As part of the BRT TOD Pilot Study (or LCI Update) MARTA recommends creating a station area working group with representatives from GDOT, applicable City of Riverdale departments, Clayton County, and organizations/groups within the station area representing faith organizations, neighborhoods, multi-family property owners, and major shopping centers.

GDOT Coordination

In the case of SR-85, the City of Riverdale will need to coordinate closely with GDOT. In some instances, GDOT and the TCR model ordinance have similar goals, such as minimizing driveway access off major roadways and reducing curb cuts. In others, GDOT prioritizes vehicular movements, such as requiring deceleration lanes that ultimately widen the roadway and can negatively impact walkability.

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

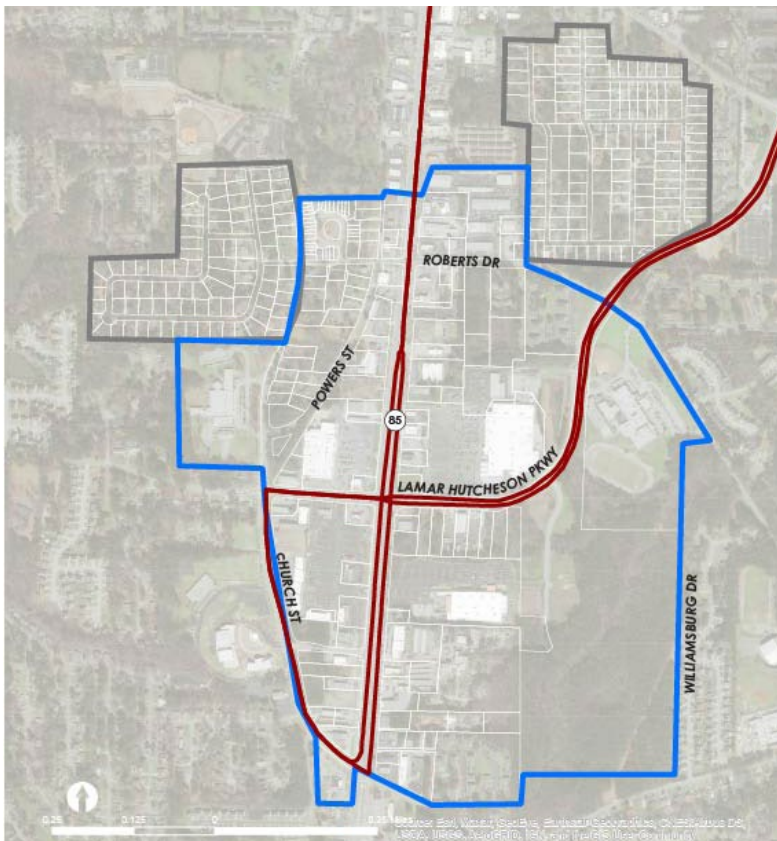
Preliminary conversations with GDOT indicate that the agency is open to collaboration on the corridor, particularly in terms of improving walkability and increasing safety. The model ordinance's higher minimum distance between drives (TCR-21) is supported by GDOT, as is the provision of safe sidewalks and other pedestrian infrastructure. Where the right-of-way can accommodate it, GDOT is also supportive of raised medians to create pedestrian islands that reduce the crossing distance for pedestrians. Additionally, GDOT is willing to consider lane repurposing where capacity exceeds traffic volume, and is clearly documented.

3 RIVERDALE SOUTH STATION

RECOMMENDED ZONING STRATEGY: Rezone parcels in station area to revised TCMU or MU

The proposed Riverdale South station area is envisioned as the Riverdale Town Center, an area where the City has focused much of its recent investment. The City's vision for the Town Center is generally aligned with transit-supportive principles and is reflected in the updated ordinance's provisions for the Town Center Mixed Use (TCMU) zone. MARTA recommends some targeted adjustments to the TCMU zone (see page 22), as well as increasing the number of parcels in the area with TCMU zoning.

Map 6: Recommended Riverdale South Station Area



Example of housing in station area



Isolated pockets of green space

- Recommended Riverdale South station area (TOD-Core)
- Riverdale LPA
- Recommended Residential Support Overlay



