

The Atlanta Zoning Ordinance Rewrite



# IDEA LAB #3

# WELCOME AND BACKGROUND

KEYETTA HOLMES, DIRECTOR, OFFICE OF ZONING AND DEVELOPMENT

November 16, 2021

DCP



# AGENDA

## CONSULTANT WELCOME

- Caleb Racicot, TSW, Project Manager

## CODING FOR MOBILITY & ACCESS

- Question and answers

## URBAN ECOLOGY

- Questions and answers



## STAY IN TOUCH

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IDEA LABS ARE STREAMED ON YOUTUBE 

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11/17/2021



Courtesy Kimley Horn for Buckhead CID



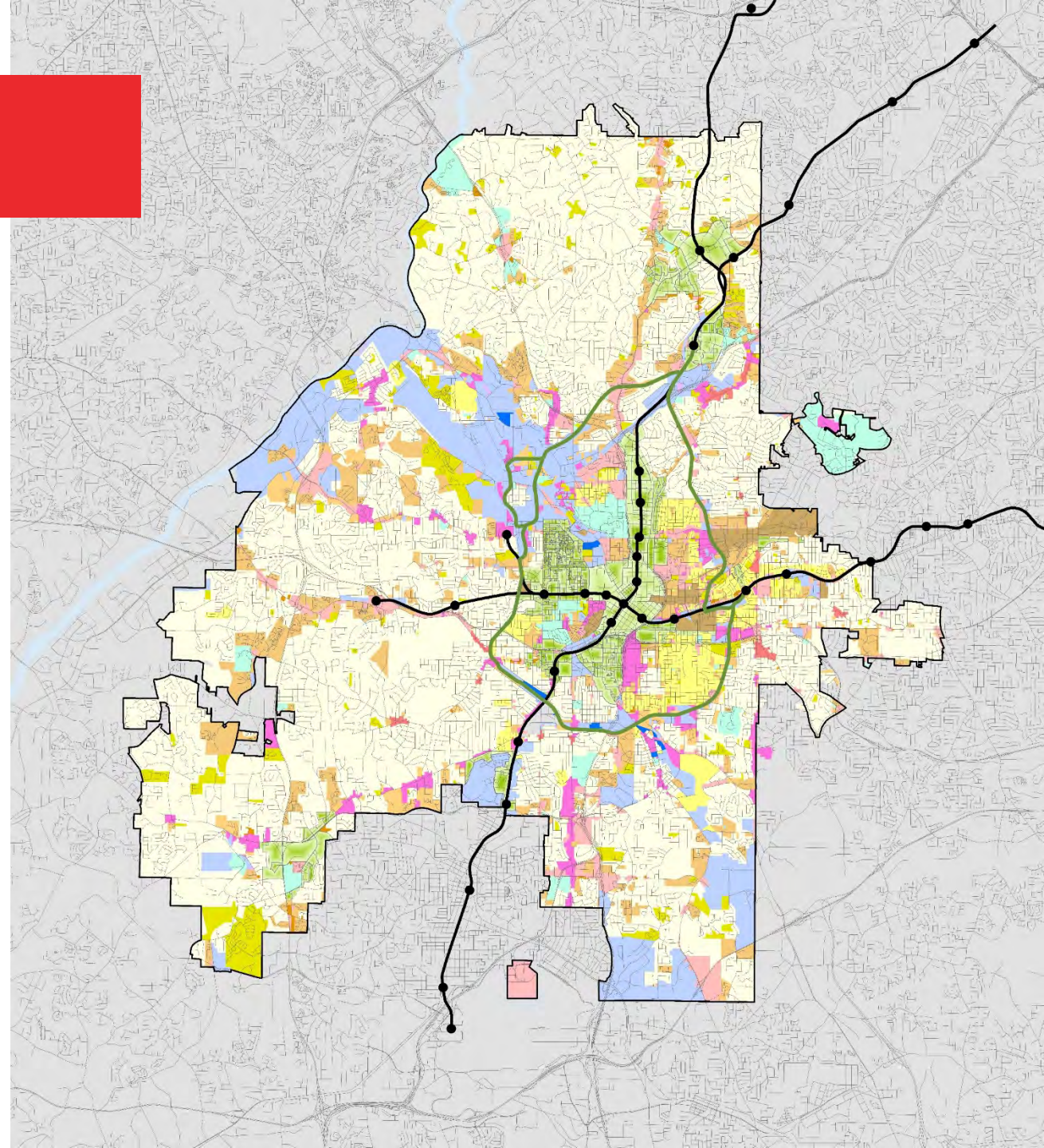
# ZONING AND MOBILITY/ACCESS

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# ZONING CONTEXT

ZONING DOES NOT DIRECTLY  
SHAPE ATLANTA'S  
TRANSPORTATION SYSTEM...



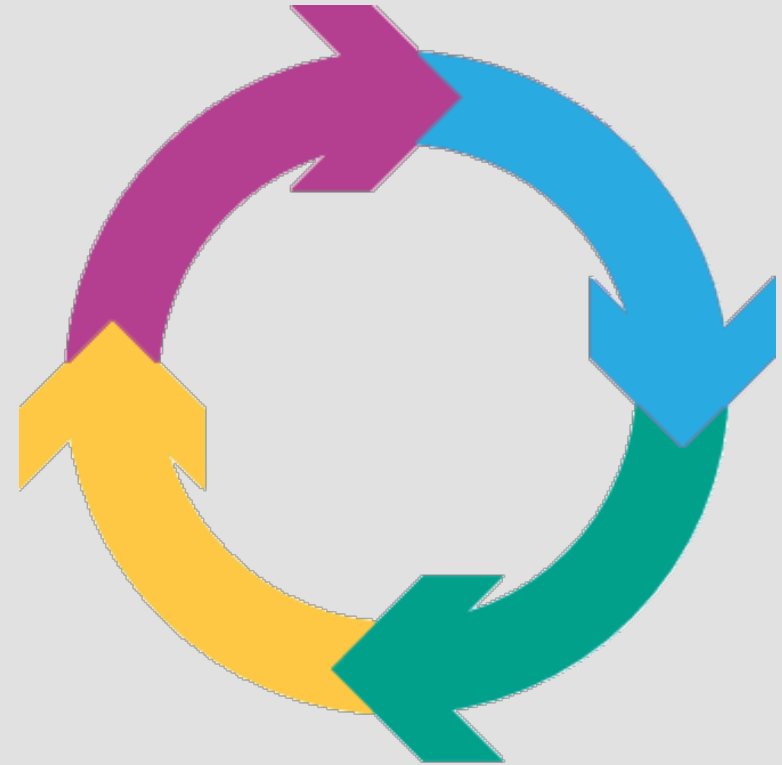


# ZONING CONTEXT

ZONING DOES NOT DIRECTLY  
SHAPE ATLANTA'S  
TRANSPORTATION SYSTEM...

...BUT HOW DEVELOPMENT IS  
LAID OUT INFLUENCES  
TRANSPORTATION

## THE LAND USE/TRANSPORTATION RELATIONSHIP



TRANSPORTATION

ACCESS

ACTIVITY/MOVEMENT PATTERNS

LAND USE



# ZONING CONTEXT

## ZONING INFLUENCES:

- Parking
- Curbside management
- New street network/connectivity
- Streetscapes/sidewalks
- Support for transit
- Design





