

The Atlanta Zoning Ordinance Rewrite



# FOCUSED WORKSHOP #3

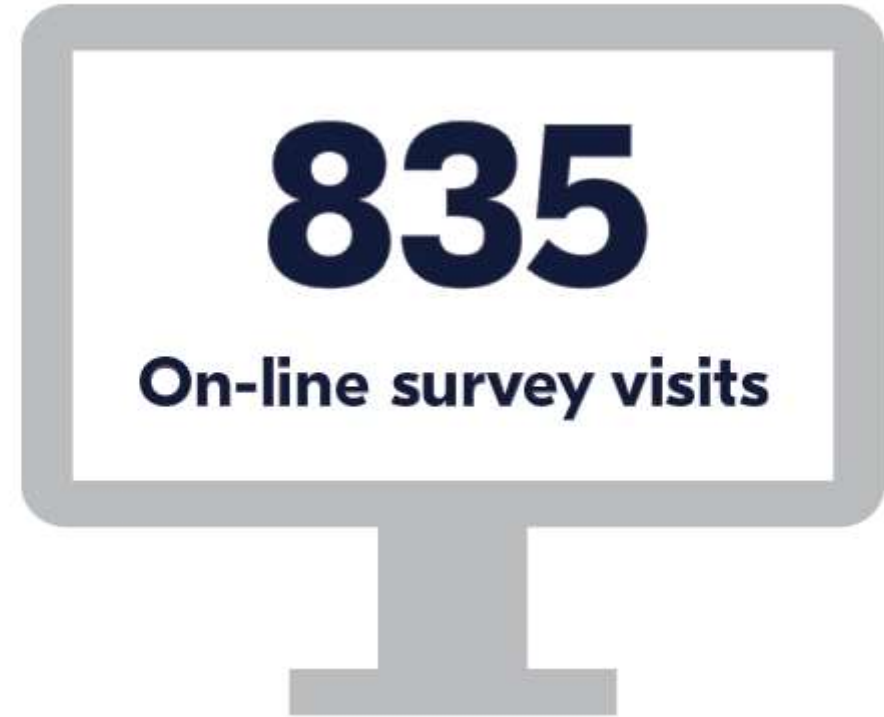
# DETAILED RESULTS

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

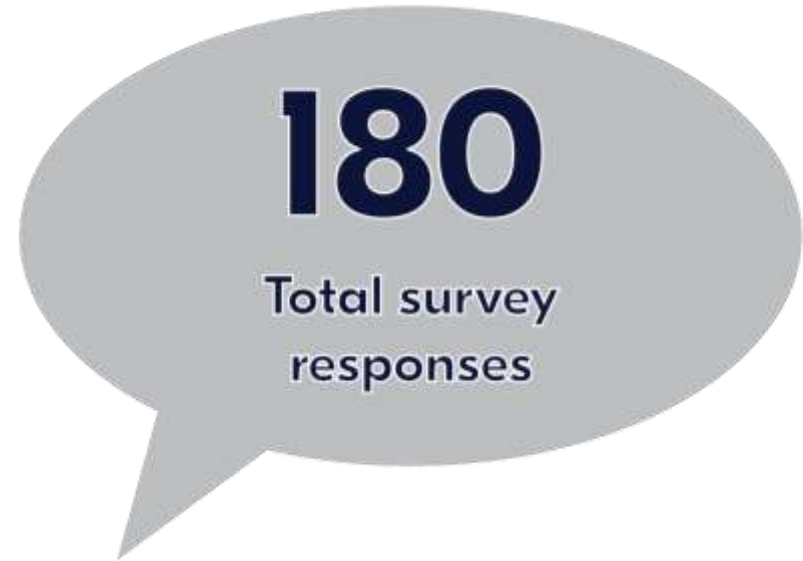
4/6/2023

# PARTICIPATION



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

# COMMENTS



# GROWTH AREA PRELIMINARY DIRECTION: FORM

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# GROWTH AREA PRELIMINARY DIRECTION - FORM

Scan here to  
share your  
thoughts  
online



## Primary Question

Do you have any ideas related to **FORM** zones in **Growth Areas** that you haven't previously shared in-person or online?

Use the online survey or write your ideas on a sticky note and post it here.

Please ask if you need help!

