

# THEME I : PARKING REQUIREMENTS

## THE PROBLEMS

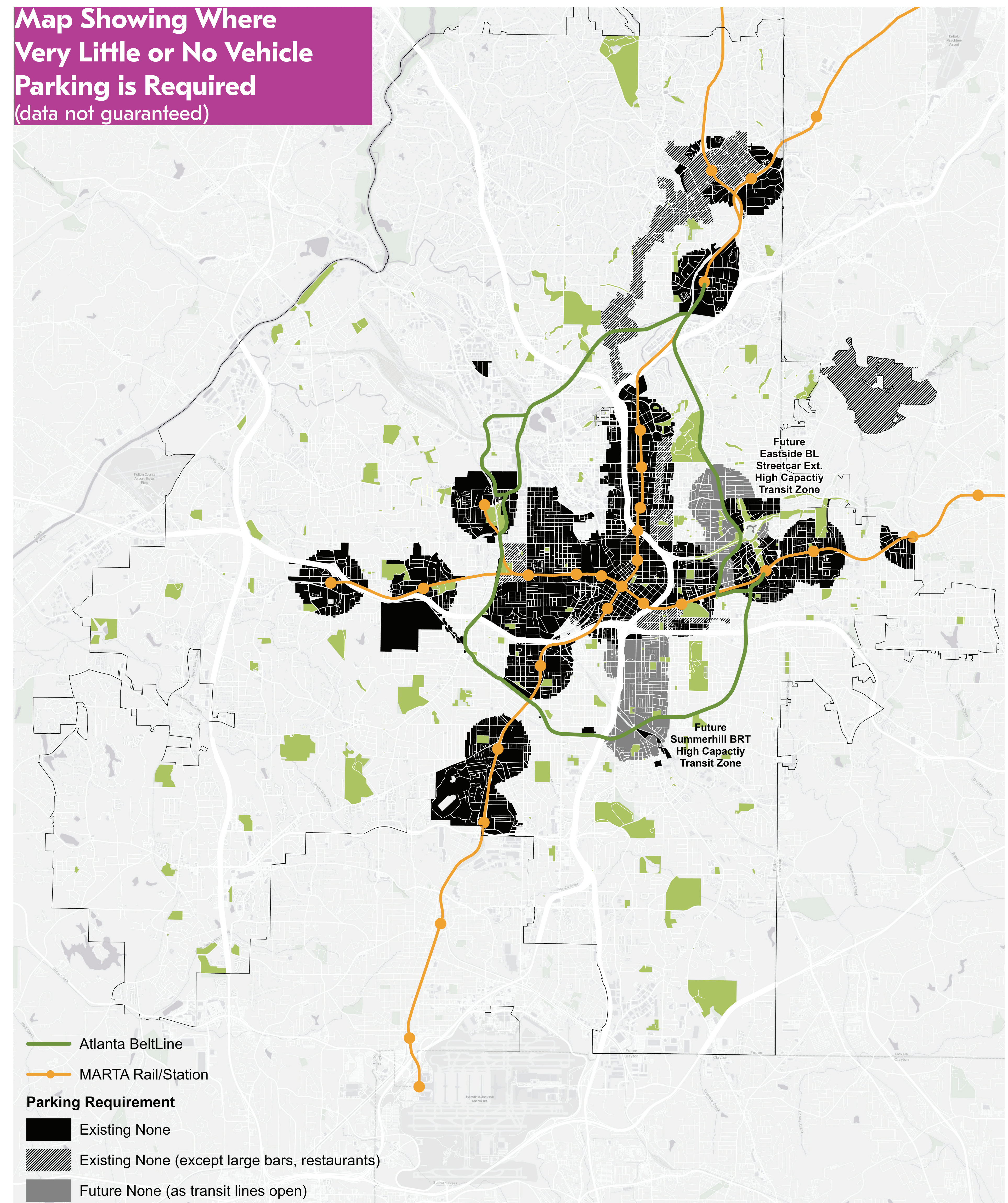
The City's existing vehicle and bicycle parking requirements have several problems:

