

The Atlanta Zoning Ordinance Rewrite



# FOCUSED WORKSHOP #2

# DETAILED RESULTS

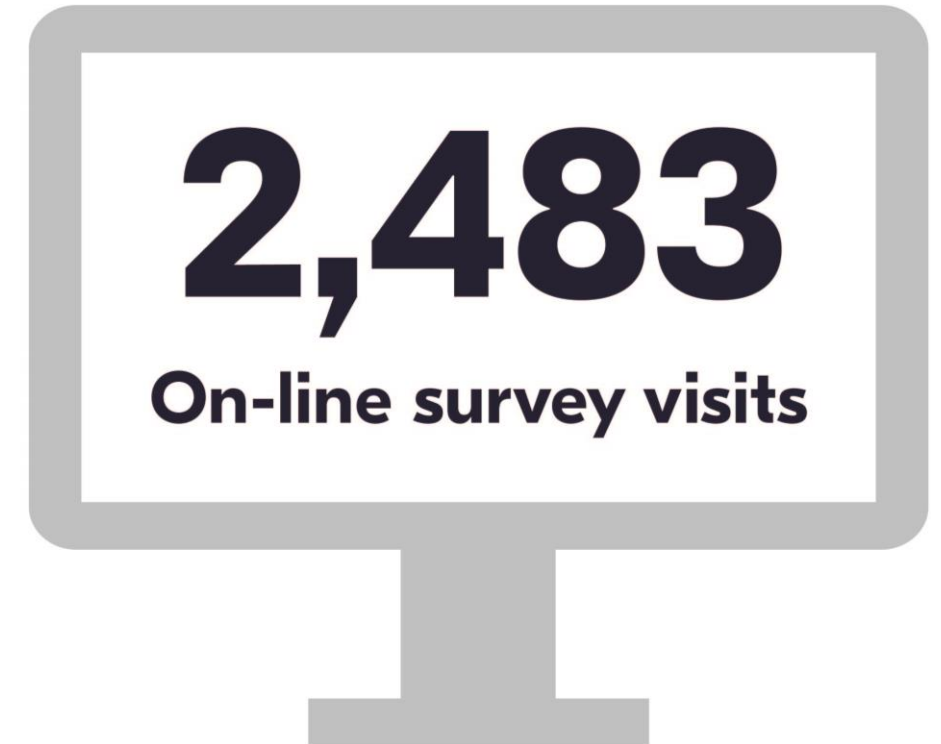
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COMBINING IN-PERSON, MAILED/EMAILED, AND ONLINE COMMENTS

1/31/2023

AMENDED 2/3/2023 TO ADD STICKY NOTE COMMENTS

# PARTICIPATION



\*Survey software recorded IP addresses for on-line participants to prevent duplicate responses. Many did not participate in all theme exercises.

# COMMENTS



# **THEME I: PARKING REQUIREMENTS**

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# THEME I : PARKING REQUIREMENTS

## THE PROBLEMS

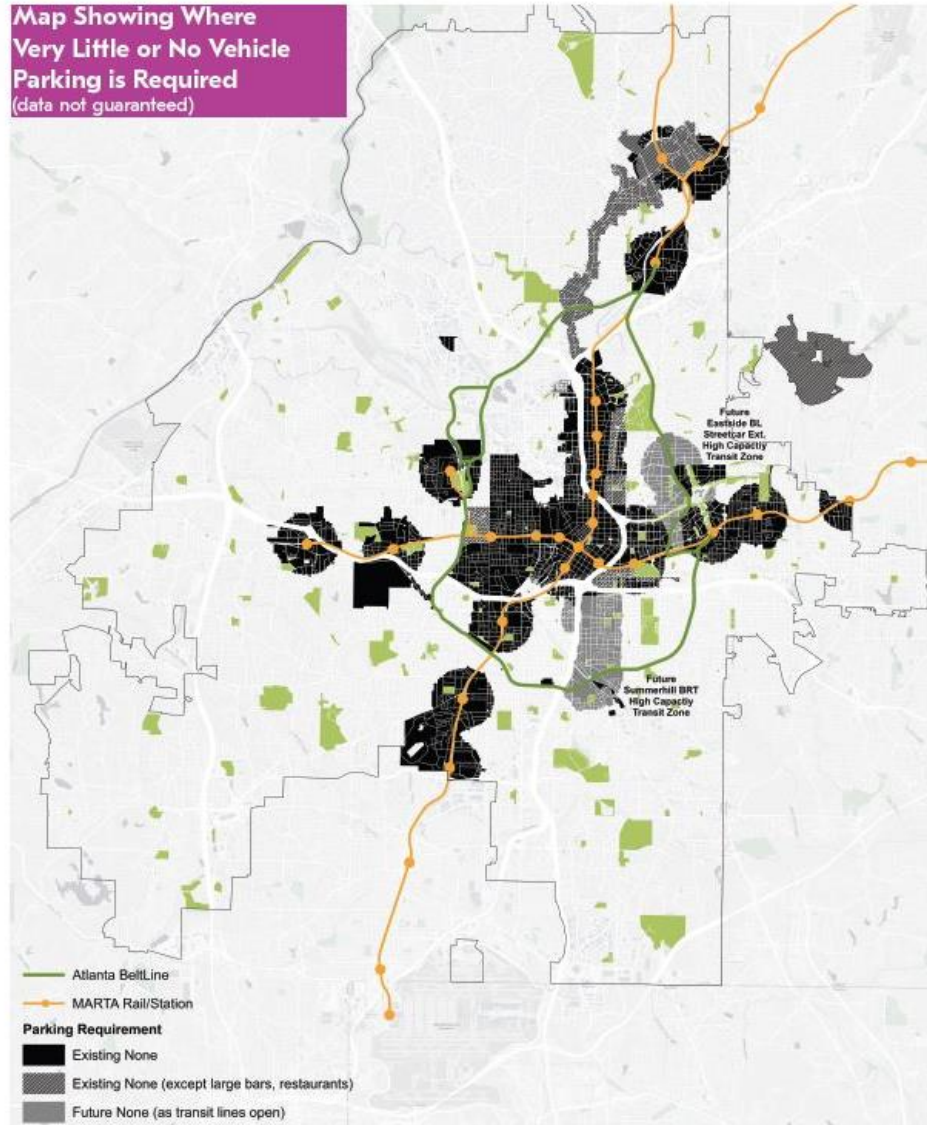
The City's existing vehicle and bicycle parking requirements have several problems:

- 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?

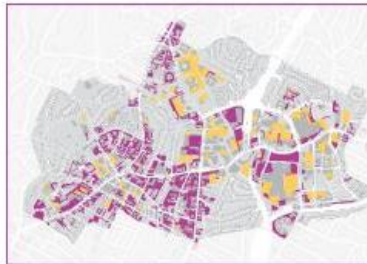
There are no parking minimums in several zoning districts, nor around MARTA rail and Atlanta Streetcar stops.

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





# THEME I : PARKING REQUIREMENTS



## Buckhead Example

- Parking makes up 24% of the land in this part of Buckhead (not including parking below buildings)
- This is comparable to Houston (25%) and Little Rock (29%) (Old Urbanist, 2013)
- In contrast, Milwaukee has 15% of its land devoted to parking, Washington, D.C. has 1% (Old Urbanist, 2013), and Los Angeles has 16% (Eric Jaffe, City Lab, 2015)



## 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)

## 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



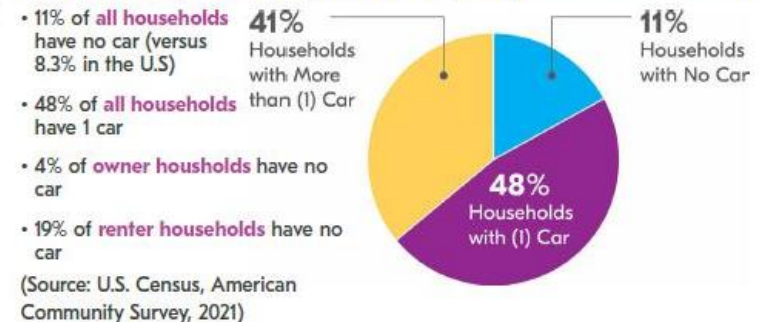
**Current parking requirements conflict with stated City goals**