"Big Box" retail in station area



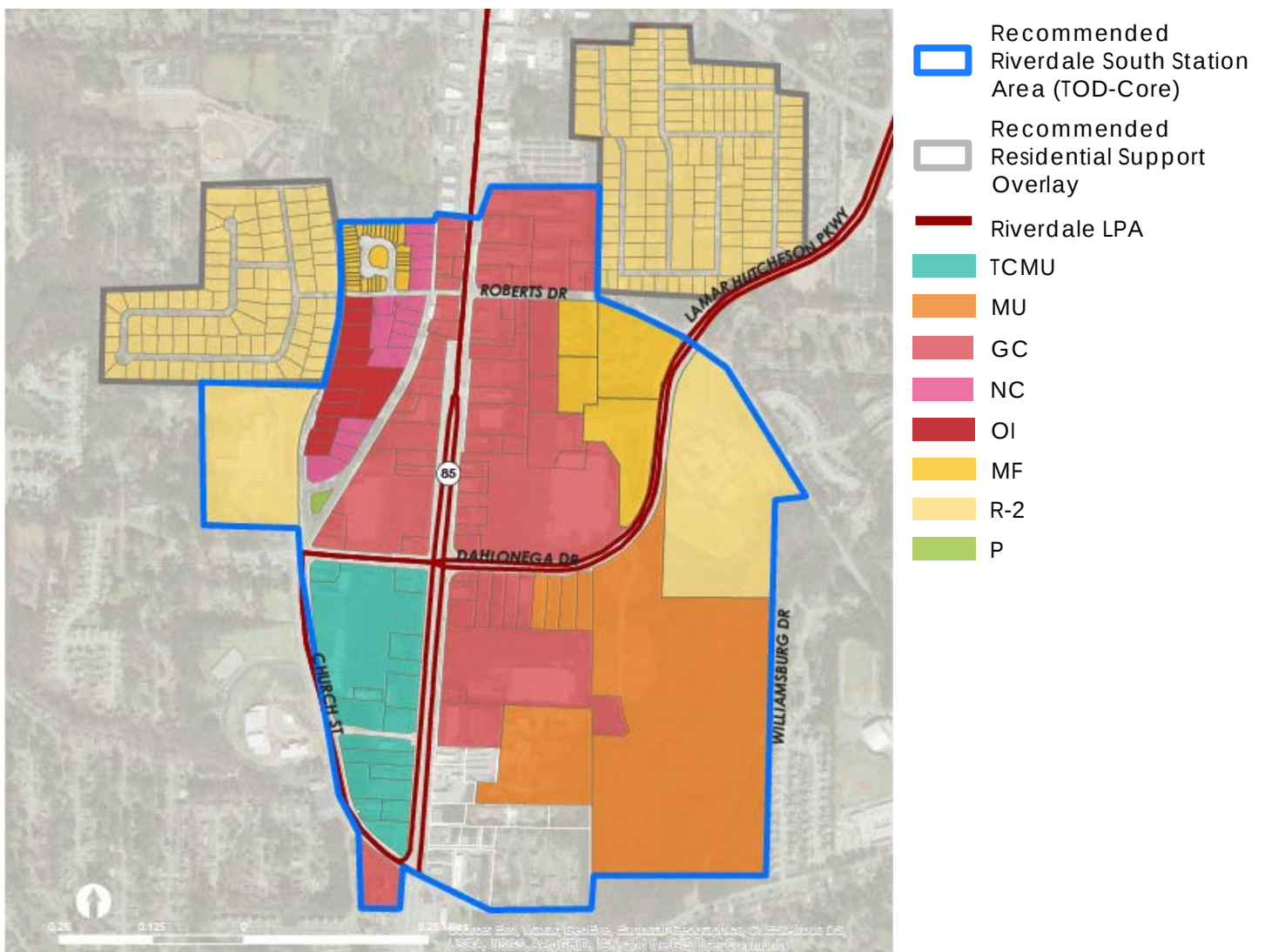
Low-density multi-family housing

CURRENT ZONING + ANALYSIS

Current zoning the proposed station area ranges from TCMU at the Town Center itself, to Mixed Use (MU), and multiple General Commercial (GC) parcels along SR 85. The rest of the parcels are a mix of Neighborhood Commercial (NC), Multi-Family (MF), single-family residential (R-2), and a single small park. The adjacent single-family residential around Cedar Drive and Sherwood Park is zoned R-2.

Ideally, MARTA recommends rezoning all parcels in the recommended Riverdale South station area to either TCMU or MU (see page 22). At a minimum, parcels along SR-85 currently zoned GC should be rezoned to take advantage of fronting the transit line itself. MARTA also recommends applying the proposed residential support overlay to Sherwood Park and the Cedar Drive neighborhood.

Map 7: Current Zoning in Proposed Riverdale South TOD Core



RECOMMENDED STREET TYPES

The MARTA TOD-Core Redevelopment/New Build model ordinance contains provisions that require the identification of street types within station areas (see TCR-15 - Street Design on page 53). Map 8 contains MARTA's recommendations for street type designations in the Riverdale South station area.

Map 8: Recommended Riverdale South Station Area Boundary and Street Types



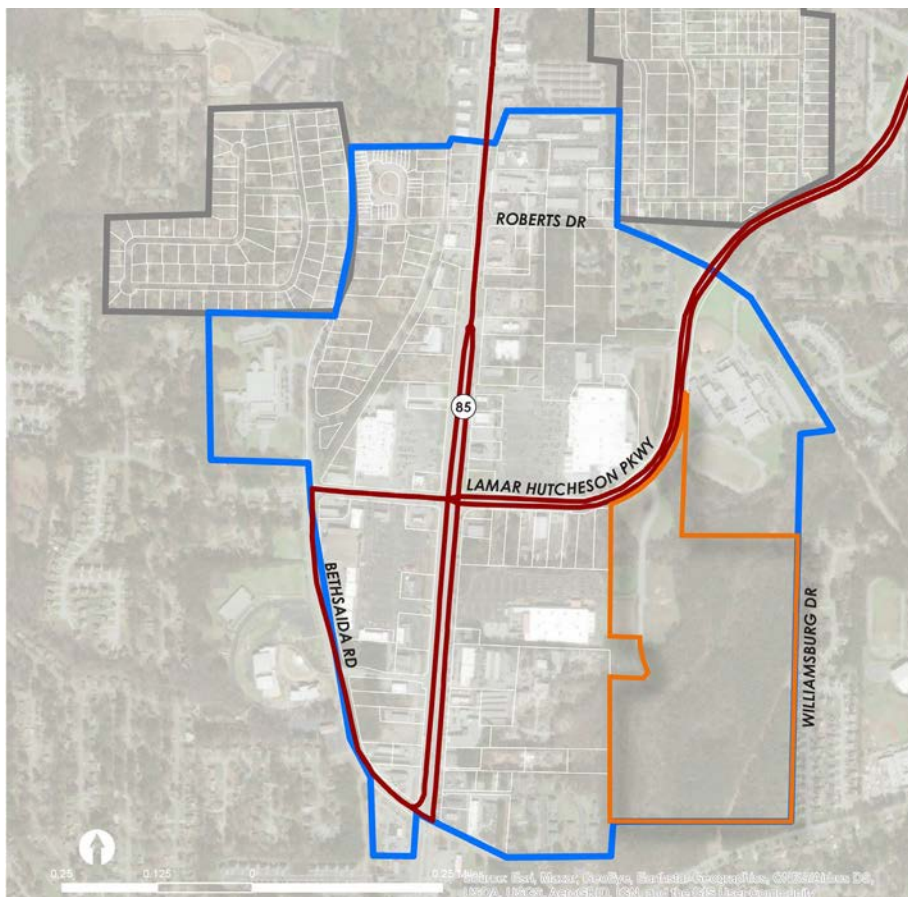
- | | |
|---|--|
|  Recommended Riverdale South Station Area (TOD-Core) |  Local Road |
|  Recommended Residential Support Overlay |  Minor Road |
| |  Major Road |

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

To demonstrate the type of development a revised TCMU could result in, the planning team created a development concept for a site requested by the City. This large site stretches between Lamar Hutcheson Parkway and Rountree Road. It was a focus of the City's 2006 LCI study, but its proposal focal point--the Town Center--was built at a different site.

Under the revised zoning, there is an almost infinite variety of possible configurations of the site for transit supportive land use. However, the presence of a creek and a major utility corridor constrain some of these options. The concept in the following pages shows a walkable retail center near Lamar Hutcheson Parkway that gives way to a residential village of mixed housing types to the south.

Map 9: Riverdale South Rendering Site Location



Stub roads on site



Undeveloped land near Lamar Hutcheson Parkway

- Rendering Site
- Recommended Riverdale South Station Area (TOD-Core)
- Recommended Residential Support Overlay



View toward Home Depot

ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 3: Riverdale South Concept - Site Plan



ORDINANCE IN ACTION: WHAT COULD DEVELOPMENT LOOK LIKE?

Figure 4: Riverdale South Concept - Aerial View



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 20.6 dwelling units/acre for residential
- 0.75 floor area ratio for commercial area



Mixed Use

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



Walkability

- Addition of new local roadway connections from Lamar Hutcheson Parkway to Rountree Road
- Greenway path
- Pedestrian link to adjacent school



People-Friendly Design

- Ample green/open space
- Greenway preserved
- People-scaled housing
- Building design and site locations that relates to pedestrians, not cars



Managed Parking

- Parking structure to serve retail/commercial center
- Surface lots to sides/behind residential structures

ADDITIONAL RECOMMENDATIONS

Station Area Planning:

- *Participate in the proposed Riverdale BRT TOD Pilot Study.* The proposed Riverdale South station area was the focus of the City's 2006 LCI study. Since then, this part of Riverdale has evolved differently than envisioned, particularly in terms of the ultimate location of Town Center west of SR 85. This change in location fundamentally alters the 2006 LCI concept, prompting a need to undergo an extensive update.
- *Refine trail concepts.* The Clayton Connects trails plan shows two conceptual trails in this station area: one along Bethesda Road/Lamar Hutcheson Parkway, and the other through the concept site. Future station area planning should evaluate the feasibility of these corridors for bicycle/pedestrian improvements.
- *Form a Station Area Working Group.* When more detailed station area planning starts, form a working group that includes representation from GDOT, applicable City of Riverdale departments, nearby schools, business owners within the station area, neighborhoods, and multi-family properties.