- Vehicle parking requirements usually depend on a property's zoning district, not its location or context (e.g., rural, suburban, urban). As an example, the same amount of vehicle parking is required for all businesses zoned C-1 (community business), regardless of whether most customers arrive by driving, walking, bicycling, riding transit, or other means.
- Vehicle parking requirements for many uses are higher than the actual demand, creating an often-wasteful use of space. As the nature of our businesses and the behaviors of our residents continue to evolve, governments like Atlanta's can be ill-equipped to know how much vehicle parking is really needed.
- Vehicle parking requirements can result in unnecessary tree loss, stormwater runoff, urban heating, poor design outcomes, and more expensive housing and business-space. They can reduce walking, bicycling, and public transit use.
- Vehicle parking requirements raise the cost of living and doing business for everyone, not just drivers. The 19% of Atlanta renter households that do not own cars are especially impacted, as costs for unnecessary or excessive parking get passed along to consumers.
- Using vehicle parking requirements to limit the spread of large alcohol-related uses (e.g., bars, restaurants, nightclubs) is one of the only zoning tools available for ensuring a more neighborhood-compatible mix of retail and services. Yet, requiring parking for these uses can seem counter-intuitive.
- Vehicle parking requirements in some zoning districts discourage the creation of shared parking facilities that use limited parking more efficiently.
- Bicycle parking requirements are the same across the city. New development along the Atlanta BeltLine must provide the same amount of bicycle parking as new development outside of I-285 within the city limits does.
- Bicycle parking requirements are capped at 50 spaces per building. This means that large apartment buildings with 300 or 400 units in a highly bikeable location must only provide 50 spaces.

### Did you know?

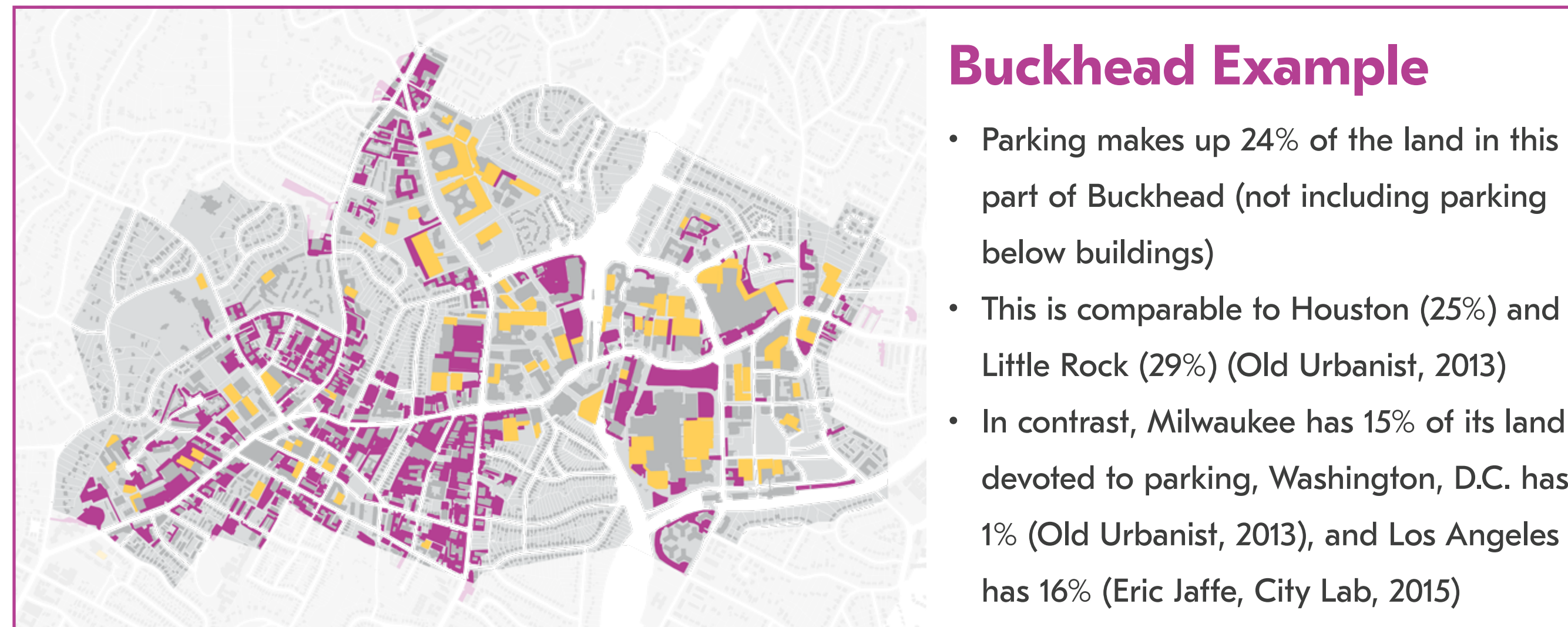
There are no parking minimums in several zoning districts, nor around MARTA rail and Atlanta Streetcar stops.