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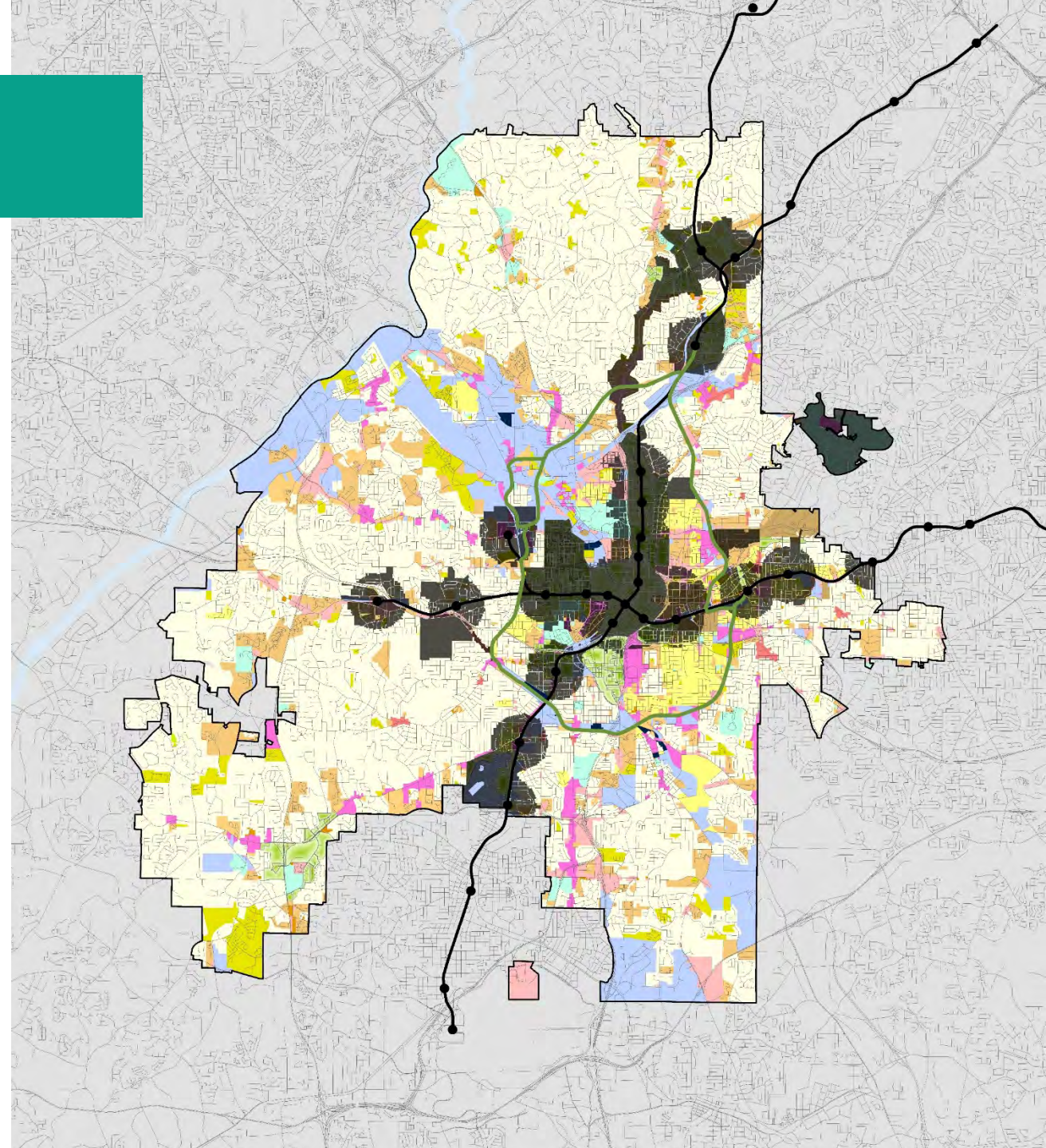
# EXISTING PARKING STANDARDS

## PARKING VARIES BY DISTRICT

## NO PARKING IS REQUIRED

- In Downtown, Midtown, Buckhead activity centers
- Within ½ mile of “high-capacity transit”
- Some districts (I-Mix, others SPI districts)

## MOST OF THESE AREAS ALSO LIMIT THE AMOUNT OF PARKING

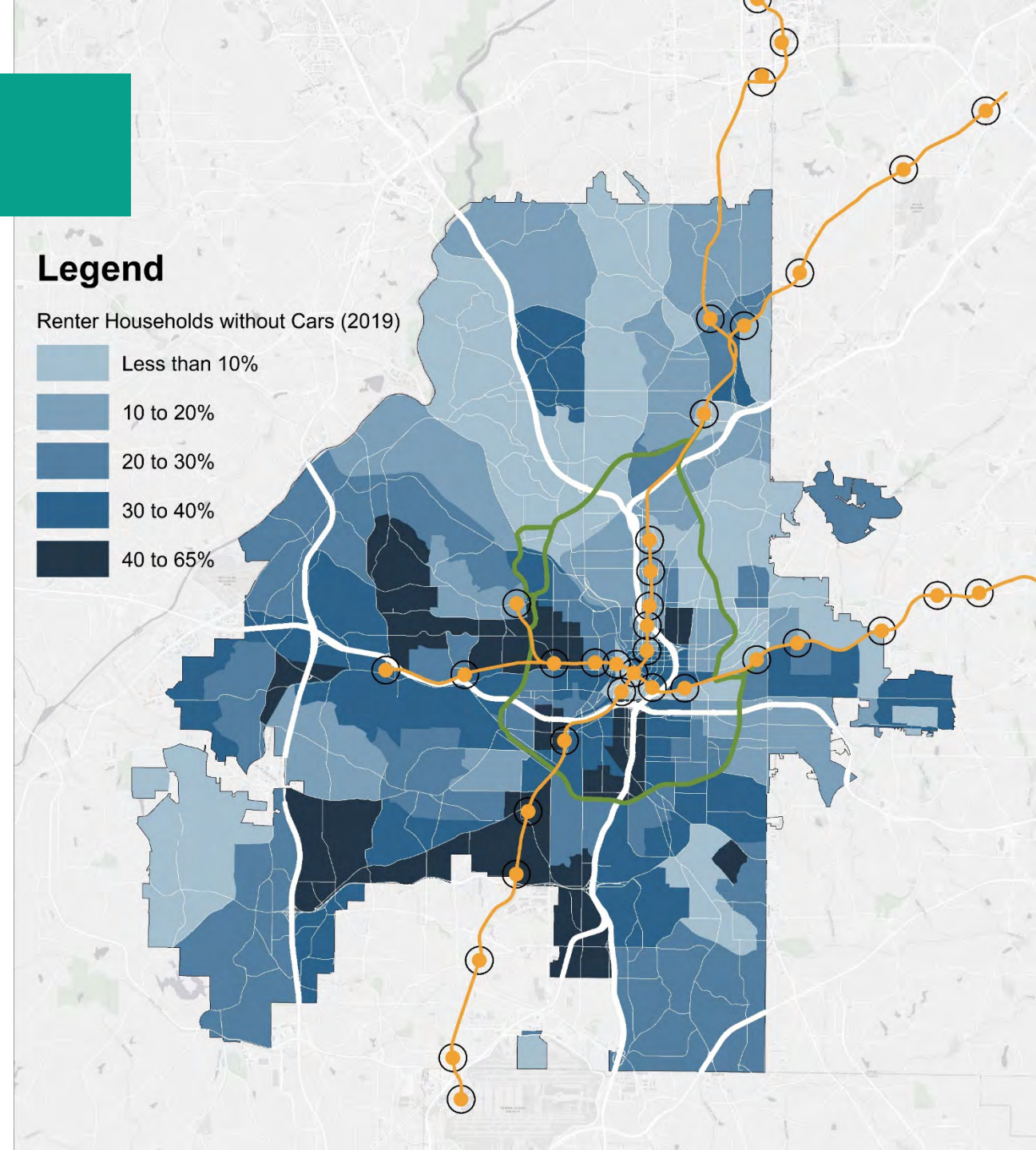




# EXISTING PARKING STANDARDS

## CAR OWNERSHIP

- 15.8% of total households have no car
- 24% of renter households have no car
- Rental households are often rent burdened





# EXISTING CURB MANAGEMENT

## SEVERAL DISTRICTS HAVE INCENTIVES FOR “CURB MANAGEMENT”

- New street parking
- New bus shelters/stops
- New loading zones

## NEWER DISTRICTS LIMIT CURB CUTS





# EXISTING NEW STREET NETWORK/CONNECTIVITY

## NEWER DISTRICTS REQUIRE STREETS AND CONNECTIVITY FOR LARGE SITES (WITH REDEVELOPMENT)

- Quality-of-life districts (e.g. MRC, MR, I-Mix)
- Most SPI districts
- Beltline Overlay

## SUBDIVISION ORDINANCE APPLIES TO R1 THROUGH R5



Courtesy Pittsburgh Yards



# EXISTING STREETSAPES

## CITYWIDE SIDEWALK STANDARDS (WITH REDEVELOPMENT)

- Typ. min. 15 feet for commercial, mixed-use areas
- Typ. min. 11 feet for multifamily areas





# EXISTING STREETSAPES

## CITYWIDE SIDEWALK STANDARDS (WITH REDEVELOPMENT)

- Typ. min. 15 feet for commercial, mixed-use areas
- Typ. min. 11 feet for multifamily areas
- Typ. varies in R1-R5 districts
- Street trees required