## 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)

## Car Ownership in the City of Atlanta (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.



## 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

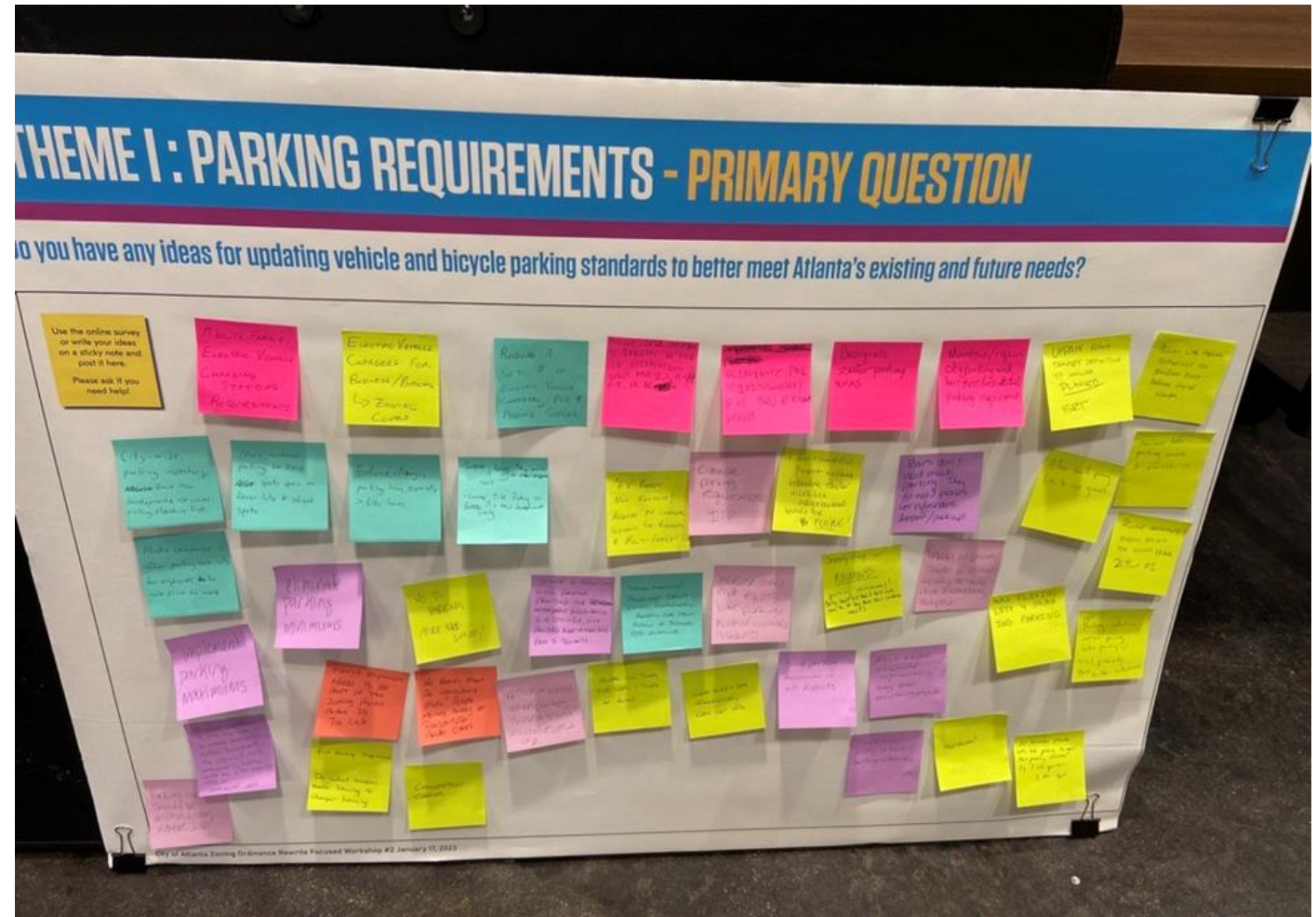
Update bicycle parking requirements, either citywide or in specific areas.





# I1: DO YOU HAVE ANY IDEAS FOR UPDATING VEHICLE AND BICYCLE PARKING STANDARDS TO BETTER MEET ATLANTA'S EXISTING AND FUTURE NEEDS?

- MULTI-FAMILY ELECTRIC VEHICLE CHARGING STATIONS REQUIREMENTS
- ELECTRIC VEHICLE CHARGERS FOR BUSINESS ZONING CODES / PARKING
- REQUIRE A SET NUMBER OF ELECTRIC VEHICLE CHARGERS PER NUMBER OF PARKING SPACES
- REVISE 2021 PROPOSAL TO REQUIRE NO PARKING IN RESIDENTIAL ZONES MRC-1,2; R-4 A/B; R-5, OR NC
- ELIMINATE PARKING REQUIREMENTS FOR BARS & RELIEF (???) VENUES
- DESIGNATE SCOOTER PARKING AREAS
- MAINTAIN/ REQUIRE CITY PARKING AND BUSINESS/ RESIDENTIAL PARKING REQUIREMENTS
- UPDATE HIGH TRANSIT DEFINITIONS TO INCLUDE PLANNED BRT
- ALLOW CAR PARKING REDUCTIONS FOR PROVIDING BIKE PARKING, MAYBE SCOOTERS
- CITY-WIDE PARKING INVENTORY. HAVE NEW DEVELOPMENTS USE UNUSED PARKING ELSEWHERE FIRST
- MORE METERED PARKING TO KEEP SPOTS OPEN ON FEWER LOTS & STREET SPOTS
- ENFORCE ILLEGAL PARKING LAWS, ESPECIALLY IN BIKE LANES

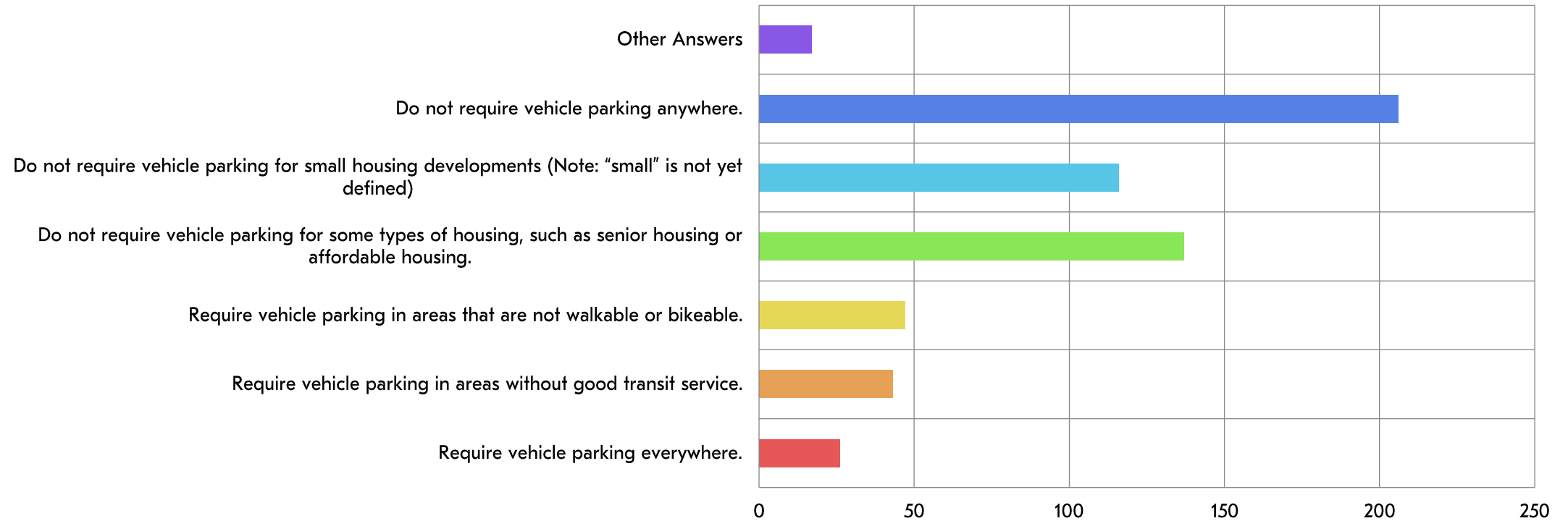




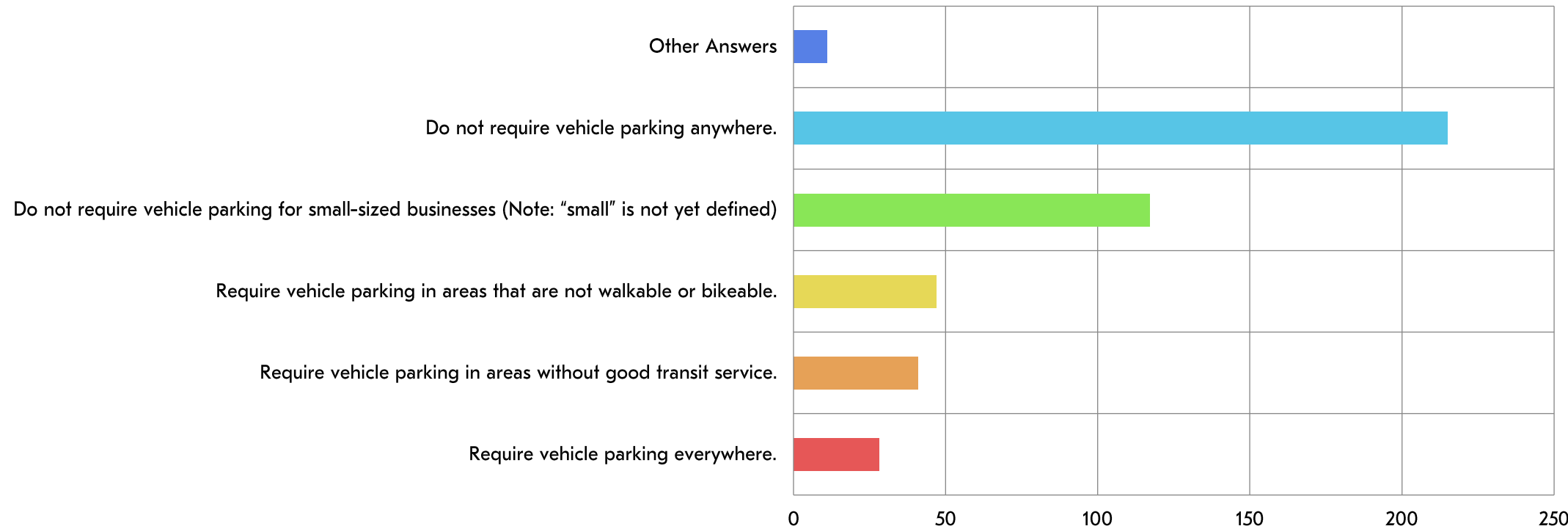
- "EV-READY" NOT ENOUGH! REQUIRE EV CHARGER INSTALLS FOR BUSINESSES AND MULTI-FAMILY
- ELIMINATE PARKING REQUIREMENTS ITP
- I DON'T WANT EV! I WANT WALKABLE, BIKEABLE, STROLLER ACCESSIBLE NEIGHBORHOODS MADE FOR PEOPLE!
- BARS DON'T NEED MUCH PARKING. THEY DO NEED PLACES FOR RIDESHARE DROP-OFF/ PICKUP
- ALLOW SMALL PARKING LOTS TO USE GRAVEL
- INCREASE BIKE PARKING LANES (??) OR ELIMINATE IT
- MAKE COMPANIES OFFER PARKING CASH-OUTS FOR EMPLOYEES TO NOT DRIVE TO WORK
- ELIMINATE PARKING MINIMUMS
- NO TO PARKING. MORE BIKE LANES!
- TETHER A REDUCTION IN MINIMUM PARKING PROVIDED FOR AFFORDABLE MULTI-FAMILY TO A CITY-WIDE, CITY PROVIDED MARTA MONTHLY PASS TO TENANTS
- PARKING MAXIMUMS! PRIORITIZE STREET LEVEL ENGAGEMENT- PARKING GOES ABOVE, BELOW OR BEHIND PEDESTRIAN ENTRANCES
- INCREASE ZONES THAT REQUIRE BIKE PARKING, MOST OF COMMERCIAL IS LACKING
- SEVERELY DROP OR REMOVE PARKING MINIMUMS! (WHY SHOULD BIZ HAVE TO BUILD MORE THAN THE NUMBER THEY THINK THEIR CUSTOMERS NEED?)
- PARKING LOT AMOUNTS SHOULD BE REDUCED TO ONLY BE SMALLER THAN THE BUILDING FOOTPRINT
- LET BUSINESSES PROVIDE EXTRA BIKE PARKING TO MEET THEIR PARKING MINIMUM? EG. 3 BIKE SPACES= 1 CAR SPOT
- IMPOSE STREET PARKING MAXIMUMS ON NEW DEVELOPMENT
- INCREASE QUALITY BIKE PARKING ON EXISTING & NEW DEVELOPMENT