Map Showing Where Very Little or No Vehicle Parking is Required  
(data not guaranteed)





# THEME I: PARKING REQUIREMENTS



## Automobile Dependence

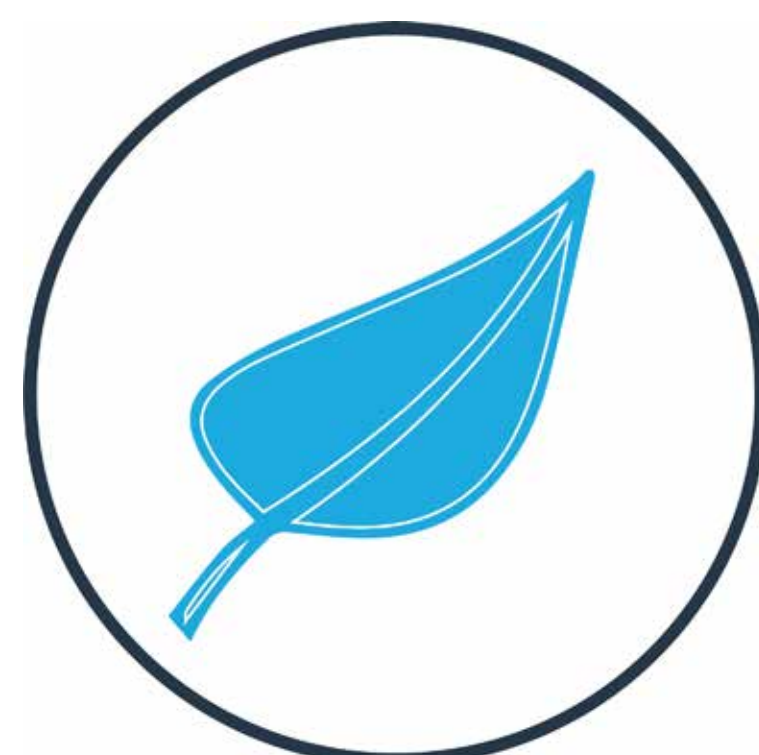
- Requiring too much parking increases the chances that people will drive (Source: SDOT and SDCI)
- Parking facilities can negatively impact the pedestrian experience
- MARTA should be used more effectively to accommodate growth
- **80%** of household trips are non-work related. In walkable neighborhoods, many trips can be made on foot or bicycle, boosting health (Robert Steuteville, Congress for the New Urbanism, March 2018)

## Vehicle Parking Costs

- **1 parking space = \$25,000 to \$55,000** to build (deck), higher for buried parking (Source: Alan Durning, Grist, 2013)
- Parking requirements increase the cost of housing and business space
- Parking increases the cost of rent by **~\$225** per parking spot on average (Source: Seth Goodman)
- Disproportionate effect on low-income residents and small businesses (Source: Alan Durning, Grist, 2013)
- Residents of auto-oriented areas spend **57%** of income on housing + transportation; people living in walkable areas with transit spend **41%** on housing + transportation (Source: SDOT & SDCI)
- Atlanta's average car ownership cost: **\$9,214 + \$1,880** for miles traveled (Source: Housing + Transportation Affordability Index)
- **Other results:** fewer units, unable to adapt buildings, dispersed housing, costs shifted to non-car owners, lengthy and costly variance process (Sources: Alan Durning, Grist, 2013)