GDOT Coordination

Like the Riverdale North station area, SR 85 plays a major role in how Riverdale South will function and look. Please see recommendations for GDOT coordination on page 10.

4 MEDICAL CENTER STATION

RECOMMENDED ZONING STRATEGY: Expand and revise H overlay

The proposed Medical Center station area is governed by the City of Riverdale on its west side, and Clayton County on its east side. It is one of the most constrained areas in size along the proposed corridors because of the large amounts of single-family residential in close proximity to the medical center.

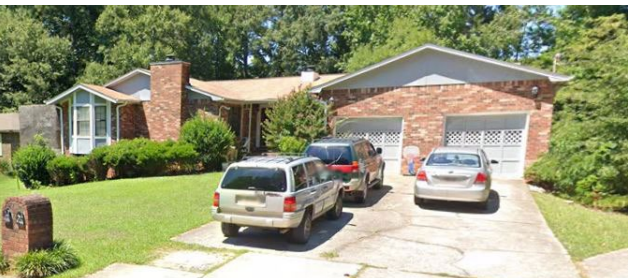
Map 10: Recommended Medical Center Station Area



Example of medical offices



Existing multi-family housing



Nearby single-family housing



Newer commercial development

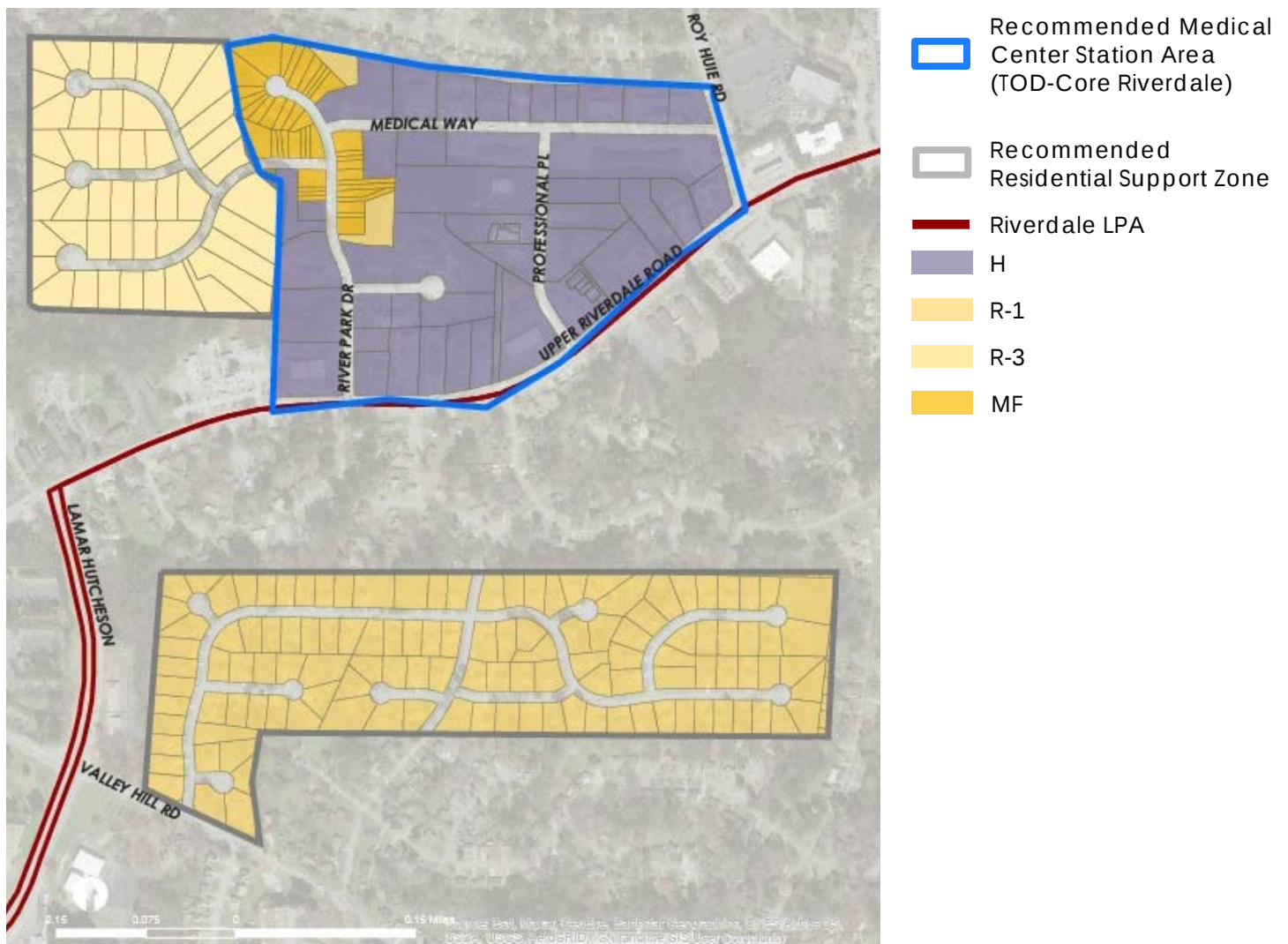
CURRENT ZONING AND ANALYSIS

The majority of the proposed station area is regulated by the H (Hospital) Overlay, with a mixture of MF (multi-family) and R-1 (single-family residential) parcels along River Park Drive. Although some aspects of the H Overlay align well with MARTA's TCR ordinance, there are a number of recommended changes (see page 32).

The most significant recommended change is to allow uses that are not strictly medical or medical support; these broadened uses could be conceptualized as more of a health and wellness focus, but also would improve the general quality of life and vibrancy that would be possible in this area.

MARTA also recommends applying the RT Residential Overlay to the Oakridge and Heathrow neighborhoods, currently zoned R-1 and R-3.