## Clarifying Questions (Optional)

# Main Concept  
» Secondary Concept

### Lot Standards

1. Keep existing area and width standards
2. Reconcile lot coverage and building coverage
  - » Use building coverage in Growth Areas
3. Keep existing side setbacks, except when in conflict with building codes
4. Keep existing rear setback standards
5. Update the amount of usable open space required, but improve its quality
  - » Model after standards in Downtown, Midtown, and Buckhead
  - » Create incentives for higher quality open spaces, living walls, new pedestrian streets, etc.
  - » Give credit for green roofs

- » Exclude above-ground parking decks from floor area, but align with frontage standards
- » Keep using of bonuses
- » Update transfer development rights
- » Exempt buildings (or portions of buildings) built before 1945 from floor area calculations
- » Limit building or facade widths on lower stories, for use in some areas

### Building Standards

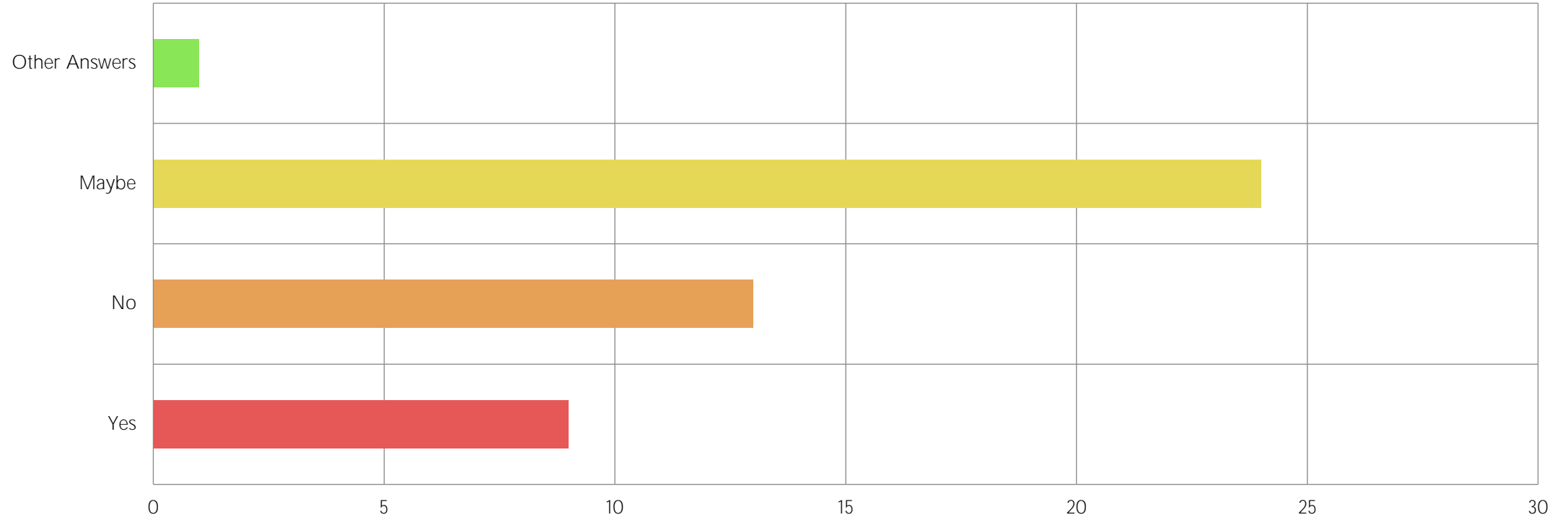
6. Update height standards
  - » Make small adjustments to maximum building heights
  - » Keep existing minimum heights, as applicable
  - » Align with transitions, as applicable
7. Update massing standards
  - » Simplify floor area ratios (FARs)
  - » Remove residential/nonresidential distinctions in mixed-use areas (so use can change over time)
  - » Keep distinctions in multifamily areas



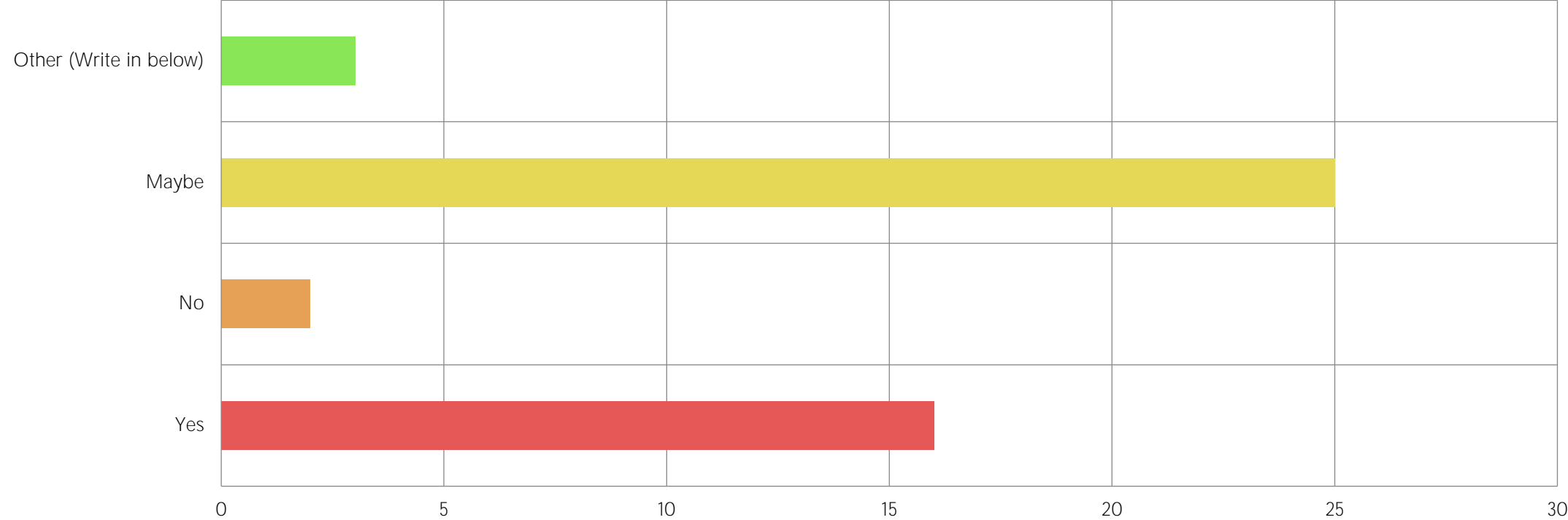
## PRIMARY QUESTION: DO YOU HAVE ANY IDEAS RELATED TO FORM ZONES IN GROWTH AREAS THAT YOU HAVEN'T PREVIOUSLY SHARED IN-PERSON OR ONLINE?