## Environmental Concerns

- Urban heating is increased by exhaust and heat absorption
- Stormwater runoff, and contamination is increased
- These impact air and water quality



(Sources: Sara Bronin, Planning, February 2018; Alan Durning, Grist, 2013)

## Public Health & Quality of Life

- Obesity and other health issues are increased with sedentary lifestyles
- Sitting in a car for hours is unhealthy
- Quality of life is affected by road rage and number of hours in a car
- Alternatives to driving promotes active lifestyles



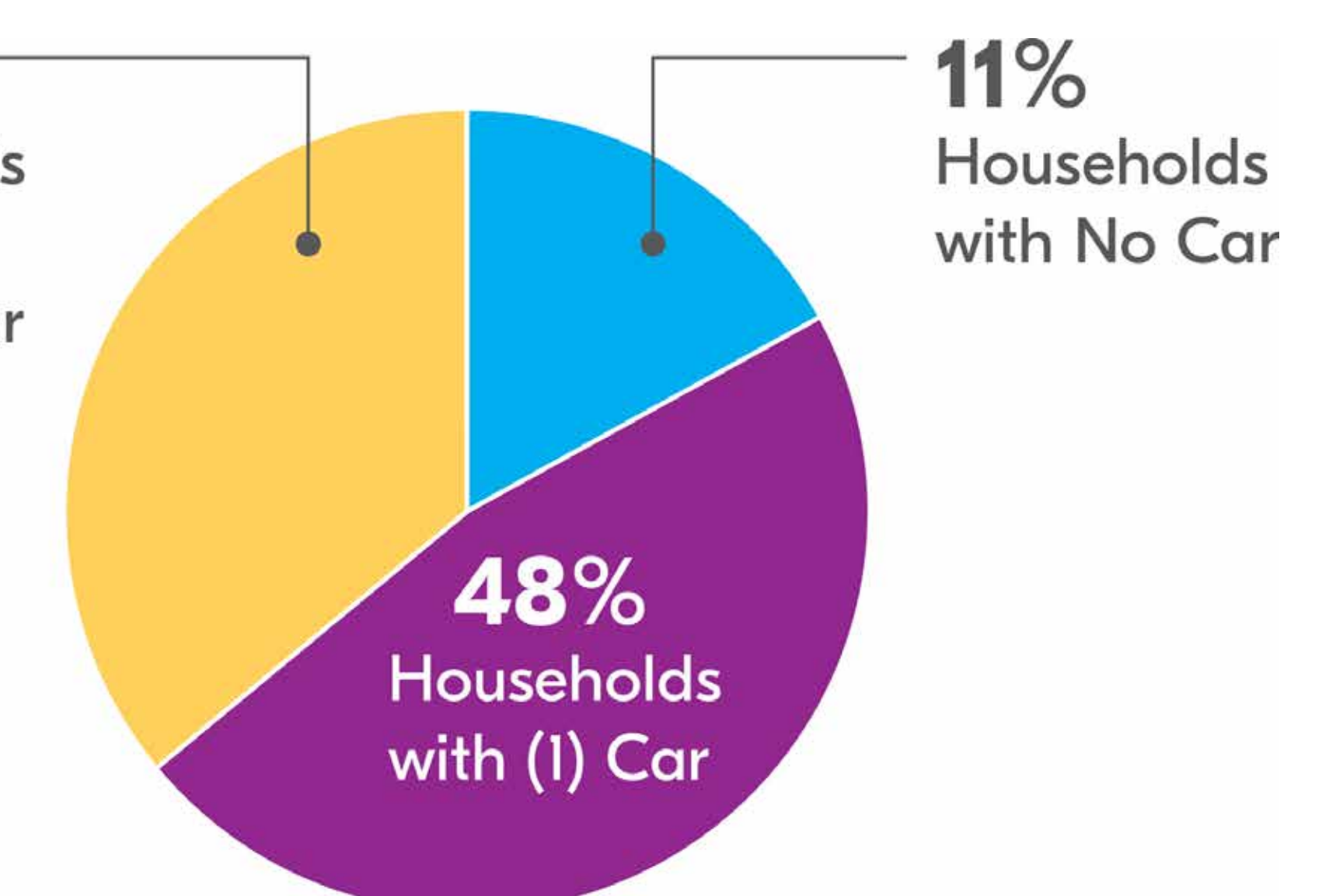
**P : USE**



**Current parking requirements conflict with stated City goals**

## Car Ownership in the City of Atlanta (2021)

- 11% of **all households** have no car (versus 8.3% in the U.S)
- 48% of **all households** have 1 car
- 4% of **owner households** have no car
- 19% of **renter households** have no car



(Source: U.S. Census, American Community Survey, 2021)



# THEME I: PARKING REQUIREMENTS

## PROPOSED SOLUTION

### Update Atlanta's vehicle and bicycle parking requirements.

Vehicle and bicycle parking requirements could be updated to better reflect need, especially the fact that the ways people move around varies widely in different parts of the city.

Parking standards could also consider the impacts of excessive vehicle parking on the cost of living and doing business in Atlanta, as well how parking requirements align with the City's goals for affordable housing, environmental protection, business growth, public safety, and more.



City of Atlanta Zoning Ordinance Rewrite Focused Workshop #2 January 17, 2023

## SHARE YOUR THOUGHTS

### Primary Question

#### 11. General Ideas

Share your ideas for updating vehicle and bicycle parking standards to meet Atlanta's existing and future needs.

#### Reminder

Primary questions allow you to quickly share your thoughts. You may stop or continue to the more technical questions below.

### Clarifying Questions (Optional)

#### 12. Housing Vehicle Parking

Update vehicle minimum parking requirements for housing, either citywide or in specific areas.

#### 13. Business Vehicle Parking

Update vehicle minimum parking requirements for business, either citywide or in specific areas.