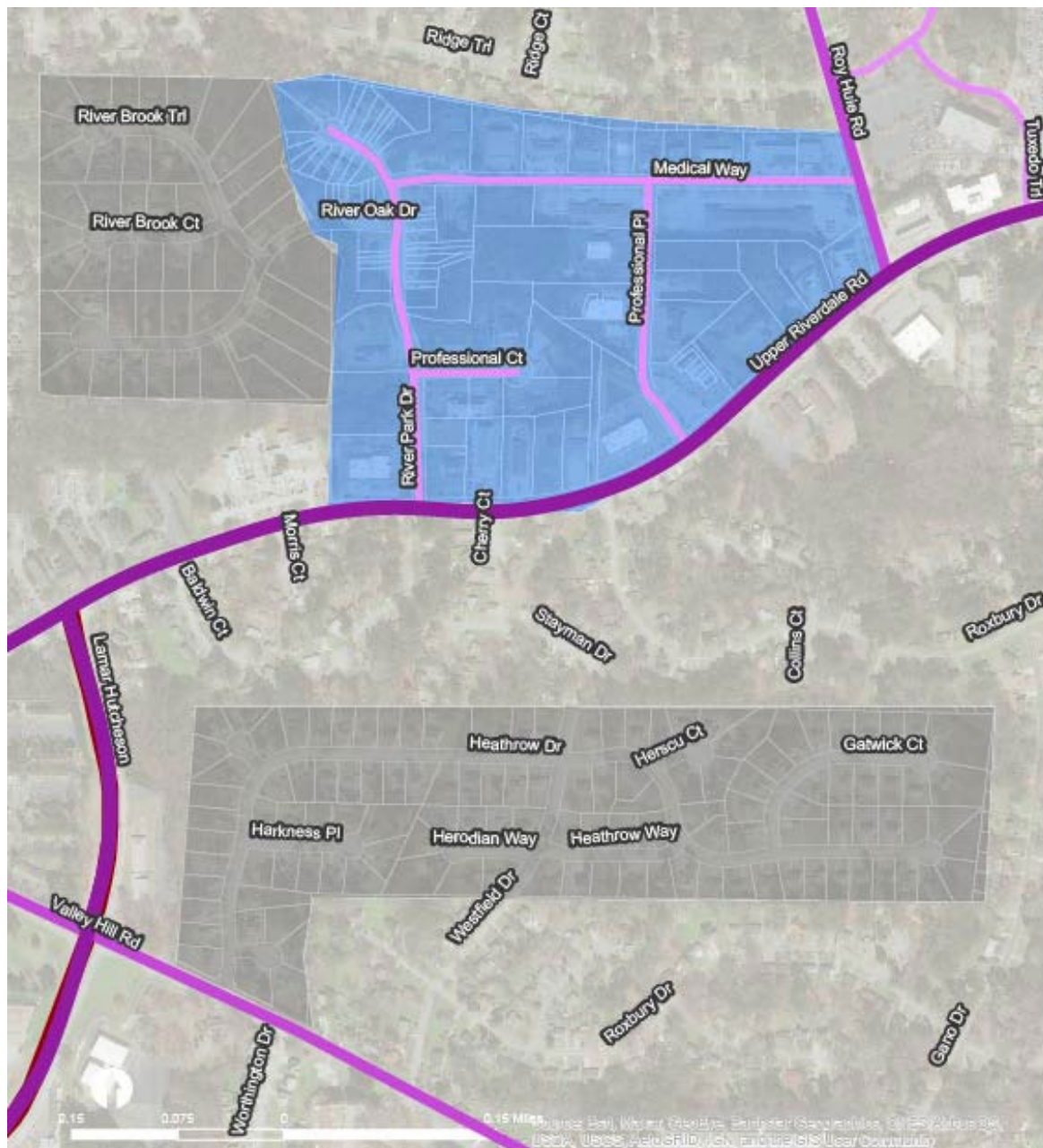
Map 11: Current Zoning in Proposed Medical Center TOD Core



RECOMMENDED STREET TYPES

The MARTA TOD-Core Redevelopment/New Build model ordinance contains provisions that require the identification of street types within station areas (see TCR-15 - Street Design on page 53). Map 12 contains MARTA's recommendations for street type designations in the Medical Center station area.

Map 12: Recommended Medical Center Station Area Boundary and Street Types



- | | |
|--|---|
| Recommended Medical Center Station Area (TOD-Core Riverdale) | Local Road |
| Recommended Residential Support Overlay | Minor Road |
| | Major Road |

ADDITIONAL RECOMMENDATIONS

Station Area Planning:

- *Participate in the proposed Riverdale BRT TOD Pilot Study.* Because of the proximity of the proposed Medical Center station area to the Tara Boulevard station area, MARTA recommends planning for both as one united area (but with two likely transit stops).
- *Identify medical use incentives.* The City and County should sponsor a market study geared specifically toward medical business support, and incentives for attracting the sector to the station area (rather than using regulation to prohibit other uses).
- *Consider district-wide parking.* Working with Clayton County, study the feasibility of district-wide parking solutions such as a shared parking deck serving multiple parcels/developments related to the medical center.
- *In coordination with Clayton County, form a Medical Center/Tara Boulevard Station Area Working Group.* This group should contain representation from GDOT, Southern Regional Medical Center, Clayton County, applicable City of Riverdale departments, Finding the Flint, medical office owners/tenants, nearby neighborhoods, major multi-family properties, and shopping centers.

5 DETAILED ZONING RECOMMENDATIONS

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

MIXED USE (MU) AND TOWN CENTER MIXED USE (TCMU) RECOMMENDATIONS

The City of Riverdale's recently updated zoning code significantly improve the potential for walkable, livable development. These changes are especially apparent in the City's MU (Mixed Use) and TCMU (Town Center Mixed Use) zones that are closely aligned with many principles that support transit-oriented development.

Although many of the components in the MU and TCMU zones are transit supportive, there are notable recommended revisions. These include modifying the mixed use requirements to provide greater flexibility for developers; removing height maximums and using floor area ratio (FAR) or dwelling units per acre (du/acre) as the measurement of density; allowing a greater diversity uses in TCMU; adopting roadway standards by street type; adding residential design requirements to Article 5; and significantly reducing parking minimums. Table 1 contains the results of MARTA's analysis of Riverdale's MU and TCMU zones in terms of its alignment with MARTA's TOD-Core Redevelopment/ New Build model ordinance, and provides recommended revisions.

Table 1: MU AND TCMU RECOMMENDATIONS BY COMPONENT

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-1. Intent States broad goals of the "Big 5" of transit supportive land use: density/intensity, mixed use, walkability, people-friendly spaces, and managed parking		✓		• Suggest adding a sentence to the "MU Mixed District" and "TCMU Town Center Mixed Use" descriptions to explicitly mention TOD, and list the "Big 5" bullets in 2.3 • Add reference to TOD, and the "Big 5" in Sections 3.5 and 3.6
TCR-2. Definitions Provides definitions that may be missing in a current code or defines elements specific to the model ordinance language		✓		• See recommendations to 1.5, below in General Additions/Adjustments to Ordinance

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-3. Applicability and Exceptions Provides additional guidance for jurisdictions on when the ordinance would be triggered	✓			• None
TCR-4. Administrative Approval Avoids unnecessary delay/uncertainty to development proposals that generally meet standards but with slight variation			X	• Current code allows Council to approve minor deviations; suggest extending authority to Community Development Director
TCR-5. Application Review Lays a foundation for collaboration and communication between the development team and the jurisdiction		✓		• TCMU requires a pre-app meeting; suggest adding a second meeting, and requiring both meetings for MU as well

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-6. Allowable Uses Allow higher intensity urban uses while discouraging or prohibiting more suburban- style, vehicle-based uses		✓		TCMU has a restrictive list of allowable uses; consider opening it up to be more inclusive of the uses allowed in MU Suggest allowing in TCMU: • Multi-Family: townhouses, Apt. Condominiums • Home Occupations • Halfway House/Transitional Housing • Child Caring Institution • Adult Care Center • Personal Care Home, Congregate • Private/Public Schools • Vocational Schools • Specialized Schools • Outpatient/Medical Care • Hospitals • Emergency and other relief services • Produce stands • Barber shops • Beauty salons • Hair braiding salon • Tattoo and body piercing studios • Outdoor amphitheater and performance venues • Billiard and pool halls • Dance halls and night clubs • Cigar lounges • Hookah lounges • Winery • Distillery • Sound recording studios • Parking garages