- MAX FLEXIBILITY FOR SHARING PARKING
- PROVIDE INCREASED PARKING RELIEF FOR SAVING TREES, 25% NOT 10%
- IMPLEMENT PARKING MAXIMUMS
- ITS ALMOST IMPOSSIBLE TO PARK MY BIKE AT SO MANY COMMERCIAL LOCATIONS THROUGHOUT THE CITY WHICH FEELS UNNECESSARILY HOSTILE. WOULD LOVE BIKE PARKING MINIMUMS FOR COMMERCIAL USES
- MARTA EXPANSION NEEDS TO BE PART OF THE ZONING PROCESS BEFORE IT'S TOO LATE
- WE REALLY MUST BE CONSIDERING MORE "PEOPLE MOBBIING MODES OF TRANSPORTATION" BESIDES CARS
- SEPARATE & REMOVE WHEN PARKING IS USED TO LIMIT ALCOHOL RELATED USE
- HIGHER GAS TAXES, REGISTRATION FEES & TAXES ON AUTOS
- MORE BIKE AND PED. INFRASTRUCTURE; LESS CAR INFRASTRUCTURE
- CREATE PARKING MAXIMUMS IN ALL DISTRICTS
- REQUIRE BIKE/ PED. INFRASTRUCTURAL IMPROVEMENTS IN EVERY STREET RESURFACING PROJECT
- (CAR) PARKING REDUCTIONS WHEN PAIRING BIKE PARKING WITH TRAIL PROXIMITY. BELOW FURTHER REDUCTIONS
- PARKING CAPS SHOULD BE IMPOSED EVERY WHERE ITP
- END PARKING REQUIREMENTS. DO WHAT ENABLES MORE HOUSING OR CHEAPER HOUSING.
- CONGESTION CHARGES
- REQUIRE BIKE PARKING AT MAIN BUILDING ENTRANCES
- MAXIMUMS!