#### 14. Vehicle Parking Caps/Maximums

Update the maximum amount of parking allowed, either citywide or in specific areas.

#### Did you know?

The amount of parking allowed is often limited in major mixed-use centers (e.g. Downtown, Midtown, and Buckhead), along the Atlanta BeltLine, and around MARTA stations.

#### 15. Shared Parking

Update shared parking standards in commercial and mixed-use areas.

#### Did you know?

Shared parking is allowed in much of Atlanta, but there are still standards that make it difficult to share parking when uses are not located on the same lot.

#### 16. Parking and Alcohol-Related Uses

Stop using parking requirements to control the spread of large alcohol-related uses.



#### 17. Parking Lot Limitations

Limit the amount of a lot that can be used for parking lots in walkable urban areas.

#### Did you know?

In auto-oriented areas, parking often consumes many times more land area than the building it serves.

#### 18. Bicycle Parking

Update bicycle parking requirements, either citywide or in specific areas.





# THEME J: USE STANDARDS

## THE PROBLEMS

The City's existing use-related definitions and standards have several problems:

- Most use terms are not defined or are not consistent.
- Some use terms are outdated, such as *servants' quarters*, *millineries*, and *distillation of bone and glue manufacturers*.
- Many new types of uses are not reflected, such as e-commerce, 3-D printing, small-scale industry/maker space, and businesses that combine two or more defined uses, such as cat cafes.
- There is one highly restrictive citywide standard for home businesses (i.e., home occupation), which may not be appropriate in all areas.
- Some use categories are very broad, such as the term eating and drinking establishment, which includes everything from a small café to a restaurant, to a

lounge, to a nightclub. This does not reflect the varying impacts of specific uses or alcoholic licensing standards.

- Some uses have impacts that are not consistently addressed citywide by the zoning ordinance. Examples include self-storage facilities, drive-throughs/drive-ins, data centers, gas stations/service stations, and more. This means that areas of Atlanta with new zoning standards are often better protected from these uses than areas with older zoning standards.