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-6. Allowable Uses (Continued) Allow higher intensity urban uses while discouraging or prohibiting more suburban- style, vehicle-based uses		✓		Suggest allowing with a special permit • Dwelling: Duplex, Triplex, Quadplex • Short term rentals • Bed and Breakfast Inn • Home Centers (have to meet dimensional standards) • Garden Centers and nurseries (have to meet dimensional standards) • Contractor's Office (temporary permit during construction) • Convenience food stores without fuel pumps • General rental centers • Testing laboratories • Coin operated laundry • Photofinishing services • Animal hospitals and veterinary clinics • Arena, stadium, or other facility for sporting events • Zoos, botanical gardens, nature parks • Amusement parks and arcades • Recreation or youth sports team fields • Miniature golf course • Any light industrial uses that can meet dimensional/density requirements • Charter bus terminal • Special needs transportation • Shuttle service, vanpools and other ground passenger transportation • Courier and express delivery services • Local messengers and local delivery services Suggest prohibiting the following: • Auto broker • Warehouse clubs and supercenters • Golf courses • Golf driving range • Parking lots (as primary use) • Climate Controlled Storage facilities (suggest removing special use permit option for MU in 4.3.2.11)
TCR-7. Commercial Establishment Size Prohibits typical "big box" stores, but allows for smaller footprint versions			X	• Unclear what level of shopping centers are allowed in MU and TCMU, suggest clarifying 4.3.2.24 and adding TCR-7 language

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-8. Live/Work Units Allows flexible live-work space to diversify uses and housing types		✓		Allowed in both TCMU and MU; suggest adding details from TCR-8 to 4.3.2.19
TCR-9. Mixed Use Requirements Provides a menu of options for development that can respond to the market, while still improving transit supportive land uses.		✓		Mixed uses are required in TCMU and MU but may be too restrictive; suggest using TCR-9 approach that provides more options for achieving a mix
TCR-10. Floor Area Ratio Ensures a baseline transit supportive density for non-residential uses			X	Add TCR-10 for MU and TCMU; suggest minimum FAR of 0.75 for MU in 3.5.3.4 and minimum FAR of 1.0 for TCMU in 3.6.5
TCR-11 Min. Dwelling Units Per Acre Ensures a baseline transit supportive density for residential uses			X	Add TCR-11 for MU and TCMU; suggest minimum du/acre of 15 for MU in 3.5.3.4 and minimum du/acre of 20 for TCMU in 3.6.5
TCR-12. Dimensions Requires a more urban footprint for development yet is not overly prescriptive so to allow some flexibility		✓		For MU: - Minimum lot dimensions are very large; recommend reducing for greater flexibility or using TCR-12 - Recommend removing the requirement of buildings prohibited from being less than 20 feet apart on same site - Recommend reducing minimum SF for DU (currently 1,000 SF) to match TCR-12 or standards in City's H overlay TCMU: - Suggest adding a dimensions table for TCMU like other zones have - Suggest using TCR-12 dimensional standards Both: - Suggest removing maximum building height 5.1.3.1 requires at least 60% of façade to be at setback – consider loosening this, or pegging it to facades of at least 100 feet in length

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-13. Maximum Block Length Limits block size to promote walkability and human-scaled development	✓			• None
TCR-14. Interparcel Connectivity Promotes connectivity and reduces single-access driveways/excessive curb cuts		✓		• Recommend adding TCR-14 to 5.1.5
TCR-15. Street Design Develops a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience		✓		• Use TCR-15 (Table 3) approach of street types to define dimensions of roadway and pedestrian area; add to 5.1.5.1 • Consider more flexibility in number of lanes/on-street parking (only option is two travel lanes, two on-street parking lanes) • Consider matching sidewalk standards in Article 5 to those in 3.5.3.7 B for consistency • Require amenity zone (as in TCR-15) rather than encouraging it • Add TCR-15 (2), (5), and (6)
TCR-16. Sidewalks Clarifies where sidewalks are required and the importance of direct routes		✓		• Add TCR-16 (3) to 5.1.5.3
TCR-17. Trail Connectivity Improves trail connectivity through the private development process			X	• Add TCR-17 to 5.1.5
TCR-18. External Street Connectivity Ensures new development enriches the street network and local connectivity			X	• Add TCR-18 to 5.1.5, but adjust (2) and (3) to match the 450 maximum block length in current ordinance

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-19. Internal Street Connectivity Requires new development to contribute to an improved, more human-scaled roadway network		✓		• Add (2) to 5.1.5
TCR-20. On-Site Pedestrian Circulation Prioritize the safety and comfort of pedestrians.	✓			• None
TCR-21. Vehicle and Driveway Access Reduces the amount of unnecessary curb cuts		✓		• Add TCR-21 Table 4 to 5.1.5.4.1
TCR-22. Drive-Through Facilities and Service Windows Restricts the most damaging aspects that drive-through windows can have on people-scaled places.		✓		• Recommend directly stating that drive-through facilities are prohibited in 3.5.3 and 3.6.4.B
TCR-23. Off-Street Parking Reduces the amount and visibility of parking			X	• 3.5.3.7 allows 25% of parking to be in front in MU; conflicts with 5.1.5.4 that states it has to be to the side or rear--suggest addressing for consistency • See recommendations for Article 7 in General Additions/Adjustments to Ordinance
TCR-24. Surface Parking Design Minimizes the impacts of surface parking, and lay the foundation for future infill		✓		• See recommendations for Article 7 in General Additions/Adjustments to Ordinance
TCR-25. Shared Parking Encourage and provide clarity for shared parking		✓		• See recommendations for Article 7 in General Additions/Adjustments to Ordinance

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-26. Loading Avoids excessive loading requirements that consume valuable space		✓		• See recommendations for Article 7 in General Additions/Adjustments to Ordinance
TCR-27. Electrical Utilities Prohibits new above-ground electrical utilities, and addresses existing through utility fund		✓		• Some inconsistency between site improvement standards for MU, TCMU (no above-ground) and 5.1.5.10 (“shall be minimized”) • New above-ground electrical not allowed, but suggest adding TCR-27 to address existing above-ground utilities to 5.1.5.10
TCR-28. Stormwater Management Provides flexibility in addressing stormwater and encourages district-wide solutions			X	• Add TCR-28 to 3.5 and 3.6
TCR-29. Fences and Walls Ensure quality materials for fencing and walls	✓			• None
TCR-30. Screening Screen the necessary parts of development that tend to be unattractive	✓			• None
TCR-31. Buffers Provides buffers between TCR and single-family residential uses, but discourages overly wide suburban-scaled separations.		✓		• Suggest adding a MU/TCMU row to table 8.1 (currently segregated by use, unclear which applies to MU/TCMU); suggest buffer of 10’ against any single-family residential
TCR-32. Outdoor Lighting Provides a safe environment at night time that does not negatively impact surrounding uses.	✓			• None