Q. 12. WHICH OF THE FOLLOWING VEHICLE PARKING OPTIONS FOR HOUSING SHOULD THE NEW ZONING ORDINANCE INCLUDE?

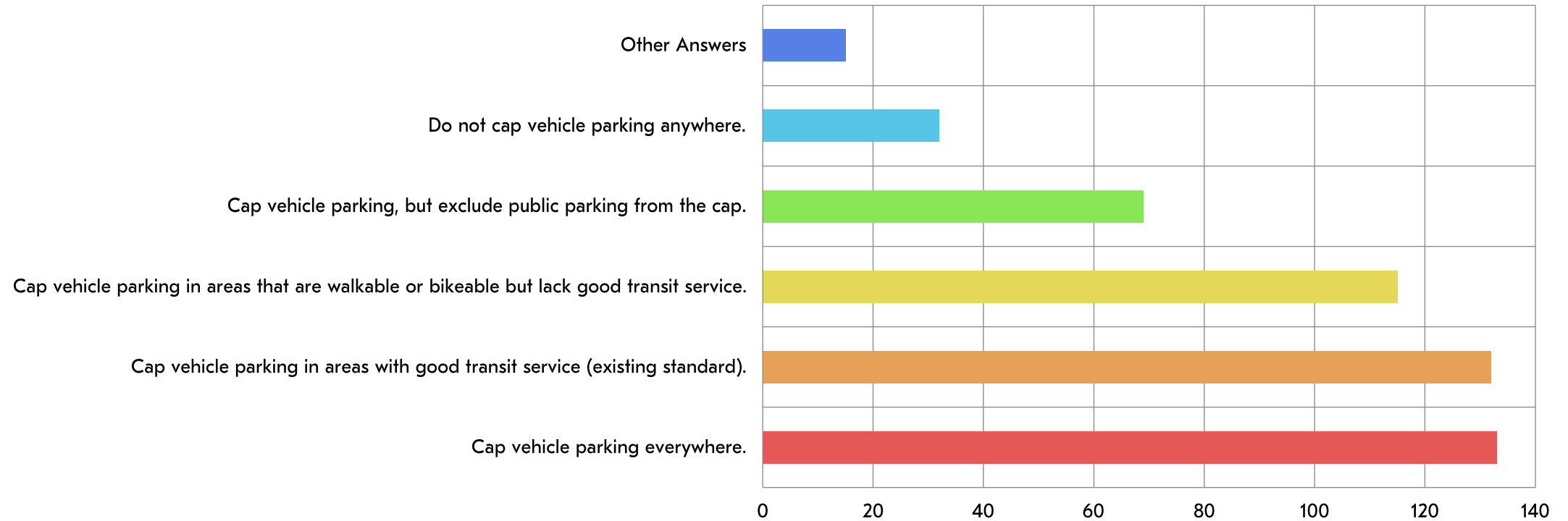


Q. 13. WHICH OF THE FOLLOWING VEHICLE PARKING OPTIONS FOR BUSINESSES SHOULD THE NEW ZONING ORDINANCE INCLUDE?

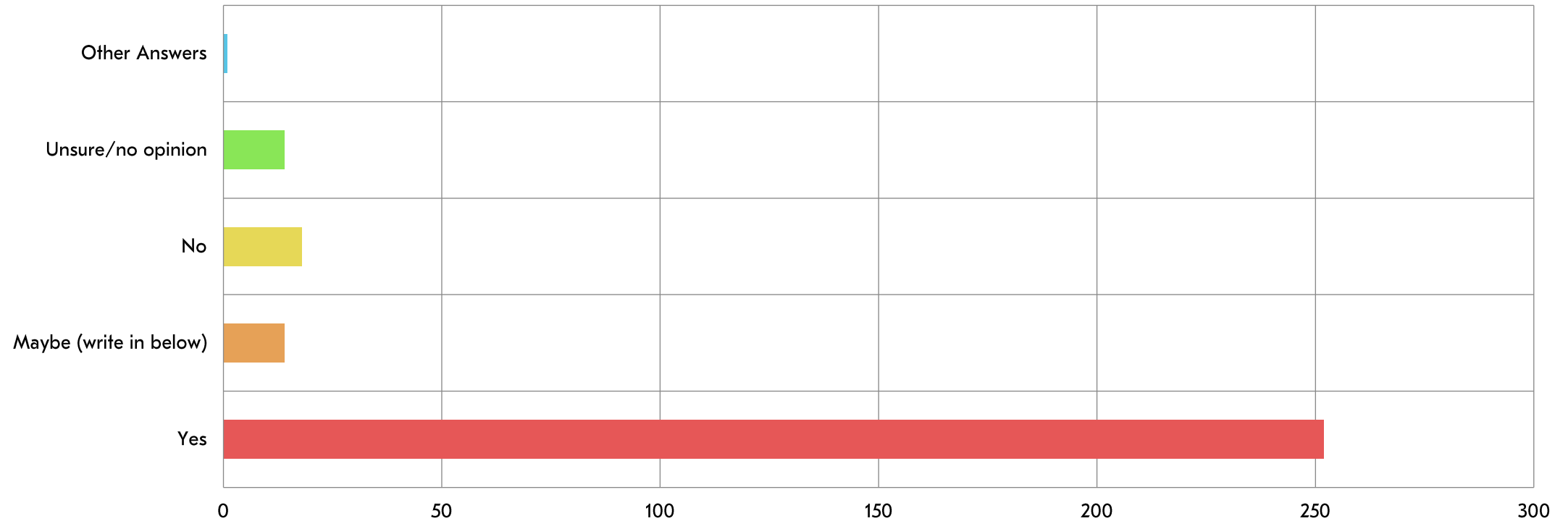




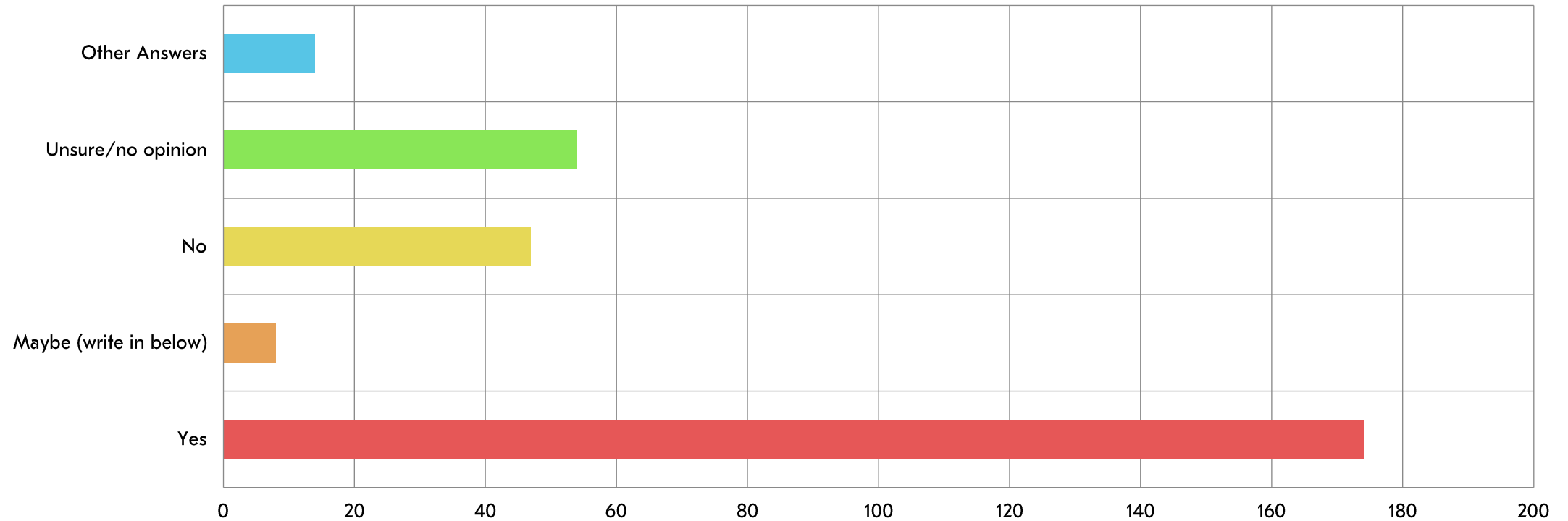
Q. 14. HOW SHOULD THE NEW ZONING ORDINANCE HANDLE THE CAPPING OF ALLOWABLE PARKING ON A LOT?



Q. 15. SHOULD THE NEW ZONING ORDINANCE MAKE IT EASIER TO PROVIDE SHARED PARKING FACILITIES IN COMMERCIAL AND MIXED-USE AREAS?

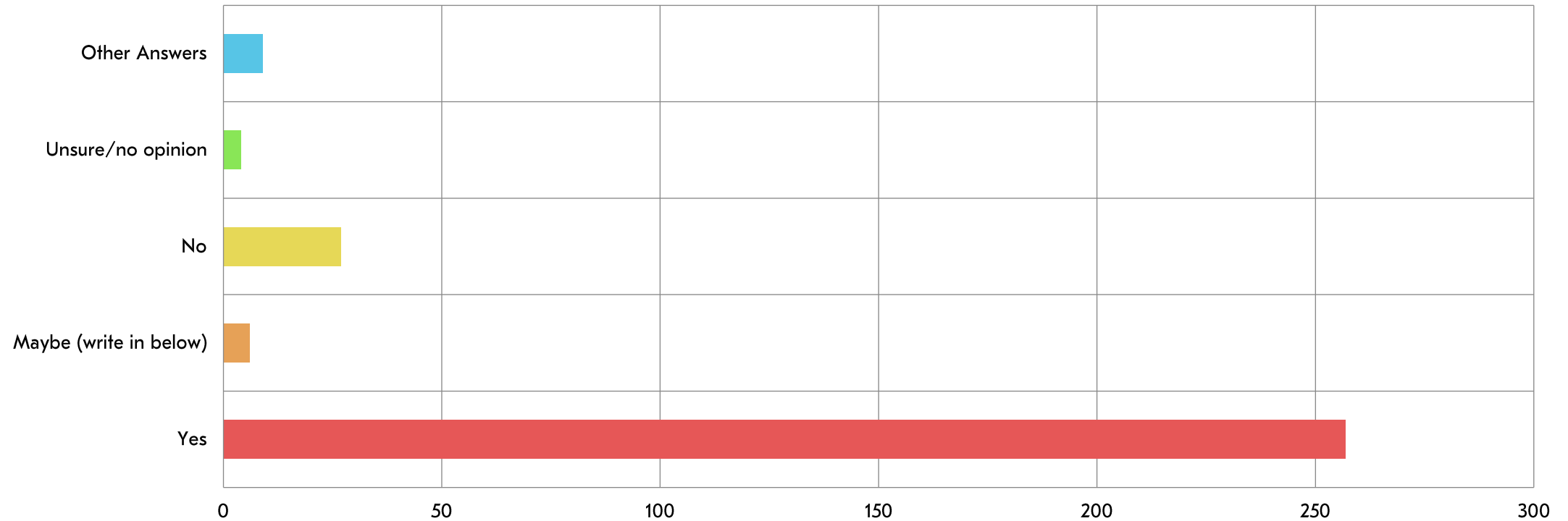


Q. 16. SHOULD THE NEW ZONING ORDINANCE DEVELOP METHODS OTHER THAN VEHICLE PARKING REQUIREMENTS TO CONTROL THE SPREAD OF LARGE ALCOHOL-RELATED USES?

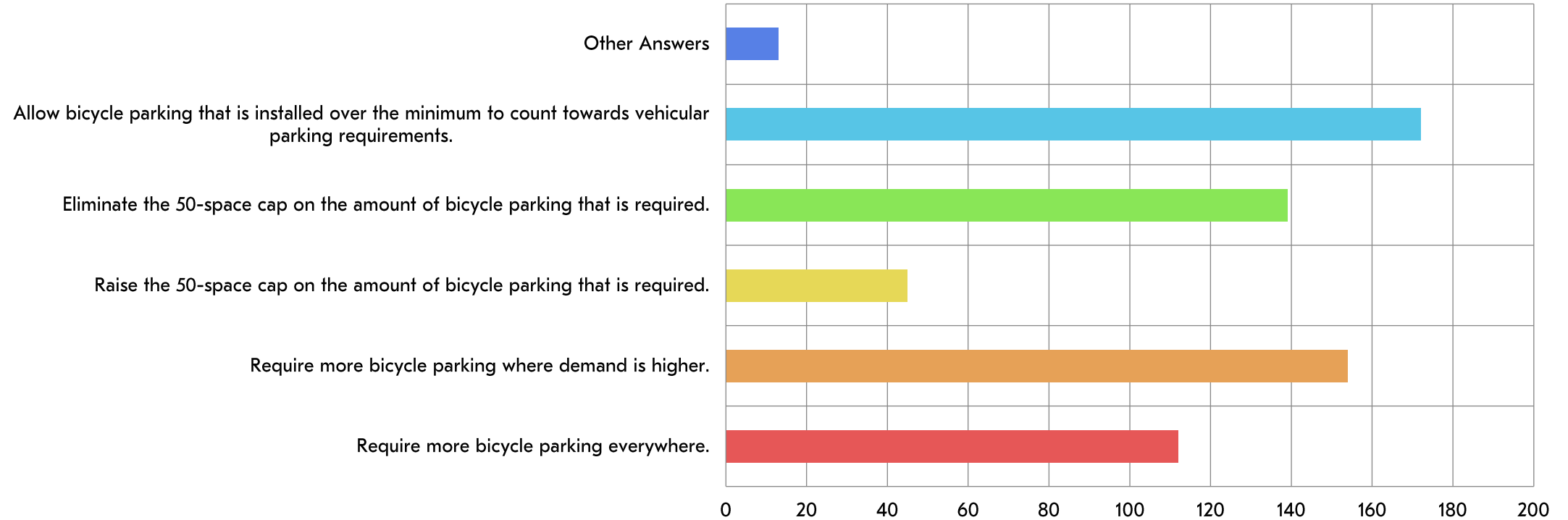




Q. 17. SHOULD THE NEW ZONING ORDINANCE LIMIT THE PERCENTAGE OF A LOT THAT CAN BE USED AS A SURFACE PARKING LOT IN WALKABLE OR URBAN AREAS OF THE CITY?



Q. 18. WHICH OF THE FOLLOWING OPTIONS FOR UPDATING BICYCLE PARKING STANDARDS SHOULD THE NEW ZONING ORDINANCE INCLUDE?



# **THEME J: USE STANDARDS**

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# 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?

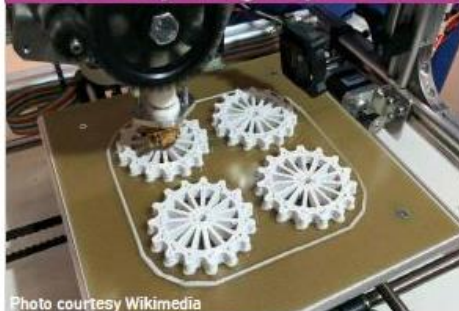


Photo courtesy Wikimedia

#### 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.



J2. ARE THERE TYPES OF BUSINESSES, HOUSING, OR OTHER USES THAT THE NEW ZONING ORDINANCE SHOULD HOLD TO HIGHER STANDARDS (BUT NOT OUTLAW) IN SPECIFIC AREAS OR CITYWIDE? ARE THERE ANY SPECIFIC STANDARDS THAT THE NEW ZONING ORDINANCE SHOULD INCLUDE?