GENERALLY FLEXIBLE, BASED ON  
SITE CONDITIONS



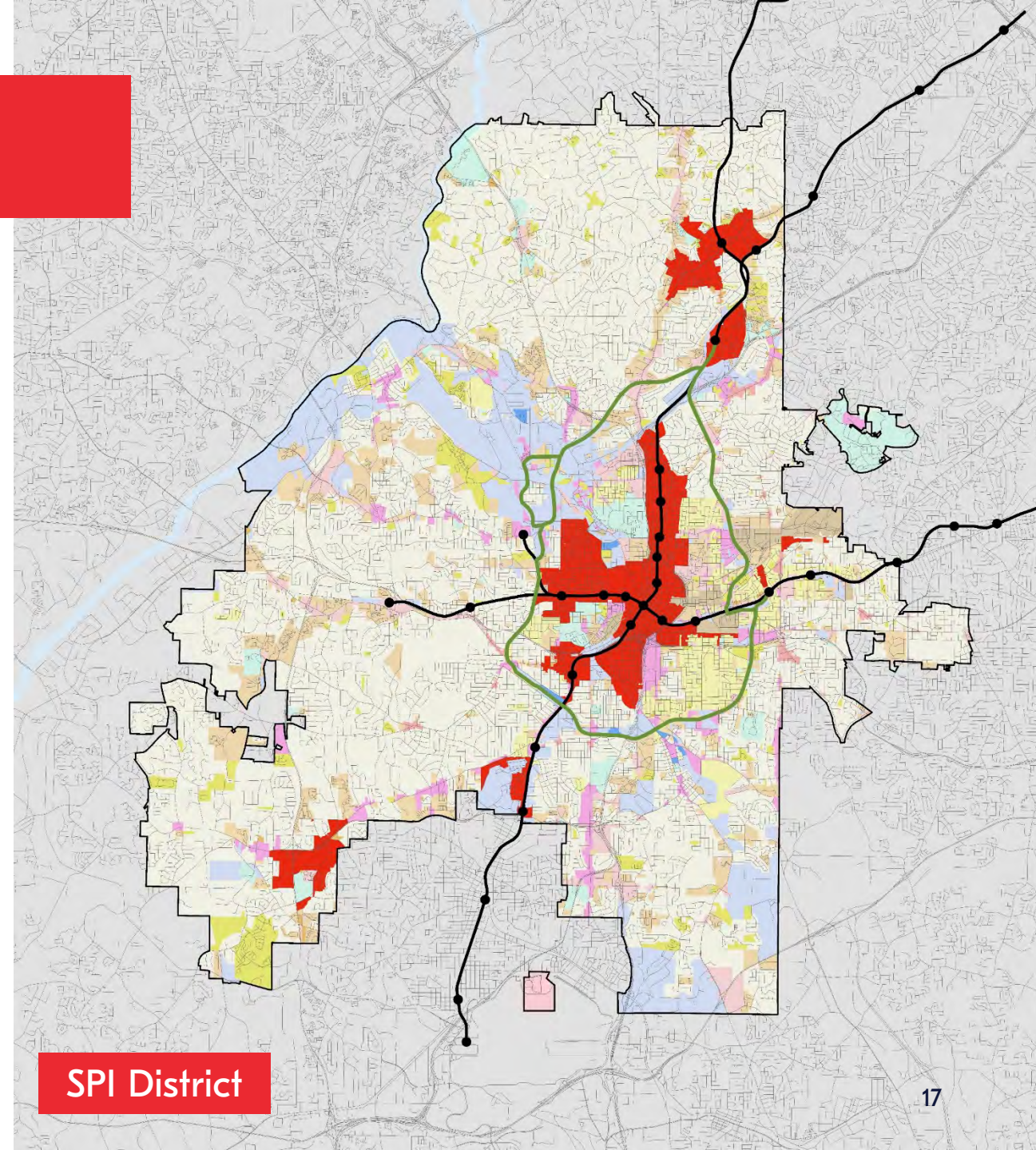


# EXISTING SUPPORT FOR TRANSIT

## MARTA RAIL STATION ZONING

- Special Public Interest Districts (SPIs), mostly in Growth areas
- Combinations of other districts

## LITTLE CONSIDERATION FOR OTHER TRANSIT TYPES





The Atlanta Zoning Ordinance Rewrite



# IDEA LAB #3

# CODING FOR MOBILITY & ACCESS

## JOHN FUNNY, GRICE CONSULTING GROUP LLC

November 16, 2021



Department of  
**CITY PLANNING**



# PRESENTATION OUTLINE

INTRODUCTION / OPENING

WHAT IS SMART MOBILITY?

GUIDING PRINCIPLES

SMART MOBILITY STRATEGIES

THE MOBILITY TOOLBOX

PARKING REFORM

CURB MANAGEMENT

EXPANDED STREET NETWORK / CONNECTIVITY

STREETSCAPE IMPROVEMENTS WITH REDEVELOPMENT

TOOLS TO SUPPORT TRANSIT





# MOBILITY VS. TRANSPORTATION

MOBILITY DOESN'T MEAN THE SAME THING AS  
TRANSPORTATION AND TRANSPORTATION  
DOESN'T MEAN THE SAME THING AS MOBILITY.





# MOBILITY

**MOBILITY IS...** THE ABILITY TO  
FREELY MOVE OR BE MOVED.

**TRANSPORTATION IS...** THE ACT OF  
MOVING GOODS, SERVICE OR  
PEOPLE.





# MOBILITY

**TRANSPORTATION** DESCRIBES  
THE ACT OF MOVING SOMETHING  
OR SOMEONE, WHEREAS  
**MOBILITY** DESCRIBES THE ABILITY  
OF A PERSON TO MOVE OR BE  
MOVED.





# MOBILITY STRATEGIES

MOBILITY SHOULD ALWAYS FOCUS ON IMPROVING HOW WE TRAVEL BY **SUPPORTING MORE AFFORDABLE AND SUSTAINABLE MOBILITY CHOICES.**

- ❖ Proactive, innovative approach
- ❖ Organizing existing and planned efforts under one umbrella
- ❖ Interdepartmental team of City Staff
- ❖ Implementable solutions to immediate problems
- ❖ Laying the groundwork for emerging and future technologies



# MOBILITY GUIDING PRINCIPLE

- |                    |   |  |
|--------------------|---|--|
| Safety             | → | Eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all.   |
| Mobility           | → | Improve accessibility and transportation options for residents and visitors of all abilities.                      |
| Forward-looking    | → | Proactively plan for emerging and future transportation technologies.  |
| Sustainability     | → | Improve environmental quality and resiliency.  |
| Traffic Management | → | Optimize traffic flow on City streets, improving travel times and reducing congestion.                             |
| Transparency       | → | Use data and analytics to improve decision-making and City services while broadening public access to information. |



# MOBILITY TOOLBOX

Real-time arrival screens

Fiber optics

Signal cabinets & controllers

CCTV

Weather stations

Intelligent traffic signals

Car-sharing

Capital Bikeshare

Ride-hailing

Parking enforcement devices

Automated plate readers

Pay-by-phone parking

Data exchange

Data distribution

Secure communications

Automated interactive maps

Transit signal priority

Mobile fare payment

Automated passenger counts

Real-time transit feed

Bus scheduling software

Real-time transit stop texting

Bus CAD/AVL

Emergency vehicle preemption

Dockless mobility pilot

Pay-by-plate parking

Curbside management

Streamlined parking permits

Bluetooth data collection

Video data collection

Sensor data collection

Cellular data collection

TMC upgrades

Decision-making model

Ped/bike detection systems

Transit connection protection

LED roadside lighting

Emergency response routing

Weather motorist alerts

Incident scene staging

Accessible ped systems

Variable rate parking meters

EV charging stations

Parking guidance systems

Real-time parking info systems

Parking sensors

HOV sensors



TRANSIT



PARKING



PUBLIC SAFETY



ROAD WEATHER



MOBILITY ON DEMAND



TRAFFIC SIGNALS



PERFORMANCE MONITORING



INFRASTRUCTURE



INFORMATION MANAGEMENT



# PARKING REFORM



# PARKING REFORM

## Manage parking for maximum benefit

Parking that is never used. Ever.

Parking providing 24/7 storage for seldom-used, “extra car we really should sell but haven’t had time”

Parking that serves 15 short-visit retail and service customers per day, multiple restaurant patrons, and overnight parking for a household.