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-33. Open Space Requirements Ensures quality open space is included with every new development.	✓			• None
TCR-34. High-Rise Building Standard Requires that buildings regardless of height contribute positively to the “on-the-ground” environment			X	• Add TCR-34 to 5.1.4
TCR-35: Multi-Family Residential Architectural Standards Encourages high-quality multi-family housing design to offset potential community concerns about housing quality and density			X	• Recommend adding all of TCR-35 to a new section 5.3 Residential Standards
TCR-36. Townhome Architectural Standards Encourages high-quality, pedestrian-oriented townhomes that are not overly repetitive in design			X	• Recommend adding all of TCR-36 to a new section 5.3 Residential Standards
TCR-37: Duplex, Triplex, and Quadplex Architectural Standards Allows for greater diversity of housing types that promote affordability, but ensure a quality equal to or exceeding single-family detached units.			X	• Recommend adding all of TCR-36 to a new section 5.3 Residential Standards
TCR-38 Non-Residential Architectural Standards Ensures higher standard of design for non-residential buildings that contribute positively to the pedestrian environment	✓			• None

MARTA TOD-Core Redevelopment/New Build Model Ordinance Component + Intent	Current zoning meets intent of proposed model zone?			Recommendations for City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-39. Outdoor Dining Encourages activation of the pedestrian environment through outdoor dining		✓		• Add to Section 4.3
TCR-40. Signage Sets higher standard for signage within the TCR district than in other parts of the community		✓		• 5.1.5.12.2 D Suggest modifying “Signage shall not be located above the first floor elevation” except for approved Roof Signs • 5.1.5.12.5.(6) remove “roof”; add bullet that says “Roof signs may be approved by the Community Development Director if they are an essential part of the design aesthetic of the project” or similar

HOSPITAL (H) OVERLAY RECOMMENDATIONS

The most significant changes include expanding the allowable uses for greater flexibility and including the Hospital Overlay in Article 5, which currently contains guidelines for MU and TCMU only. One notable departure from the model ordinance is that MARTA does not recommend requiring mixed uses for every site in the H Overlay given its limited number of parcels and comparatively small area.

Table 2: City of Riverdale Current Hospital Overlay Zoning Analysis

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-1. Intent States broad goals of the “Big 5” of transit supportive land use: density/intensity, mixed use, walkability, people-friendly spaces, and managed parking			X	• Suggest adding a sentence to the H Hospital Overlay section to explicitly mention TOD, and list the “big 5” bullets in 2.3 • Add reference to TOD, and the big 5 in 3.7.1
TCR-2. Definitions Provides definitions that may be missing in a current code or defines elements specific to the model ordinance language		✓		• See recommendations to 1.6, below in General Additions/Adjustments to Ordinance
TCR-3. Applicability and Exceptions Provides additional guidance for jurisdictions on when the ordinance would be triggered		✓		• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-4. Administrative Approval Avoids unnecessary delay/uncertainty to development proposals that generally meet standards but with slight variation.			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-5. Application Review Lays a foundation for collaboration and communication between the development team and the jurisdiction			X	• Add TCR-5 to 3.7
TCR-6. Allowable Uses Allow higher intensity urban uses while discouraging or prohibiting more suburban-style, vehicle-based uses		✓		• Suggest relaxing allowable uses, and encouraging medical uses through proactively attracting them/ incentives (rather than excluding others through regulation) • Uses listed in 3.7.3 are not consistent with use chart in 2.9; suggest reconciling the two for clarity Suggest allowing: • Multi-Family • Halfway House/Transitional Housing • Hotels • Community Food Services, Housing/Shelters • Emergency and Other Relief Services • Vocational Rehabilitation Services • Churches, Mosques, Temples, Synagogues and Other Facilities for Religious Organizations • Supermarkets and Grocery stores • Specialty Foods Stores • Produce Stands, Permanent • Retail Bakeries • Optical Goods Stores • Banks, Credit Unions and Savings Institutions • Employment Placement Agencies & Executive Search Services, Temp Agencies • Business support offices • Brewpubs, Bars, Taverns, and Other Drinking Places • All personal care services (except tattoo parlors) • Pet grooming shops and daycare • Personal fitness training services • Professional office • Scientific Research and Development Services • Recreational facilities • Special needs transportation Suggest Prohibiting: • Commercial establishments over 25,000 SF Prohibited: • Commercial establishments over 25,000 SF • Parking garages Suggest special use permit: • Temporary outdoor events • Special outdoor events • Pharmaceutical and Medicine Manufacturing • Medical Equipment and Supplies Manufacturing

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-7. Commercial Establishment Size Prohibits typical “big box” stores, but allows for smaller footprint versions		✓		• Suggest prohibiting commercial establishments over 25,000 SF given limited size
TCR-8. Live/Work Units Allows flexible live-work space to diversify uses and housing types		✓		• See recommendations to 4.3.2.19 below, in General Additions/Adjustments to Ordinance
TCR-9. Mixed Use Requirements Provides a menu of options for development that can respond to the market, while still improving transit supportive land uses	✓			• Because this station area has a vision for more specialized uses (rather than a general mix) and is limited in size, MARTA does not recommend including the mixed use requirements
TCR-10. Floor Area Ratio Ensures a baseline transit supportive density for non-residential uses			X	• Add to 3.7.6 a minimum FAR of 0.75
TCR-11 Min. Dwelling Units Per Acre Ensures a baseline transit supportive density for residential uses		✓		• Recommend replacing maximum of 24 du/acre with minimum of 15 du/acre
TCR-12. Dimensions Requires a more urban footprint for development yet is not overly prescriptive so to allow some flexibility		✓		• With the exception of how density is measured, recommend having one set of dimensional standards for the overlay rather than separating by residential and non-residential—suggest using the non-residential standards as the base (3.7.6) • Recommend removing max of 24 du/development and height maximums from 3.7.6 • Add TCR-12 (1) and (2) to 3.7.6
TCR-13. Maximum Block Length Limits block size to promote walkability and human-scaled development			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-14. Interparcel Connectivity Promotes connectivity and reduces single-access driveways/excessive curb cuts			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-15. Street Design Develops a denser, more connected roadway network that accommodates multiple modes and provides a more enjoyable pedestrian experience			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-16. Sidewalks Clarifies where sidewalks are required and the importance of direct routes			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-17. Trail Connectivity Improves trail connectivity through the private development process			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-18. External Street Ensures new development enriches the street network and local connectivity			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-19. Internal Street Connectivity Requires new development to contribute to an improved, more human-scaled roadway network			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-20. On-Site Pedestrian Circulation Prioritize the safety and comfort of pedestrians			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-21. Vehicle and Driveway Access Reduces the amount of unnecessary curb cuts			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-22. Drive-Through Facilities and Service Windows Restricts the most damaging aspects that drive-through windows can have on people-scaled places		✓		• Recommend explicitly stating drive-through facilities are prohibited in 3.7.4
TCR-23. Off-Street Parking Reduces the amount and visibility of parking			X	• Parking minimums are very high, and no maximums; see recommendations to Article 7, below, in General Additions/Adjustments to Ordinance
TCR-24. Surface Parking Design Minimizes the impacts of surface parking, and lay the foundation for future infill		✓		• See recommendations to Article 7, below, in General Additions/Adjustments to Ordinance
TCR-25. Shared Parking Encourage and provide clarity for shared parking			X	• See recommendations to Article 7, below, in General Additions/Adjustments to Ordinance
TCR-26. Loading Avoids excessive loading requirements that consume valuable space		✓		• See recommendations to Article 7, below, in General Additions/Adjustments to Ordinance
TCR-27. Electrical Utilities Minimizes the amount of new above-ground electrical utilities, but does not place full burden on small developments		✓		• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-28. Stormwater Management Provides flexibility in addressing stormwater and encourages district-wide solutions			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)