## ALLOW MORE

- 
- THEME J: USE STANDARDS - PRIMARY QUESTIONS**
- ARE THERE THINGS THAT THE ZONING ORDINANCE SHOULD ALLOW MORE OF? HOLD TO HIGHER STANDARDS? RESTRICT OR OUTLAW?**
- ALLOW MORE=**
- HOLD TO HIGHER STANDARDS**
- RESTRICT OR OUTLAW**

### **ALLOW MORE** (CONT'D)

- HOW TO PROMOTE CORNER STORES/ SMALL USES IN EXISTING RESIDENTIAL NEIGHBORHOODS?
- HOUSING, HOUSING, HOUSING, TACOS & BEER
- SINGLE-FAMILY HOMES WITH YARDS FOR PETS, FAMILY, AND THE ENVIRONMENTAL HEALTH OF THE CITY
- TENT CITIES, TRANSITIONAL OPTIONS FOR THOSE UNHOUSE, NEIGHBORS CURRENTLY TERRORIZED BY ADP/FUCO SWEEPS
- WRITE DEFINITION FOR 'MICRO HOUSING' & SET LOWER PARKING STANDARDS THAN REGULAR HOUSING
- MISSING MIDDLE FOR MORE DENSITY
- MISSING MIDDLE
- HOUSING OF ALL KINDS
- HOUSING
- ALLOW NONCONFORMING USES TO COME BACK. ZONING HAS CHASED OUT TONS OF THESE. IF IT WAS COMMERCIAL, NOW HOUSING, LET COMMERCIAL COME BACK
- ALLOW SINGLE ROOM OCCUPANCY- POWERFUL TOOL TO CREATE AFFORDABLE HOUSING & ALLEVIATE HOMELESSNESS
- DENSE HOUSING OF ALL KINDS
- REFERENCE BUFFALO'S ZONING FOR SHOP FRONT HOMES AS A BUILDING TYPE TO PROMOTE
- TINY HOMES
- NEVER ALLOW EXISTING CORNER STORES, ADUS, ETC TO BECOME NONCONFORMING!
- CORNER STORES, SMALL BUSINESSES IN RESIDENTIAL AREAS

### **HOLD TO HIGHER STANDARDS**

- HOW MANY OFFICE OF ZONING DEPARTMENT STAFF TO MANAGE ZONING STRINGS?
- I WOULD LIKE TO SEE LESS GAS STATIONS AND LIQUOR STORES, MORE RESTAURANTS
- GAS STATIONS, DRIVE THRUS & OTHER USES WITH HIGH TRAFFIC FLOW IMPACTS
- 'LOUNGES' THAT ARE ACTUALLY NIGHT CLUBS
- PEDESTRIAN ACCESS & SAFETY IN NEW DEVELOPMENTS
- -TRANSIT INTEGRATION IN NEW DEVELOPMENTS
- TOO MANY GAS STATIONS ON A SINGLE STREET
- DEVELOPERS
- NON-SMOKING INDOOR PUBLIC SPACES (RESTAURANTS/ HOOKAH)
- HOMELESSNESS

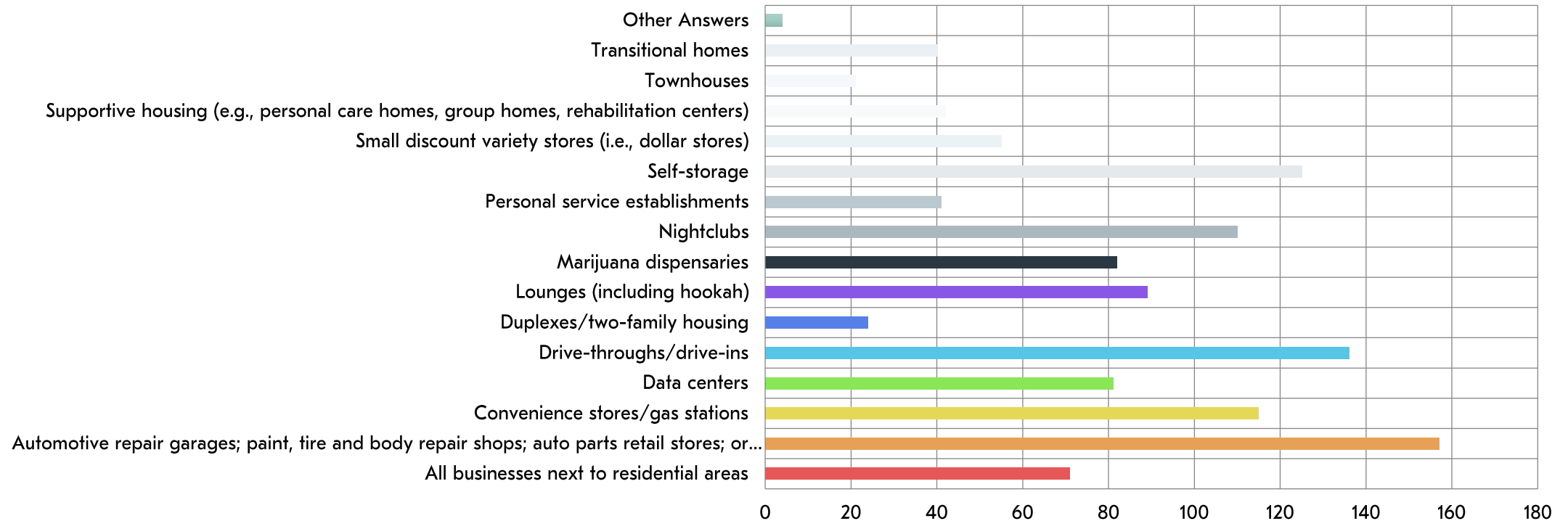
### **RESTRICT OR OUTLAW**

- LARGE MULTIFAMILY AND MIXED-USE STRUCTURES IN EXISTING SINGLE-FAMILY NEIGHBORHOODS
- LARGE MULTIFAMILY AND MIXED-USE STRUCTURES IN EXISTING SINGLE-FAMILY NEIGHBORHOODS
- LARGE MULTIFAMILY AND MIXED-USE STRUCTURES IN EXISTING SINGLE-FAMILY NEIGHBORHOODS
- BUT WHAT IF THEY LOOK LIKE THE REST OF THE SFH IN THE NEIGHBORHOOD?
- ELIMINATE SAPS
- PARKING

**RESTRICT OR OUTLAW** (CONT'D)

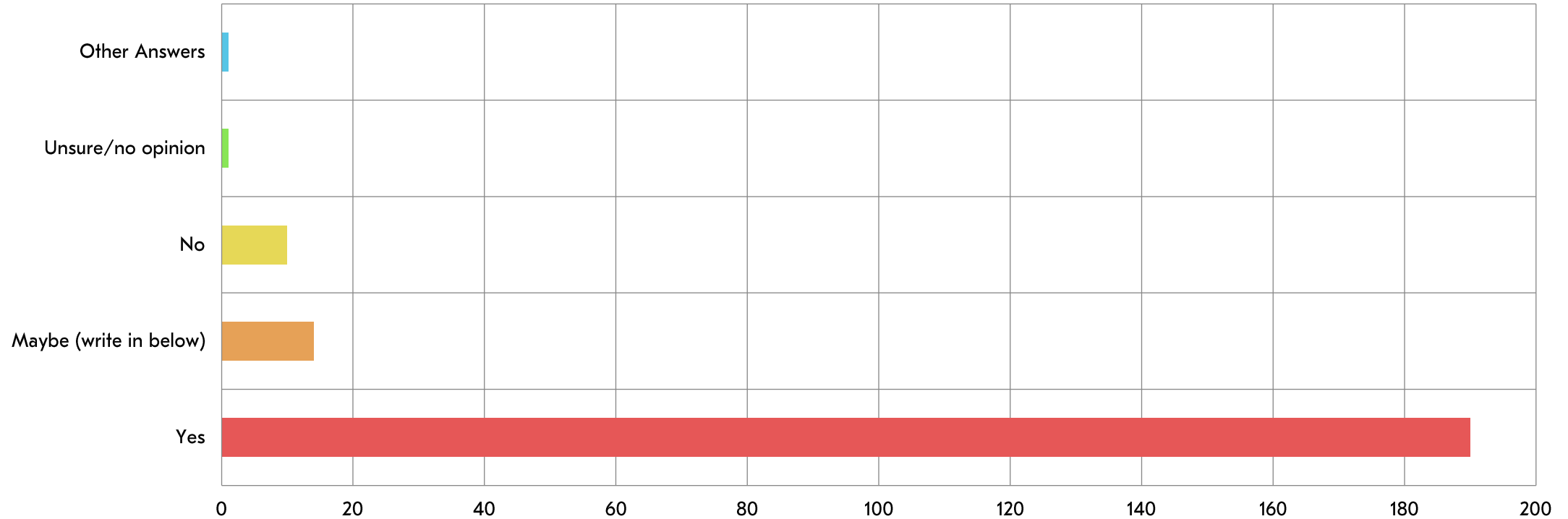
- LOW-DENSITY
- PARKING
- SAPS. JUST SET THE ALLOWED/ BANNED USED IN THE ZONING
- SPI-8 OVERLAY
- END PARKING MANDATES!
- CEMENT MIXING PLANTS, HAZMAT PROCESSING
- NEW DWELLINGS OR DEVELOPMENT WITH NO OFF-STREET PARKING
- LOW-DENSITY HOUSING ITP
- SINGLE FAMILY HOUSES

Q. J4. THERE ARE SOME USES THAT THE ZONING ORDINANCE ONLY ALLOWS IF THEY MEET CERTAIN STANDARDS. WHICH OF THE FOLLOWING USES (THAT CURRENTLY HAVE NO OR FEW STANDARDS) SHOULD THE ZONING ORDINANCE INCLUDE STANDARDS FOR? NOTE THAT ANY STANDARDS WOULD ONLY APPLY WHERE A USE IS ALLOWED.