Same square footage,  
radically different  
value



**SINGLE SITE, PEAK USE PARKING...**



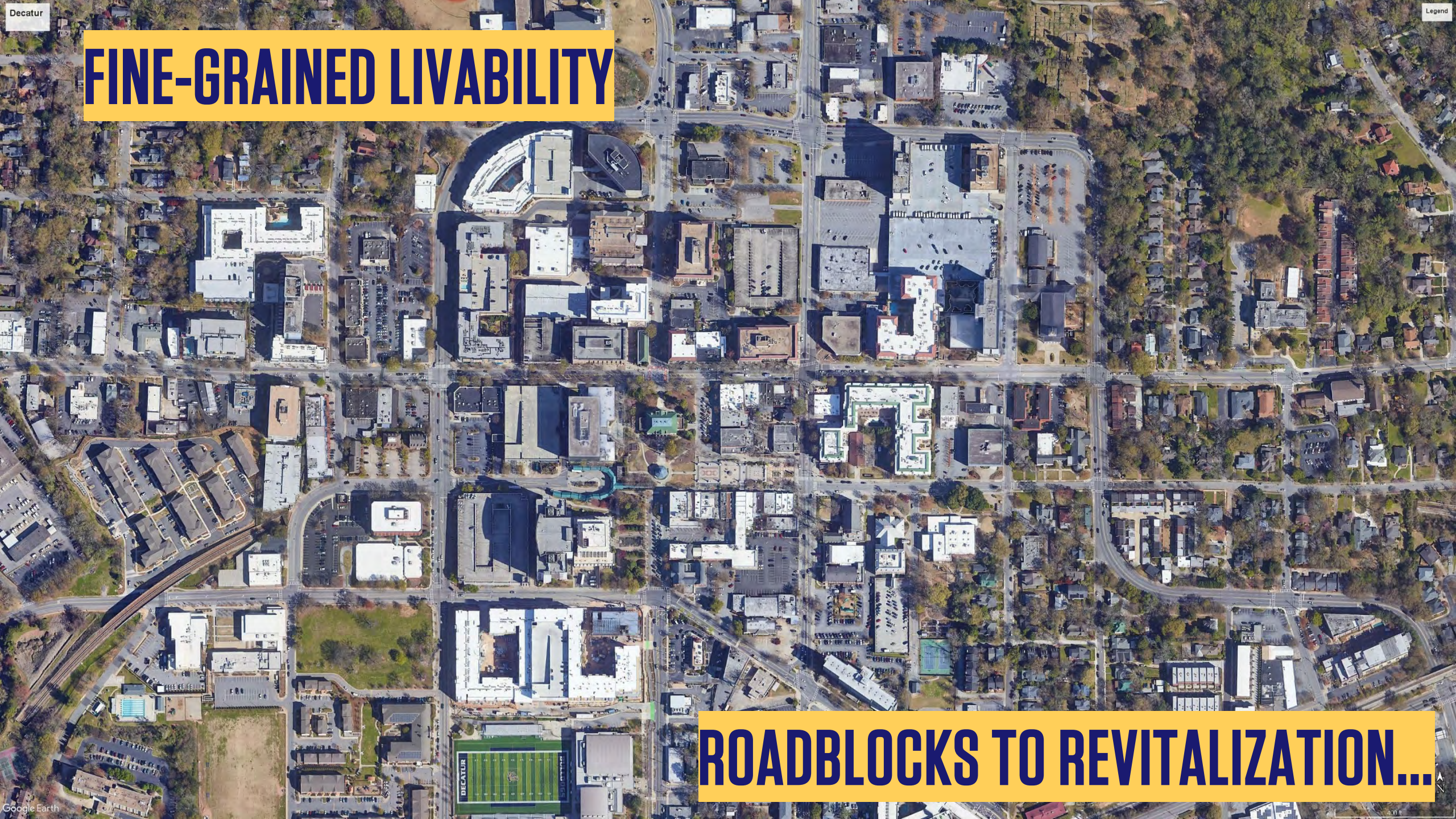
**WALKABILITY AND LAND USE CHALLENGES...**