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

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-29. Fences and Walls Ensure quality materials for fencing and walls	✓			• None
TCR-30. Screening Screen the necessary parts of development that tend to be unattractive		✓		• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/ TCMU recommendations above)
TCR-31. Buffers Provides buffers between TCR and single-family residential uses, but discourages overly wide suburban-scaled separations.		✓		• See recommendations to Article 8, below, in General Additions/Adjustments to Ordinance -
TCR-32. Outdoor Lighting Provides a safe environment at night time that does not negatively impact surrounding uses.		✓		• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/ TCMU recommendations above)
TCR-33. Open Space Requirements Ensures quality open space is included with every new development.	✓			• None
TCR-34. High-Rise Building Standard Requires that buildings regardless of height contribute positively to the “on-the-ground” environment			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/ TCMU recommendations above)
TCR-35: Multi-Family Residential Architectural Standards Encourages high-quality multi-family housing design to offset potential community concerns about housing quality and density			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/ TCMU recommendations above)

Component + Intent	Current zoning meets (or come close to) the proposed model zone?			Recommendations to City of Riverdale Zoning Ordinance
	Yes	Partial	No	
TCR-36. Townhome Architectural Standards Encourages high-quality, pedestrian-oriented townhomes that are not overly repetitive in design			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-37: Duplex, Triplex, and Quadplex Architectural Standards Allows for greater diversity of housing types that promote affordability, but ensure a quality equal to or exceeding single-family detached units.			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-38 Non-Residential Architectural Standards Ensures higher standard of design for non-residential buildings that contribute positively to the pedestrian environment			X	• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)
TCR-39. Outdoor Dining Encourages activation of the pedestrian environment through outdoor dining			X	• See recommendations for 4.3, below, in General Additions/Adjustments to Ordinance
TCR-40. Signage Sets higher standard for signage within the TCR district than in other parts of the community		✓		• Include H Overlay in revised Article 5 Architectural Design Standards (see MU/TCMU recommendations above)

CREATE A NEW RESIDENTIAL SUPPORT OVERLAY

The goal of MARTA's proposed model ordinance for residential support is to enable "gentle density" and a broader mix of housing options near future stations, in balance with the character of single-family neighborhoods.

Currently most of the neighborhoods in the proposed residential support areas are zoned R-2, which allow only single-family housing at a maximum density of 4 units per acre. The next most dense residential zone, R3, allows multiple housing types but does not allow single-family residences.

Neither R-2 nor R-3 zones allow for the level of "gentle density" or residential mix envisioned by the MARTA Residential Support ordinance. To accommodate these goals, MARTA recommends creating a new overlay for the residential support neighborhoods. This overlay would supersede provisions in the base zone for housing types and dimensions, but keep the base zone requirements for buffers, open space, etc.

MARTA proposes incorporating the Residential Support model ordinance into the City of Riverdale's code, with the exception of RT-5 Accessory Dwelling Units, which are already regulated in 4.2.1. Additionally, the City may want to consider adopting MARTA's RT-6 Duplexes standards for application city-wide.

GENERAL ADDITIONS/ADJUSTMENTS TO ORDINANCE

Section 1.6 Definitions

Recommend adding the following definitions to the ordinance:

- Amenity Zone
- Block Length
- Floor Area Ratio
- Horizontal Mixed Use
- Live/work units
- Local roadway
- Major roadway
- Minor roadway
- Primary frontage
- Primary use
- Secondary use
- Semi-public zone
- Vertical mixed use

Section 4.3 Use Standards

- Recommend adding Outdoor Dining guidelines (TCR-39) as a new sub-section
- Recommend adding Live-Work details from TCR-08 to 4.3.2.19

Article 5 Architectural Standards

- Require that the H Overlay follow Article 5 standards
- There are multiple recommendations for small changes to Article 5; please see the MU/TCMU recommendations starting on page 3

Article 7 Parking and Loading

- Recommend reducing parking minimums to model ordinance levels and adding maximums by adding a column to 7.11's Table 7.1 for MU, TCMU, and H zones
- Add TCR-23 (1), (4), and (5) to a new item in Article 7 that applies to MU, TCMU, and H zones
- Add TCR-24 (2) and (6) to new item in Article 7 addressing MU, TCMU, and H zone parking standards
- Shared parking is encouraged in current ordinance but not a lot of detail/clarity around it; suggested adding TCR-25 to 7.7
- Suggest adding loading standards (TCR-26) to 7.9

Article 8 Buffer and Landscaping Standards

- Suggest adding a MU/TCMU/H row to table 8.1 (currently segregated by use, unclear which applies to mixed uses); recommended buffer of 10' against any single-family residential

REFERENCE DOCUMENTS: MARTA MODEL ORDINANCES

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



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

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

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

Contents:

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

How to use this Document:

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

TOD Big 5 Element Icons

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



Density/
Intensity



Mixed Use



Walkability



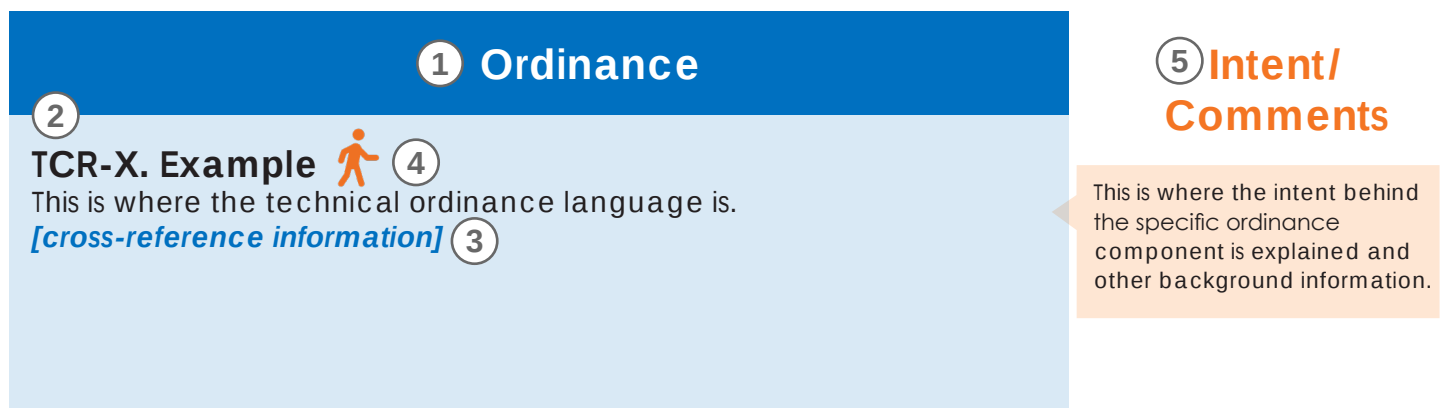
People
Friendly
Design



Parking

Reading the Document

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



Ordinance

Intent/ Comments

TCR-1. Purpose



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

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

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

TCR-2. Definitions

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

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

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

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

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

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

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

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

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

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

limit often at 35 to 45 mph.