### What is a Use Standard?

A use standard is a set of rules that an otherwise permitted uses must meet before it is allowed. Examples include design, size, landscaping, hours of operation, etc.

### How is a 3-D printing shop classified?

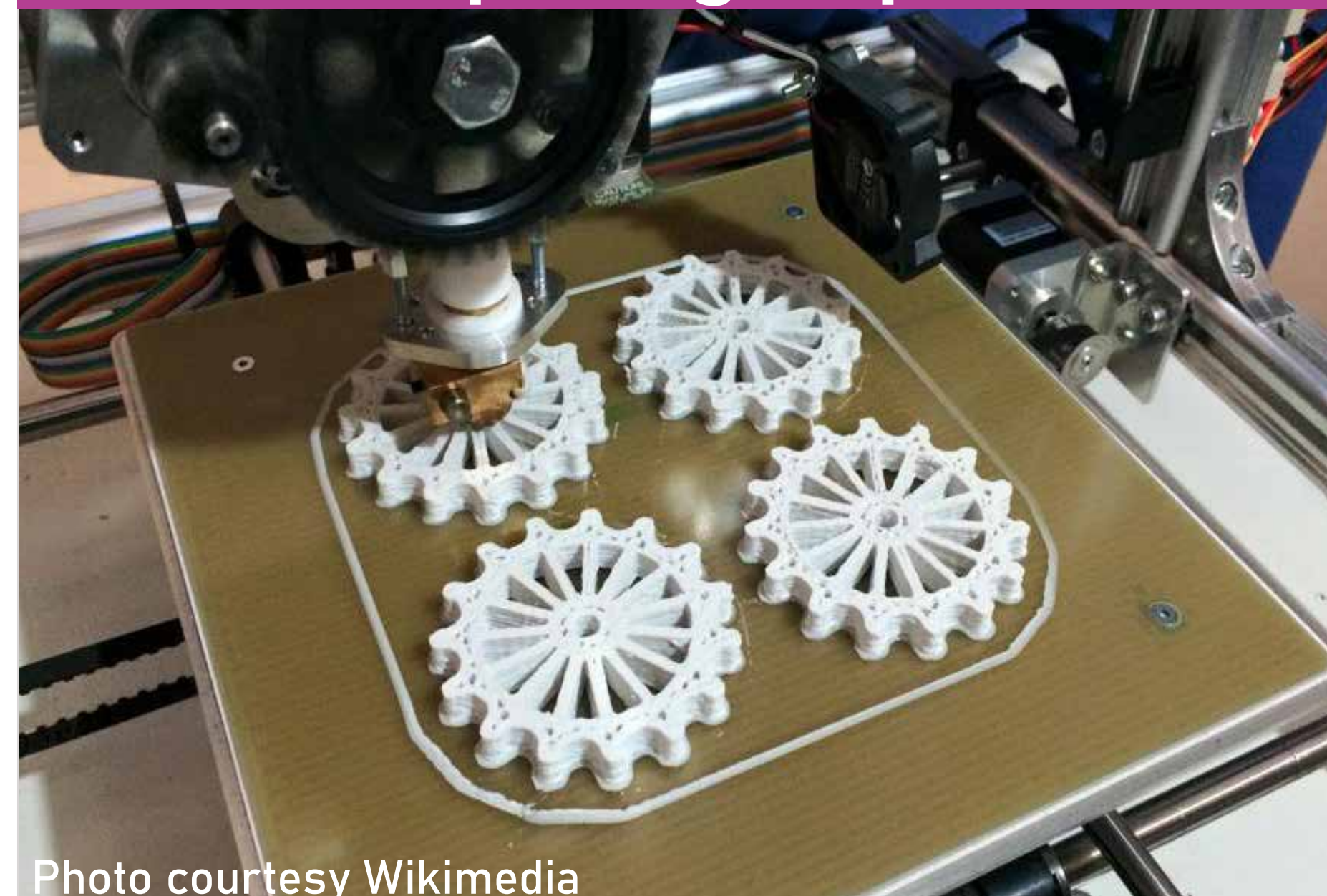


Photo courtesy Wikimedia

### Drive-Through @3566 MLK Jr Dr



## PROPOSED SOLUTION

Update Atlanta's use standards.