**FINE-GRAINED LIVABILITY**



**ROADBLOCKS TO REVITALIZATION...**









**BUILD OUT SMALL PARCELS...**

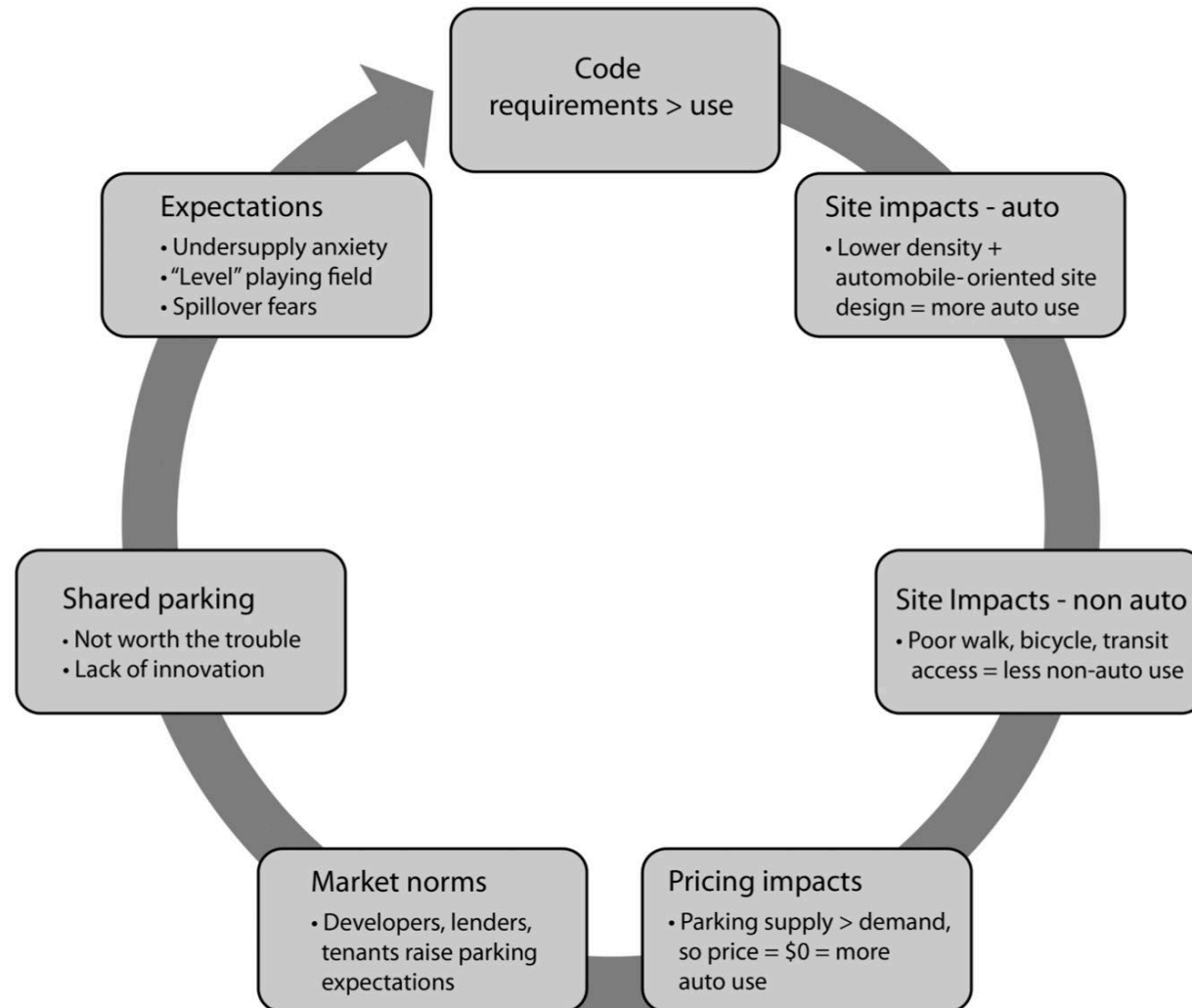
**...PEOPLE DENSITY = PARKING ANXIETY**



The circle  
of vice



# PARKING REFORM





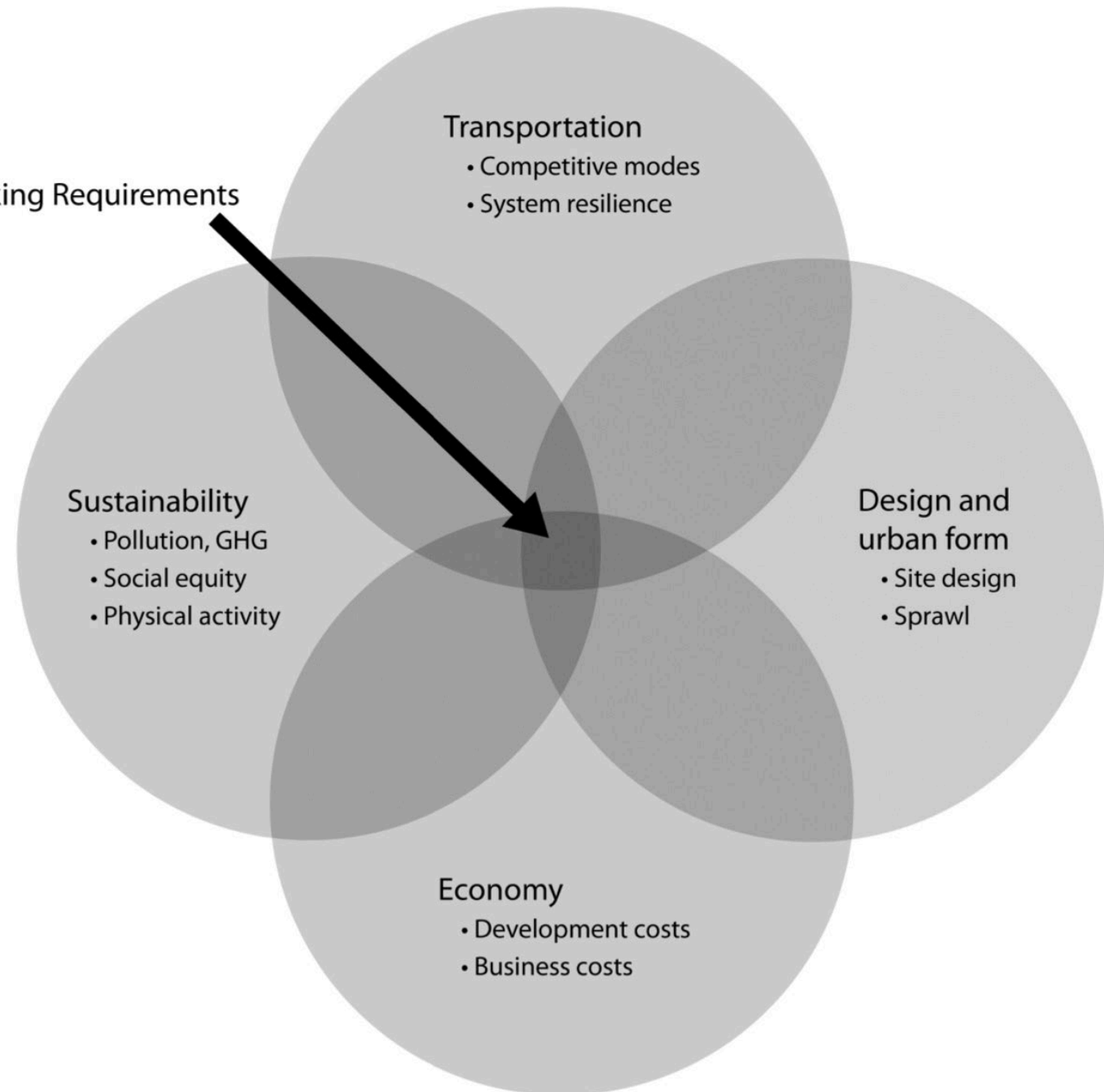
# PARKING REFORM

Parking *is*  
policy



# PARKING REFORM

Parking Requirements





# PARKING REFORM

Issue	Problem with status quo
Housing supply and cost	Minimum requirements drive up cost of housing, limit site feasibility; rents are higher for all to pay for the parking
Small infill developers	Need for parking requirement adjustments requires entitlement consultants; small infill developers do not master the system
Small business	Business opportunities in legacy business districts thwarted by excessive commercial parking requirements
Gentrification	Parking requirements encourage larger, higher end units
NIMBY leverage	Unmanaged on-street parking in neighborhoods leads to resistance to infill housing; parking issues used “code” for exclusion based on race or class

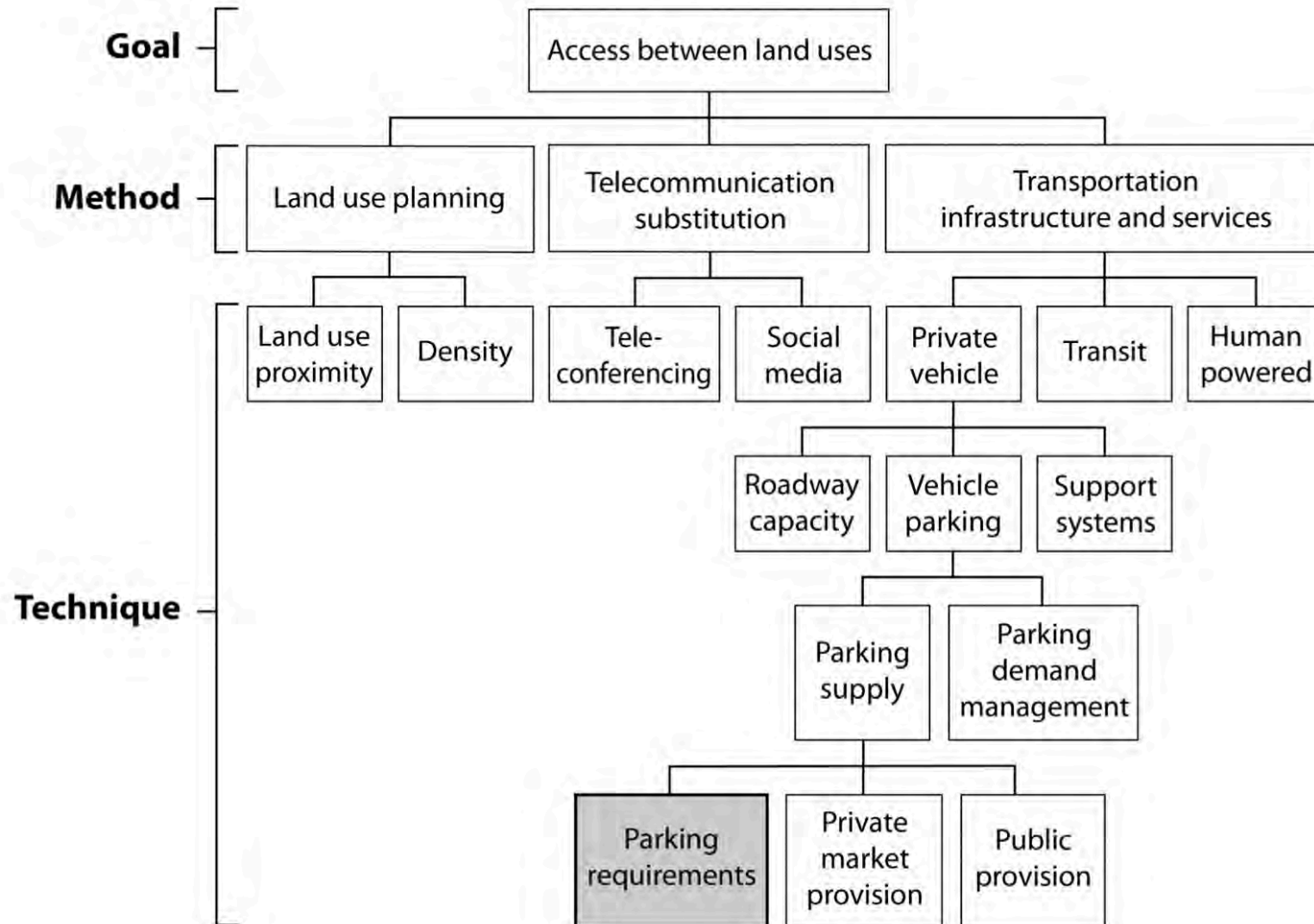


# PARKING REFORM

Putting parking  
requirements  
“in their place”