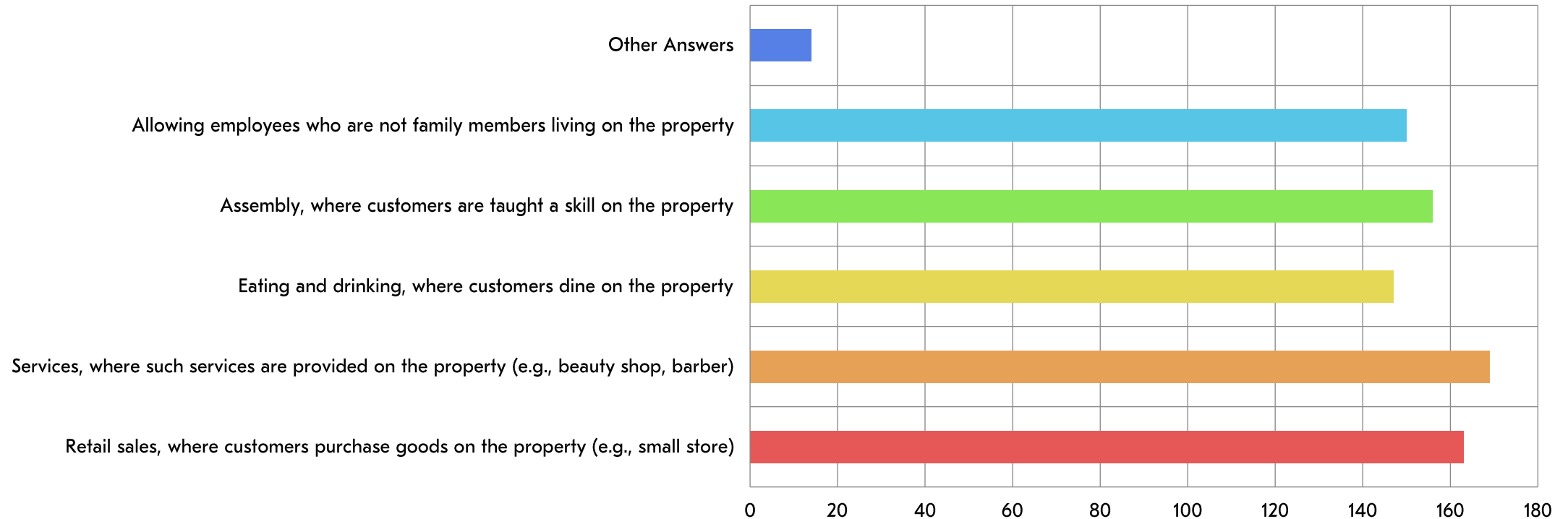




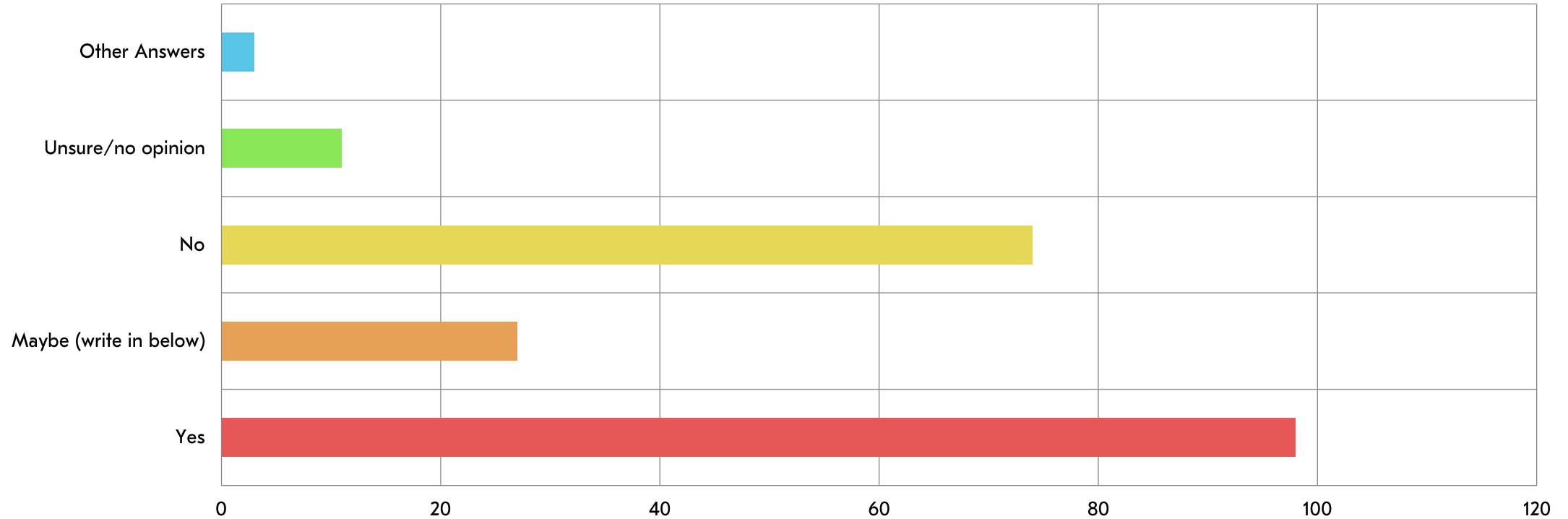
Q. J5. SHOULD THE NEW ZONING ORDINANCE ALLOW BUSINESSES THAT PRODUCE GOODS TO OPEN IN COMMERCIAL AND MIXED-USE AREAS IF THOSE BUSINESSES ARE COMPATIBLE WITH OTHER USES IN THE ZONING DISTRICT, ESPECIALLY RESIDENTIAL? EXAMPLES INCLUDE ARTIST STUDIOS, GLASSBLOWERS, MAKER SPACES, 3-D PRINTING, AND SIMILAR ACTIVITIES.



Q. J6. TODAY, A PERSON CAN ONLY RUN A BUSINESS FROM THEIR HOME IF IT MEETS A SET OF RESTRICTIVE STANDARDS. SHOULD THE NEW ZONING ORDINANCE ALLOW ANY OF THE FOLLOWING CURRENTLY PROHIBITED ACTIVITIES IN SPECIFIC AREAS?

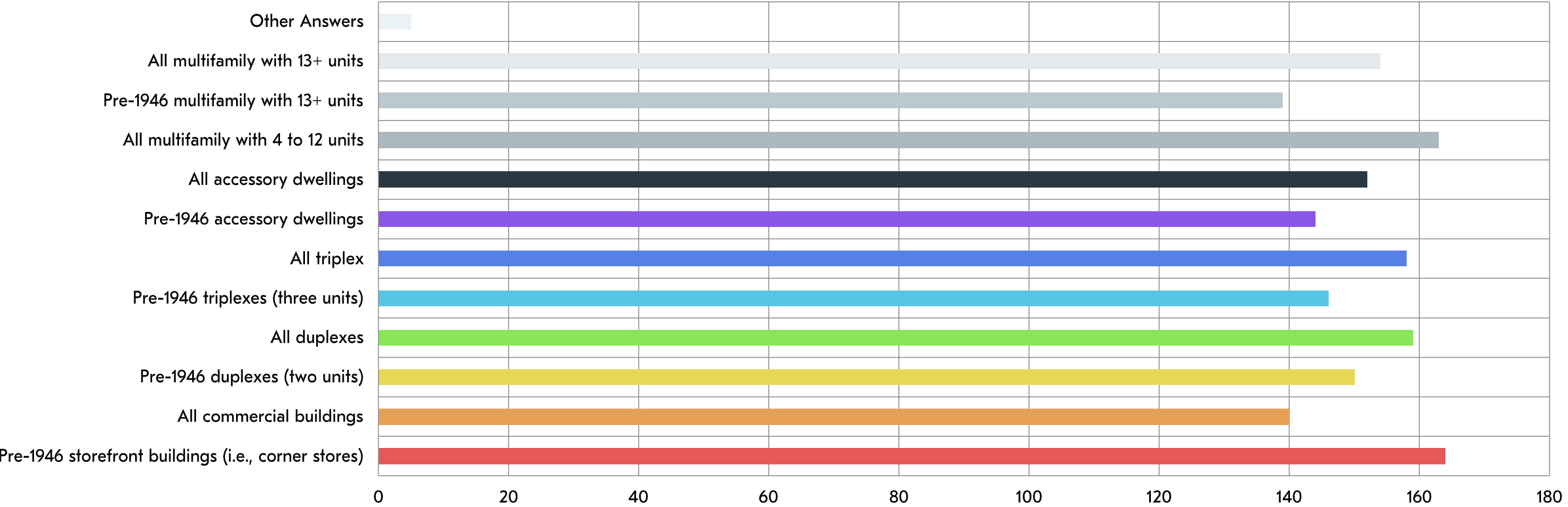


Q. J7. SHOULD THE NEW ZONING ORDINANCE REQUIRE DEVELOPMENTS OVER A CERTAIN SIZE IN MIXED-USE AREAS TO BE MIXED-USE? FOR EXAMPLE, REQUIRING LARGE APARTMENT BUILDINGS TO INCLUDE COMMERCIAL OR COMMUNITY SPACE, OR LARGE OFFICE COMPLEXES TO INCLUDE HOUSING.