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

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

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

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

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

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

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

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

TCR-3. Applicability and Exceptions

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

- (1) Expansions of less than 10% of the building area or 1,000 square feet, whichever is less, for both conforming and non-conforming uses.
- (2) New exterior improvements (beyond paint and general maintenance such as roof or window repair or replacement) whose value exceeds 20% of the current listed tax value of the entire property

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

Ordinance

Intent/ Comments

shall be subject to the following:

A. The urban design standards of [\[section number and title\]](#) shall apply to the new façade improvements.

B. No exterior improvements shall make the building nonconforming, or more non-conforming in any manner.

C. Any existing, non-conforming parking shall be eliminated from the required setback. Such elimination shall not require any additional parking even if the site is rendered non-conforming.

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

(4) Additional parking for existing development.

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

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

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

TCR-4. Administrative Approval

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

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

TCR-5. Application Review

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

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

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

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

TCR-6. Allowable Uses



(1) Allowable uses in the TCR district are:

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

(2) Conditional uses in the TCR district:

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

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

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

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

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

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

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

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

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

Ordinance

Intent/ Comments

(3) Prohibited Uses in TCR include:

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

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

TCR-7. Commercial Establishment Size



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

TCR-8. Live/Work Units



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

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

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

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

Ordinance

Intent/ Comments

TCR-9. Mixed Use Requirements



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

Table 1. Mixed Use Requirement Options

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

(1) Option A: Vertical Adaptability

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

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

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

(2) Option B: Horizontal Mixed Use

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

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

Comments:

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

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

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

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

(3) Option C: Architectural Mix

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

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

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

(4) Option D: Mixed Income

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

(5) Option E: Special Review

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

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

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

Ordinance

Intent/ Comments

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

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

C. *Jurisdictions to determine the review process*

TCR-10. Floor Area Ratio



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

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

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

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

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

Comments:

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

Ensure a baseline transit supportive density for residential uses.

TCR-11. Minimum Dwelling Units per Acre



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

Comments:

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

Ordinance

Intent/ Comments

TCR-12. Dimensions



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

Table 2. Dimension Minimums and Maximums

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

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

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

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

Comments:

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

TCR-13. Maximum Block Length



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

Promote walkability and human-scaled development.

TCR-14. Interparcel Connectivity



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

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

Ordinance

TCR-15. Street Design



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

Table 3. Street Design Standards by Roadway Type

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



■ Semi-Public Zone
 ■ Sidewalk Zone
 ■ Amenity Zone

Intent/ Comments

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

Comments:

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

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

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

Ordinance

Intent/ Comments

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

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

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

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

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

(6) Pedestrian lighting

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

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

(7) Tree types

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

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

TCR-16. Sidewalks



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

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

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

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

Ordinance

Intent/ Comments

TCR-17. Trail Connectivity

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

Improve trail connectivity through private development.

TCR-18. External Street Connectivity

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

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

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

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

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

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

Ensure new development enriches the street network and local connectivity.

Comments:

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

TCR-19. Internal Street Network

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

(2) Cul-de-sacs are prohibited.

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

Ordinance

Intent/ Comments

TCR-20. On-Site Pedestrian Circulation

Prioritize the safety and comfort of pedestrians.

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

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

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

TCR-21 Vehicle and Driveway Access

Reduce the amount of unnecessary curb cuts.

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

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

Table 4: Driveway Spacing

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

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

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

Ordinance

Intent/ Comments

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

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

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

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

(8) Flared driveways are preferred over radii driveways.



TCR-22. Drive Through Facilities and Service Windows

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

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

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

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

Comments:

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

Ordinance

Intent/ Comments

TCR-23. Off-Street Parking

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

Table 5. Off Street Parking

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

Reduce the amount and visibility of parking in TCR districts.

Ordinance

Intent/ Comments

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

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

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

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

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

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

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

TCR-24 Surface Parking Design



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

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

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

Ordinance

Intent/ Comments

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

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

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

TCR-25 Shared Parking

Encourage and provide clarity for shared parking.

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

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

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

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

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

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

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

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

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 Clayton County Water Authority (CCWA) for approval.

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

TCR-29 Fences and Walls

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

Ensure quality materials for fencing and walls.

Ordinance

Intent/ Comments

TCR-30 Screening

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

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

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

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

TCR-31 Buffers

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

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

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

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

(3) Buffers over 20' wide are discouraged.

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

Ordinance

Intent/ Comments

TCR-32 Outdoor Lighting



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

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

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

TCR-33 Open Space Requirements



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

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

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

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

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

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

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

Ensure quality open space is included with every new development.

Comments:

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

Ordinance

Intent/ Comments

area of public open space

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

TCR-34 High-Rise Building Base Standards

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

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

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

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

TCR-35. Multi-Family Residential Architectural Standards



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

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

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

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

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

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

TCR-36. Townhome Architectural Standards



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

(2) Frontloaded townhomes where garages face the primary street

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

frontage are strongly discouraged.

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

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

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

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

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

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

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



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

- (1) Duplexes must provide transparent windows and/or doors on at least 20 percent of all facades visible from the public right-of-way.
- (2) Side-by-side duplexes must not have front elevations that are mirror images. The left side and right side of the building must be designed to include variety in at least three of the following elements:
 - A. Roof style
 - B. Architectural banding, trim, or cornice detail

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

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

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

Comments:

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

Ordinance

Intent/ Comments

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

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

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

(10) Awnings and canopies shall:

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

Ordinance

Intent/ Comments

TCR-39. Outdoor Dining

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

Encourage activation of the pedestrian environment through outdoor dining.

TCR-40. Signage

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

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

Comments:

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

Model MARTA Ordinance: TOD Residential Support (RT)

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

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

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

Contents:

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

How to use this Document:

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

TOD Big 5 (4!) Element Icons

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



Density/
Intensity



Walkability



People
Friendly
Design



Parking



Mixed Use

Reading the Document

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

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

Ordinance

Intent/ Comments

RT-1 Purpose



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

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

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

RT-2 Definitions

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

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

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

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

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

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

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

Ordinance

Intent/ Comments

RT-3 Minimum Standards for Infill Single-Family Dwellings



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

Table 1 - Single Family Minimum Standards

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

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

RT-4 Infill Design Standards



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

(2) Garages and Carports

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

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

Comment:

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

Ordinance

Intent/ Comments

RT-5 Accessory Dwelling Units

Accessory dwelling units are permitted in the RT zone.

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

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

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

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

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

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

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

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

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

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

[\[Optional\]](#).

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

Ordinance

Intent/ Comments

RT-6 Duplexes

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

Table 2 Duplex Standards

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

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

(1) Duplexes are subject to all Infill Design standards (Section RT-4)

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

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

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

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

- A. Architectural banding, trim, or cornice detail
- B. Window trim, the number of mullions or muntins, or shutters

Ordinance

Intent/ Comments

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

RT-7 Cottage Courts

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

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

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