# PARKING REFORM





# CURBSIDE MANAGEMENT



# BECAUSE THE CURB IS...



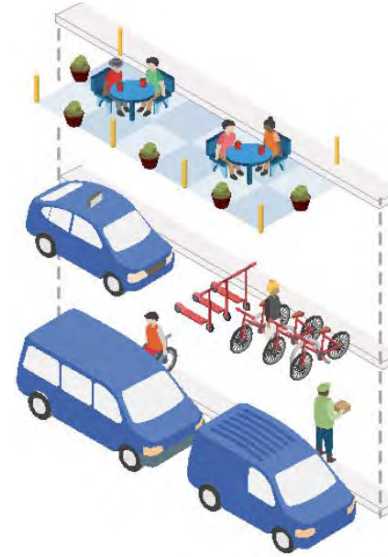
## A connector

The curb connects transportation options



## A major asset

The curb is one of our largest public resources



## Multipurpose

The curb has a growing number of demands

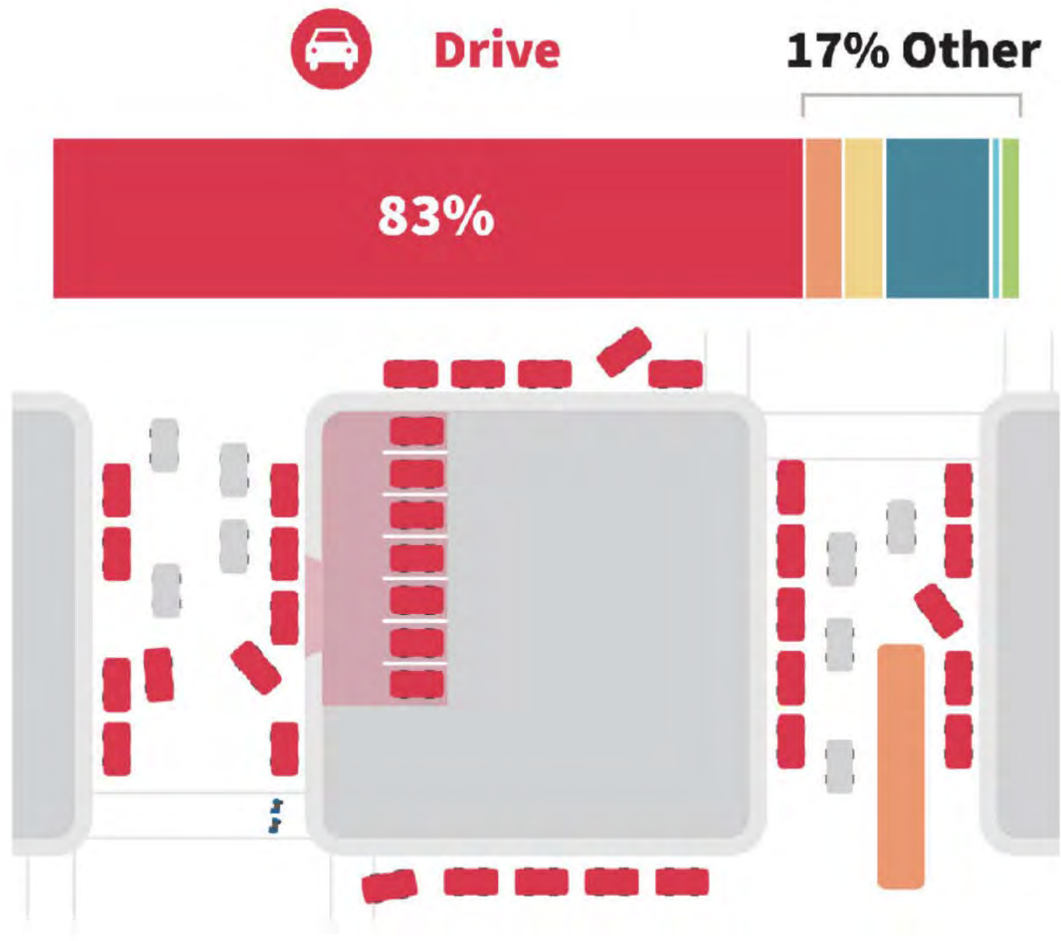


## A means to our goals

The curb can be a tool to achieve community goals

# SPACE ALLOCATION

**Today**



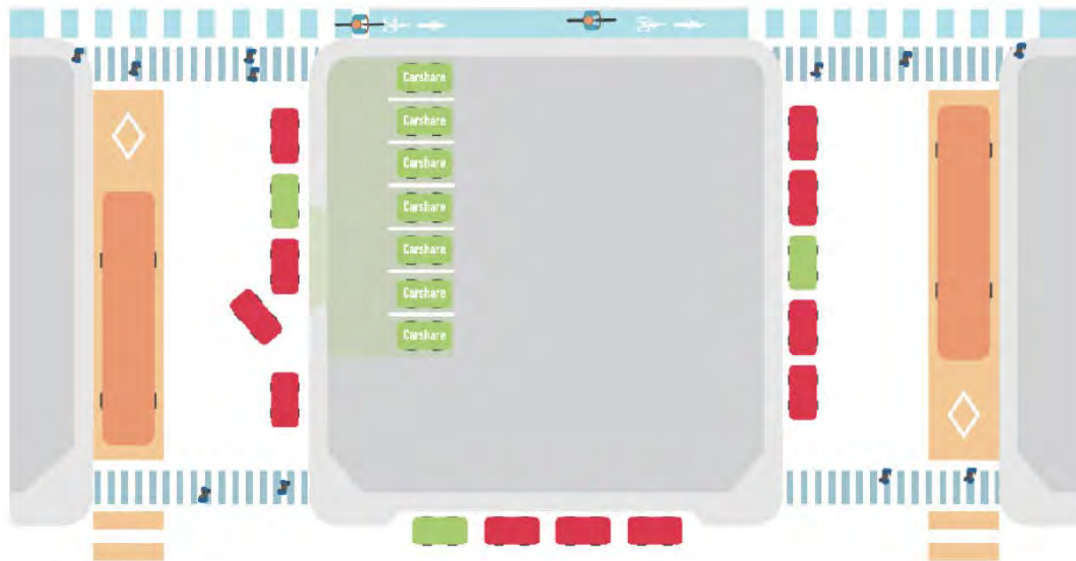
Good curb management acknowledges that we all don't have the same transportation needs

An equitable curb is more inclusive to people of all ages, incomes, and backgrounds



# SPACE ALLOCATION

## Goal



Good curb management acknowledges that we all don't have the same transportation needs

An equitable curb is more inclusive to people of all ages, incomes, backgrounds, and travel modes

# IDEA: BETTER COORDINATION

## INCORPORATE CBD CURBSIDE MANAGEMENT PLAN RECOMMENDATIONS

- As applicable to zoning
- As applicable to context





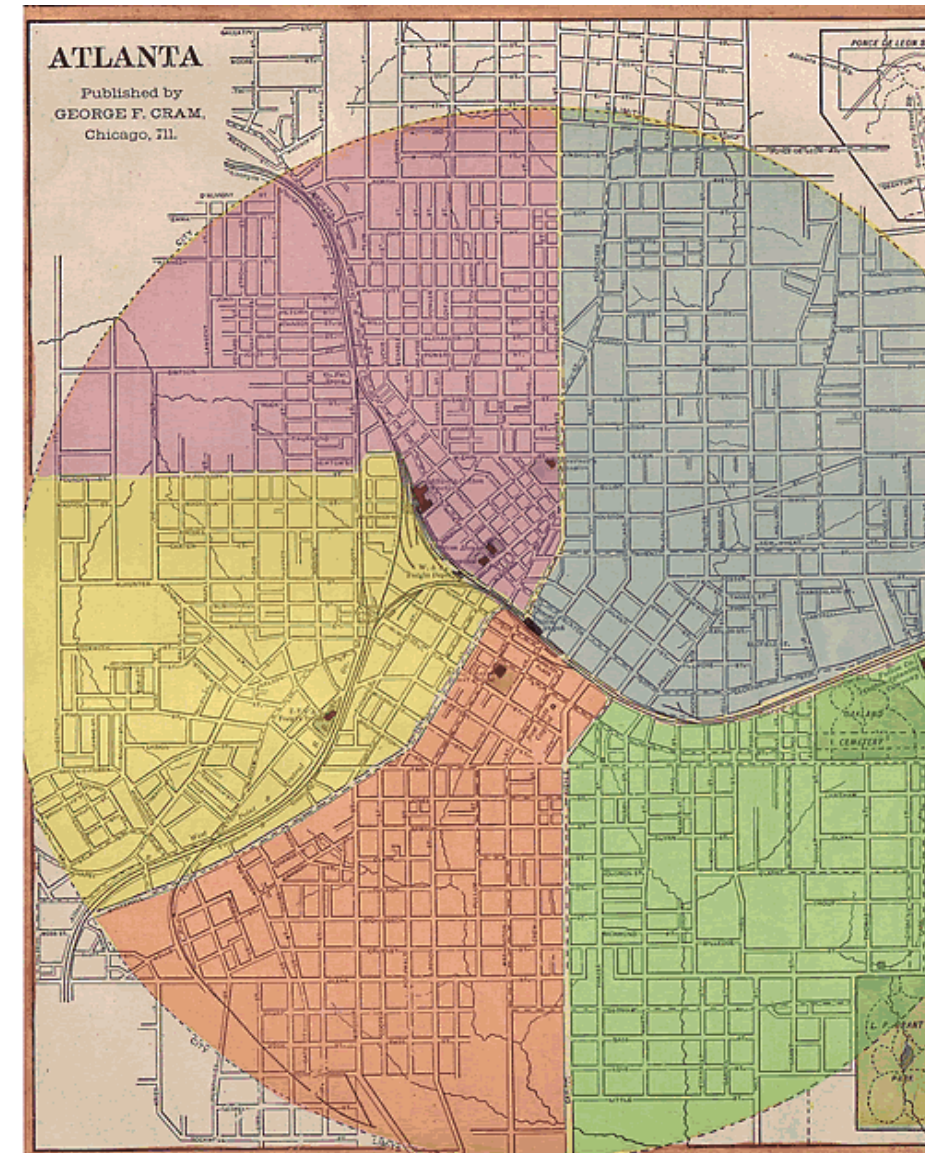
# NEW STREET NETWORK / CONNECTIVITY

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## STREET NETWORK AND CONNECTIVITY