## SHARE YOUR THOUGHTS

### Primary Questions

#### J1. Uses to Allow More of

Share your ideas about uses you'd like more of in specific areas or citywide.

#### J2. Uses that Need Higher Standards

Share your ideas about uses that you think should be allowed, but should be held to higher use standards.

#### J3. Uses to Restrict or Outlaw

Share your ideas for uses that you think should be severely restricted or prohibited in specific areas or citywide.

#### Reminder

Primary questions allow you to quickly share your thoughts. You may stop or continue to the more technical questions below.

### Industrial Mixed-Use @ Lee + White



### Clarifying Questions (Optional)

#### J4. Use Standards

Create new and updated citywide use standards for specific uses.

#### J5. Innovator/Maker Space

Allow small, low-impact production of goods in commercial and mixed-use areas. Examples include R&D facilities, maker space, and similar uses. Exclude heavy industry and warehousing.

#### Did you know?

These uses are allowed in Downtown and in the Poncey-Highland neighborhood today.

#### J6. Home Occupation

Incorporate new home occupation standards if there is public support.

#### J7. Mixed-Use Requirements

Incorporate new mixed-use requirements for large developments if there is public support.

#### J8. Legacy Uses

Allow some legacy uses to never become nonconforming if there is public support.

#### J9. Small Businesses

Incorporate requirements that support small businesses if there is public support. Examples include requiring small commercial spaces in commercial or mixed-use developments, different vehicle parking requirements, etc.



# THEME K: SITE STANDARDS

## THE PROBLEMS

The City's existing site standards have several problems:

- Standards vary greatly by zoning districts, with newer districts usually having more site standards than older zoning districts. Examples of these inconsistencies are below.
- Many zoning districts have few or no standards for how to screen **dumpsters** and where to place them on a lot. Dumpster screening and placement can impact aesthetics and nearby properties.
- Many zoning districts have few or no standards for how to screen **loading docks and mechanical features** and where to place them on a lot. Loading dock and mechanical screening and placement can impact walkability, aesthetics, and nearby properties.
- Many zoning districts have no standards for requiring **walkways** from the building entrance to the nearby sidewalk. This often forces pedestrians to walk through parking lots.
- Many zoning districts have no standard for **retaining walls**. Retaining wall height, placement, and design can impact walkability, tree protection, aesthetics, and nearby properties.

## PROPOSED SOLUTIONS

### Update Atlanta's site standards

The Zoning Ordinance could include new site standards, especially for multifamily, commercial, and mixed-use areas. Some could also apply to other districts, especially in more walkable, urban parts of the city.

## SHARE YOUR THOUGHTS

### Primary Questions

#### K1 General Ideas

Share your ideas for updating screening, walkway, retaining wall, and other site standards to meet Atlanta's existing and future needs.

#### Reminder

Primary questions allow you to quickly share your thoughts. You may stop or continue to the more technical questions below.



### Clarifying Questions (Optional)

#### K2. Dumpsters

Prohibit unscreened dumpsters in front of buildings.

#### K3. Commercial/industrial Equipment

Prohibit unscreened loading docks and mechanical equipment in front of buildings.

#### K4. Outdoor Storage

Prohibit unscreened permanent outdoor storage in front of buildings.

#### K5. Walkways

Require walkways from building entrances to the sidewalk.

#### Did you know?

Many zoning districts require buildings to be pulled to the sidewalk, especially in walkable urban areas, but there are still existing buildings with large setbacks or areas where large setbacks are appropriate.