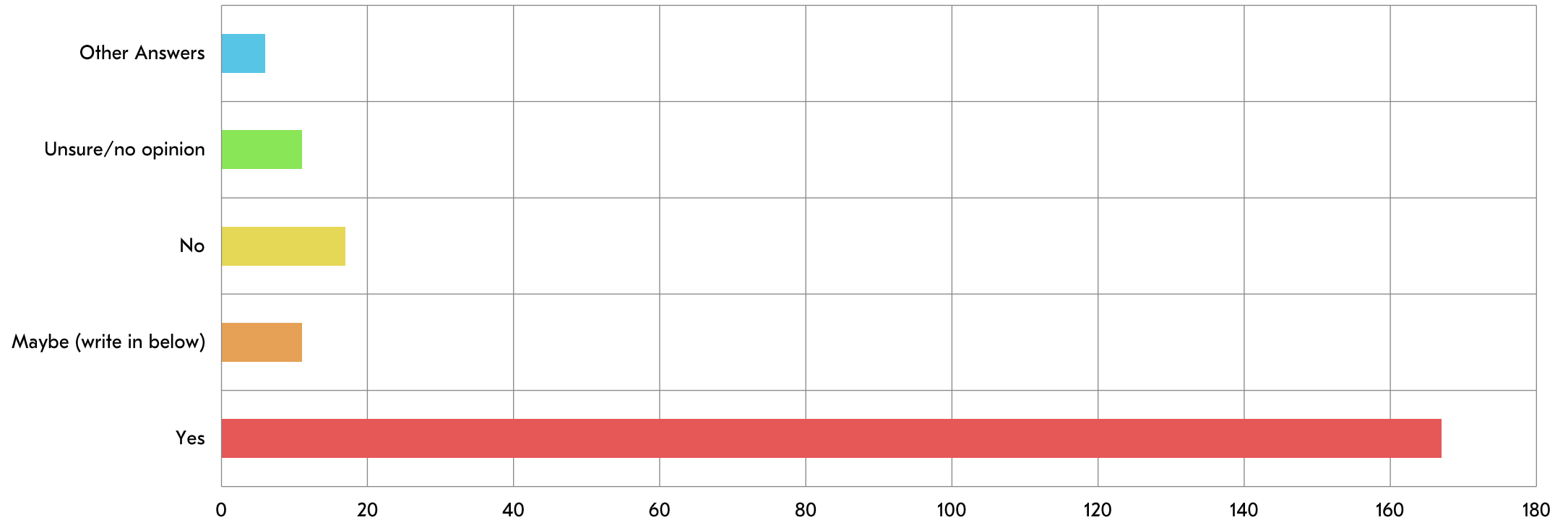


Q. J8. SOME NEIGHBORHOODS HAVE BUILDINGS AND USES THAT ARE NOT ALLOWED BY THEIR CURRENT ZONING, DESPITE BEING AN IMPORTANT PART OF THEIR CHARACTER. BECAUSE THESE BUILDINGS AND USES ARE NOT ALLOWED, THEY CANNOT BE REBUILT IF DESTROYED, NOR REOPENED FOR THEIR ORIGINAL PURPOSE IF VACANT FOR GENERALLY MORE THAN ONE YEAR.

ATLANTA’S ZONING CURRENTLY ALLOWS MULTIFAMILY BUILDINGS WITH 4 TO 12 UNITS THAT WERE LEGALLY BUILT BEFORE 1946 TO BE RENOVATED AND REBUILT, REGARDLESS OF THEIR CURRENT ZONING. SHOULD THE NEW ZONING ORDINANCE INCLUDE SIMILAR STANDARDS FOR ANY OF THE FOLLOWING (LEGALLY BUILT/OPENED) BUILDINGS AND USES? SELECT ALL:



Q. J9. SHOULD THE NEW ZONING ORDINANCE INCLUDE STANDARDS THAT SPECIFICALLY SUPPORT SMALL BUSINESSES? EXAMPLES COULD INCLUDE REQUIREMENTS FOR SMALL COMMERCIAL SPACES IN DEVELOPMENTS, REDUCED OR ELIMINATED PARKING REQUIREMENTS, ETC.



# **THEME K: SITE STANDARDS**

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# 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

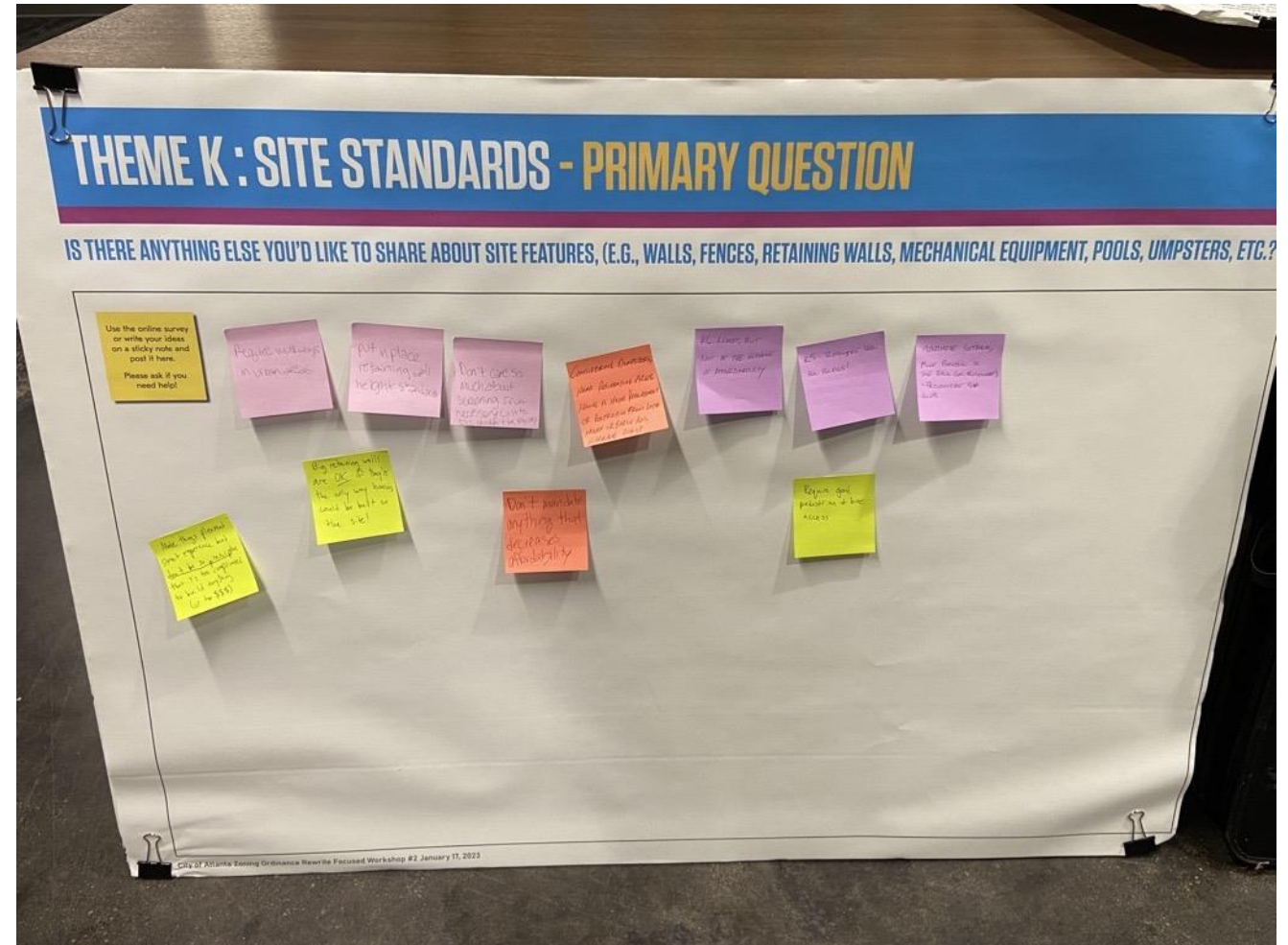


#### Walkway @ The Beacon in Grant Park

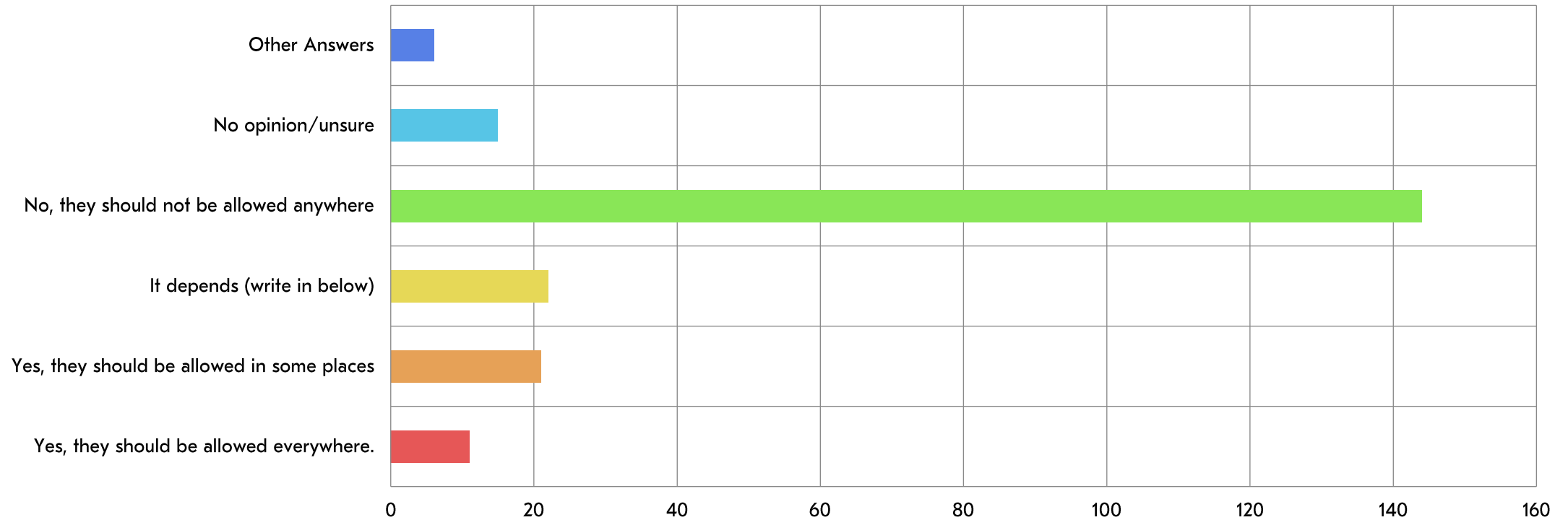


## K1. IS THERE ANYTHING ELSE YOU'D LIKE TO SHARE REGARDING SITE FEATURES, SUCH AS WALLS, FENCES, RETAINING WALLS, MECHANICAL EQUIPMENT, POOLS, DUMPSTERS, ETC.?