*"A well-connected street network is the traditional grid pattern....."*

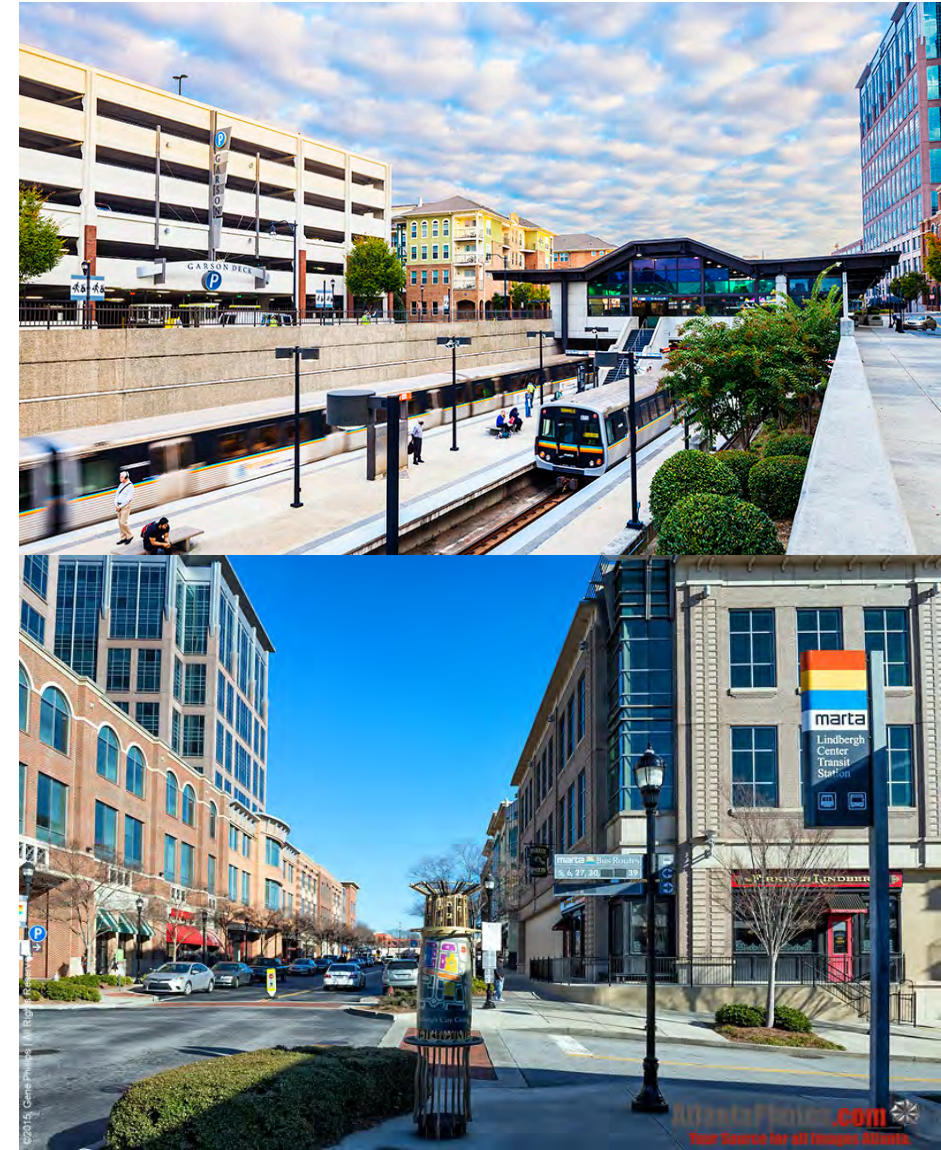
- ❖ Enhances **MOBILITY**
- ❖ Helps Reduce the volume of traffic and traffic delays on major streets
- ❖ Improves livability in communities
- ❖ Enhances bicycle and pedestrian travel when the number of street connections of local intersections in communities is increased





# NEW STREET NETWORK / CONNECTIVITY

- ❖ Street network connectivity is achieved by providing connections within developments, between developments, and by having a well- planned network.
- ❖ Characteristics of street network connectivity are:
  - Short block lengths
  - Numerous three and four-way intersections
  - Few dead-ends (cul-de-sacs).



# NEW STREET NETWORK / CONNECTIVITY

- ❖ Benefits of improving street network connectivity
  - Redistributes traffic across an entire network
  - Helps keep local trips off arterial streets and reduce the need for widening and construction improvements on collector or arterial streets
  - Highly connected grids are less expensive to build and maintain making them more economical by:
    - Getting better value out of every street
    - Not having to build for high speed traffic
    - Not creating congested choke points