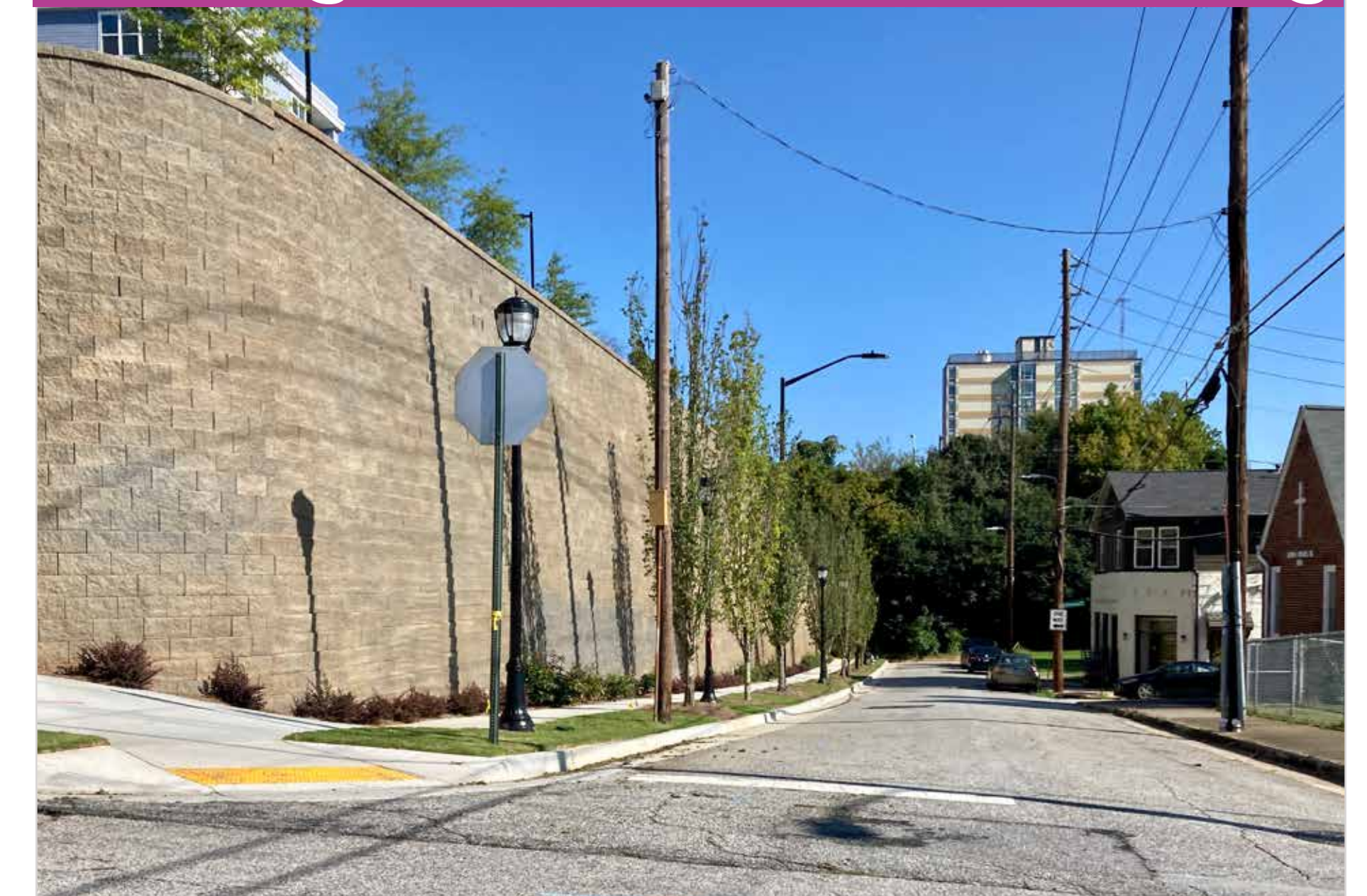
#### K6. Retaining Walls

Prohibit tall retaining walls along the sidewalk, especially in the City's walkable urban areas.

#### Did you know?

There are no retaining wall height standards in Atlanta's older commercial (C) and residential general (RG) zoning districts.

#### Retaining Wall @ Martin St RG Zoning



#### Walkway @ The Beacon in Grant Park