- REQUIRE WALKWAYS IN URBAN AREAS
- CONSIDERING DUMPSTERS, NEAR RESIDENTIAL AREAS HAVING A NOISE REQUIREMENT OR RESTRICTION FROM LATE NIGHT OR EARLY AM GARBAGE PICK UP
- PUT IN PLACE RETAINING WALL HEIGHT STANDARDS
- DON'T CARE SO MUCH ABOUT SCREENING. IF UNNECESSARY COST TO BIZ, SHOULDN'T BE REQUIRED.
- K6: LIMIT, BUT NOT AT THE EXPENSE OF AFFORDABILITY
- K5: REQUIRE FOR ALL BUILDINGS!
- MINIMIZE SETBACKS; MOVE PARKING TO THE BACK (OR ELIMINATE) & PRIORITIZE PED. ACCESS
- REQUIRE GOOD PEDESTRIAN & BIKE ACCESS
- DON'T MANDATE ANYTHING THAT DECREASES AFFORDABILITY
- BIG RETAINING WALLS ARE OK IF THE ONLY WAY HOUSING COULD BE BUILT ON SITE!
- MAKE THINGS PLEASANT STREET EXPERIENCE BUT DON'T BE SO PRESCRIPTIVE THAT ITS'S TOO COMPLICATED TO BUILD ANYTHING (OR TOO EXPENSIVE)

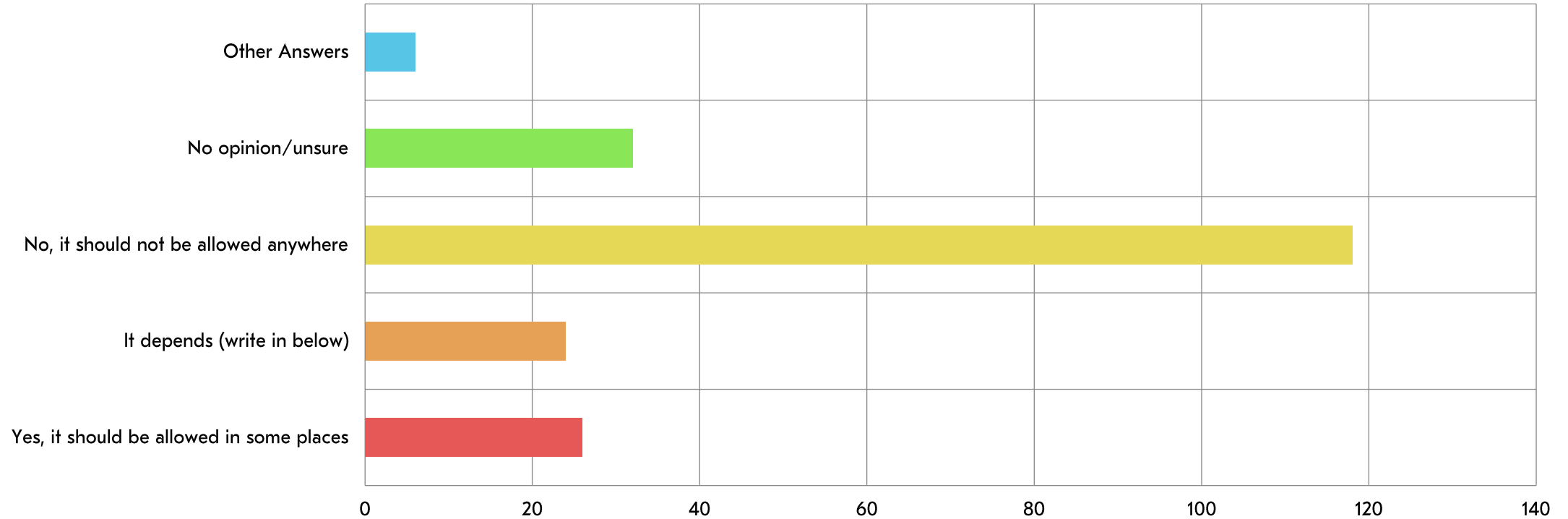


Q. K2. SHOULD THE NEW ZONING ORDINANCE ALLOW UNSCREENED DUMPSTERS LIKE THIS TO BE PLACED IN FRONT OF BUILDINGS (VISIBLE FROM THE STREET)?

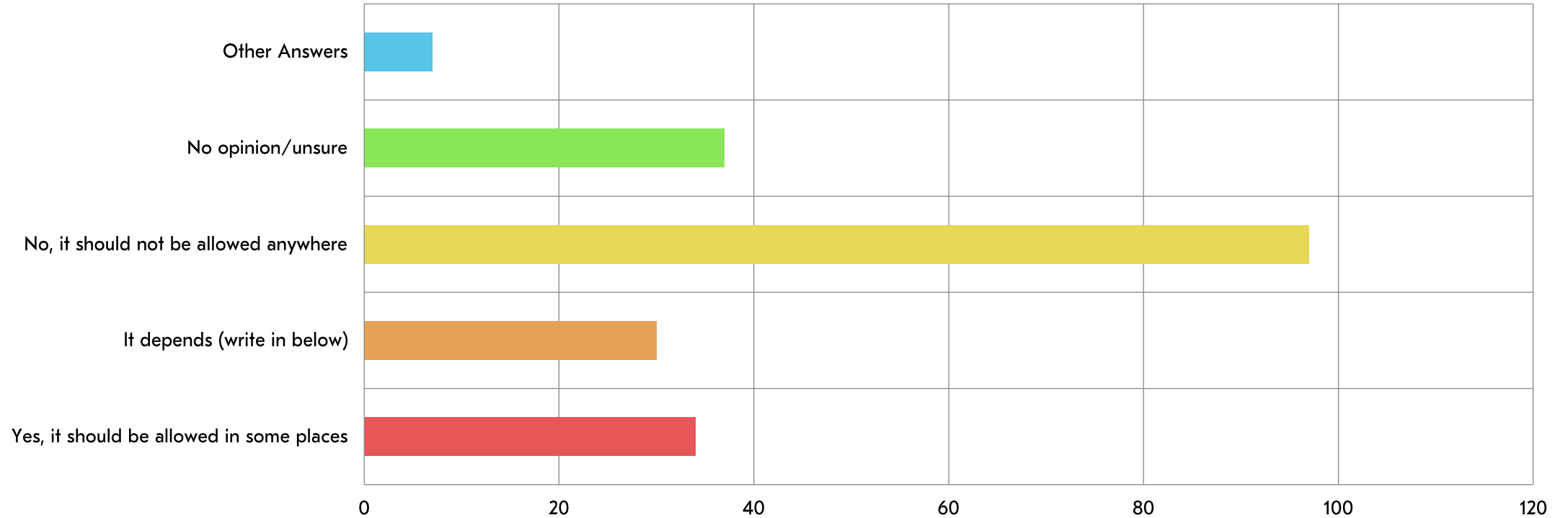




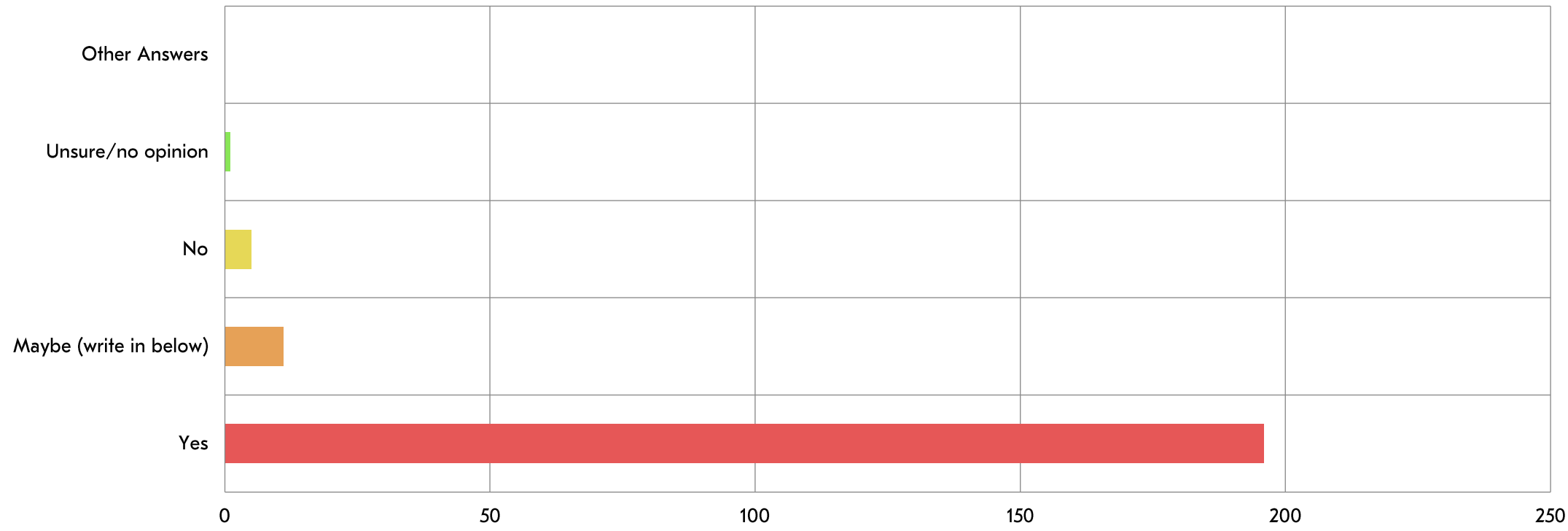
Q. K3. SHOULD THE NEW ZONING ORDINANCE ALLOW UNSCREENED COMMERCIAL/INDUSTRIAL MECHANICAL EQUIPMENT LIKE THIS BE PLACED IN FRONT OF BUILDINGS (VISIBLE FROM THE STREET)?



Q. K4. SHOULD THE NEW ZONING ORDINANCE ALLOW UNSCREENED COMMERCIAL/INDUSTRIAL OUTDOOR STORAGE LIKE THIS BE PLACED IN FRONT OF BUILDINGS (VISIBLE FROM THE STREET)?



Q. K5. SHOULD THE NEW ZONING ORDINANCE REQUIRE BUILDINGS TO PROVIDE A SAFE, ACCESSIBLE WALKWAY FROM THE BUILDING ENTRANCE TO THE ADJACENT PUBLIC SIDEWALK?





Q. K6. SHOULD RETAINING WALLS LIKE THIS BE ALLOWED AGAINST THE SIDEWALK ANYWHERE IN THE CITY?