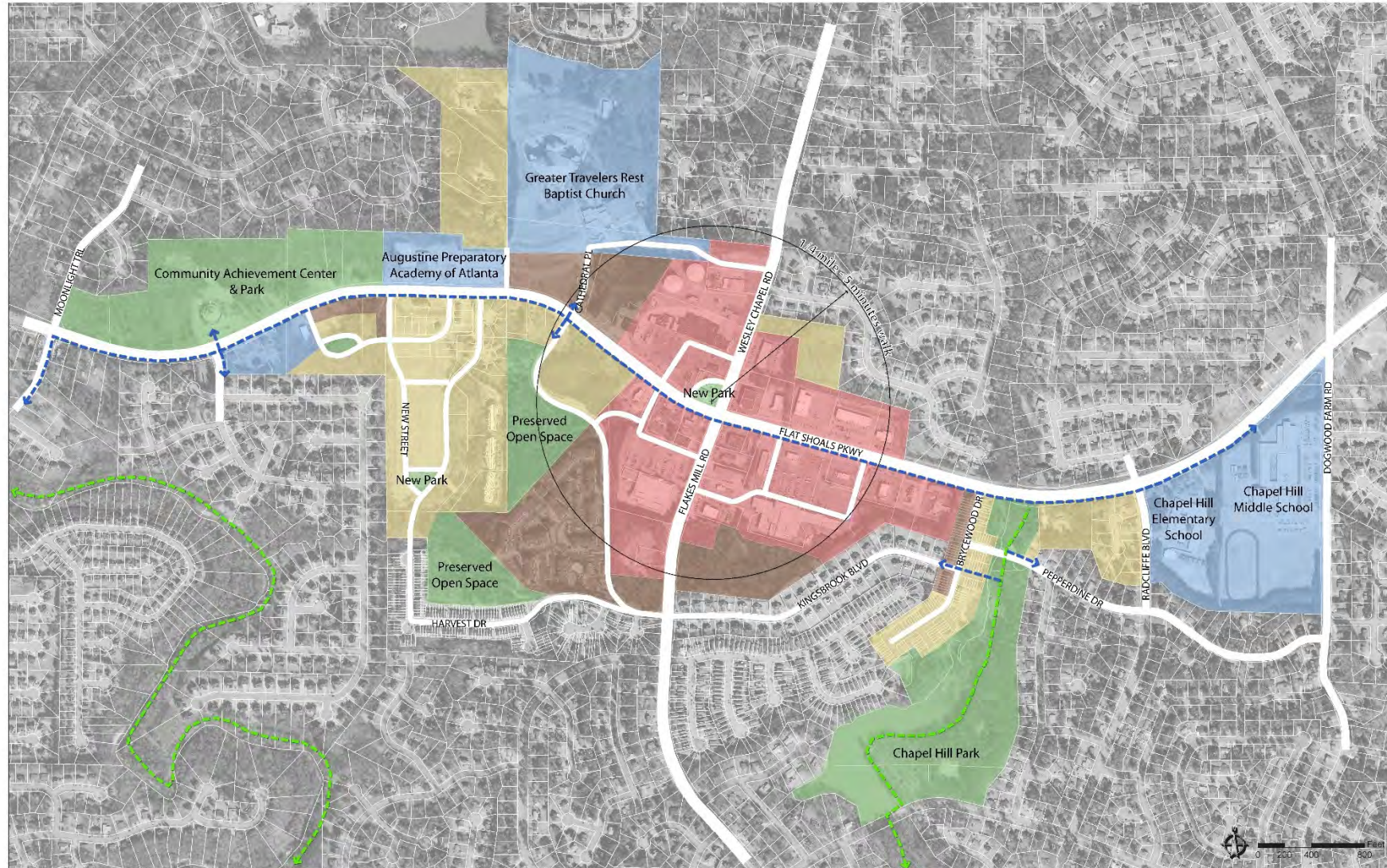






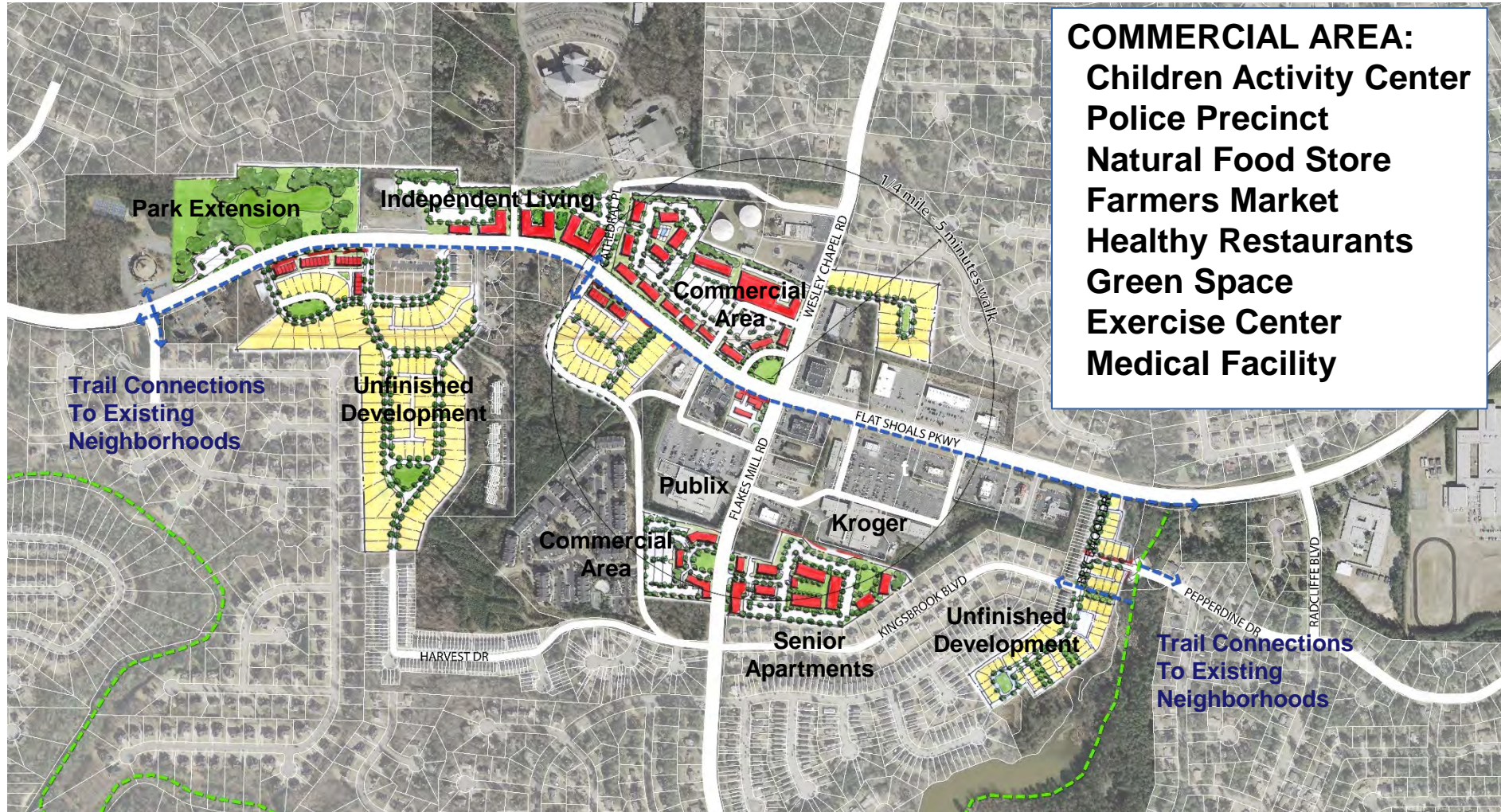


# LAND USE FRAMEWORK PLAN





# RECOMMENDATIONS





# EXISTING STREET NETWORK





# PROPOSED STREET NETWORK





# **STREETSCAPE IMPROVEMENTS WITH REDEVELOPMENT**



# STREETSCAPE IMPROVEMENTS

STREETSCAPE IMPROVEMENTS ARE MEANT TO ENHANCE THE SAFETY, COMFORT, WAYFINDING, AND VISUAL EXPERIENCE OF PEDESTRIANS, BICYCLISTS, AND MOTORISTS.



# STREETSCAPE IMPROVEMENTS

STREETSCAPE ELEMENTS INCLUDE LIGHTING, STREET FURNITURE, PAVING, SIGNAGE, STREET TREES, AND LANDSCAPING, AND SHOULD:

- ❖ Provide for the safety and comfort for pedestrians, bicyclists
- ❖ Incorporate placemaking
- ❖ Visually unify or organize a streetscape of district
- ❖ Add an amenity or attraction





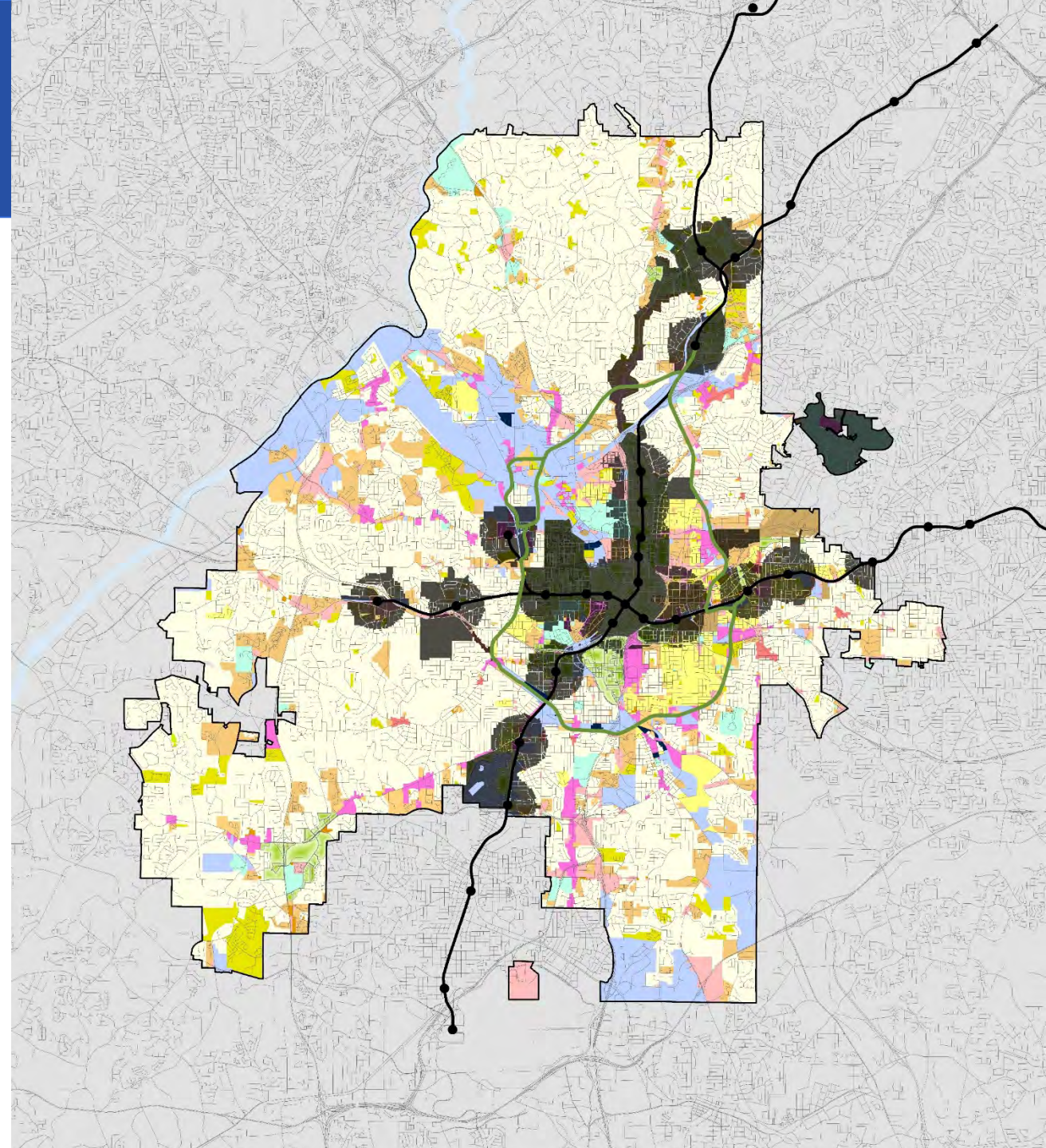
# TOOLS TO SUPPORT TRANSIT

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CITIES CAN SUPPORT TRANSIT  
THROUGH ZONING.

MINIMUM, CREATIVE, AND  
PROACTIVE OPPORTUNITIES  
INCLUDE:

- ❖ Density bonuses
- ❖ Minimum building setbacks
- ❖ Customized/reduced parking requirements near transit





# TOOLS TO SUPPORT TRANSIT

## TOOLS TO SUPPORT TRANSIT, TAILORED TO CONTEXT, INCLUDE:

- ❖ Transit area planning
  - Plan first, zone second
- ❖ Good urban design
- ❖ Mixed-uses
- ❖ Higher densities
- ❖ Uses that generate riders (e.g., employment, entertainment, housing, schools, etc.)
- ❖ Prohibiting auto-oriented development



# THANK YOU!



# CONTACT INFORMATION



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UP NEXT:  
URBAN ECOLOGY

**CODING FOR MOBILITY & ACCESS**

# QUESTIONS AND ANSWERS

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15 MINUTES

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# URBAN ECOLOGY IDEA LAB

**ROBERT REED, SOUTHFACE**  
**CATHERINE GUNTER, SOUTHFACE**  
**HOUSTON HARRIS, TSW**

November 16, 2021



Department of  
**CITY PLANNING**

**URBAN ECOLOGY**

# **QUESTIONS AND ANSWERS**

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December 14, 2021 @ 6:00 PM

Coding for Place

Unlocking Residual Space

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