- THE IDEA OF REMOVING MAXIMUM BIKE PARKING REQUIREMENTS ARE GOOD, BUT BIKE PARKING HAS FORMS TOO: THERE SHOULD BE A SECURED BIKE PARKING REQUIREMENT AND AN UNSECURED BIKE PARKING REQUIREMENT TO RESPOND TO THE INCREASED NUMBER OF EXPENSIVE E-BIKES AND BIKE THEFT.
- I AM IN STRONG FAVOR OF UPDATING THE USABLE OPEN SPACE REQUIREMENTS WHICH WOULD INCLUDE CREATING INCENTIVES FOR HIGHER QUALITY OPEN SPACES, LIVING WALLS, NEW PEDESTRIAN STREETS, AND GIVEN CREDIT FOR GREEN ROOFS. I AM ALSO IN STRONG SUPPORT OF UPDATED MASSING STANDARDS REMOVING RESIDENTIAL AND NON-RESIDENTIAL DISTINCTIONS IN MIXED USE AREAS IN THE HOPES THAT THE USE CAN CHANGE OVER TIME AS NEEDED.
- PRIORITIZING MIX OF USES, NEIGHBORHOODS NEED TO BE MORE VERSATILE THAN JUST RESIDENTIAL OR MOSTLY RESIDENTIAL. PEOPLE SHOULDN'T HAVE TO LEAVE THEIR NEIGHBORHOOD TO DO SIMPLE TASKS SUCH AS GROCERY SHOPPING, DRY CLEANING AND RUNNING ERRANDS. ALSO THAT MEANS WE CAN REDUCE THE SIZE OF PARKING LOTS FOR BUSINESSES WHICH LOWERS THE BARRIER FOR ENTRY OF SMALL BUSINESS. LASTLY NOT EVERYTHING SHOULD LOOK HOMOGENEOUS, VARIETY IN BUILDING TYPES AND SIZES IS MORE INTERESTING AND LESS RESTRICTIVE WHICH ENCOURAGES GROWTH. THERE SHOULD BE LITTLE TO NO SETBACK REQUIREMENTS AS THEY WASTE VALUABLE SPACE.
- PRIORITIZE AFFORDABLE HOUSING, MULTI MODAL TRANSIT AND CONNECTIVITY
- I AGREE STRONGLY THAT MIXED-USE SHOULD BE LEFT FLEXIBLE SO THAT SPACES CAN CHANGE USE OVER TIME. HOWEVER, I DON'T BELIEVE THAT DISTINCTIONS SHOULD EXIST IN MULTIFAMILY AREAS. THE MOST IMPORTANT FACTOR IN ALL OF THIS IS TO FIND WAYS TO INCREASE AFFORDABLE HOUSING AND ACCESS TO BASIC NECESSITIES WITHOUT REQUIRING THE USE OF A CAR.
- INCREASE RESIDENTIAL DENSITY.
- INCREASE HOUSING SUPPLY AND PRIORITIZE AFFORDABILITY. THERE CAN BE NO WALKABILITY, SUSTAINABLE TRANSIT, OR AFFORDABILITY WITHOUT ALLOWING MORE DENSITY.
- KEEP THE BOUNDARIES OF THE SPI DISTRICTS.
- I DISAGREE WITH THE BASELINE MAP OF GROWTH VS CONSERVATION AREAS. THE ENTIRE URBAN CORE INSIDE AND NEAR THE BELTLINE SHOULD BE GROWTH.

# CLARIFYING QUESTION: LOT STANDARDS | 1. KEEP EXISTING AREA AND WIDTH STANDARDS

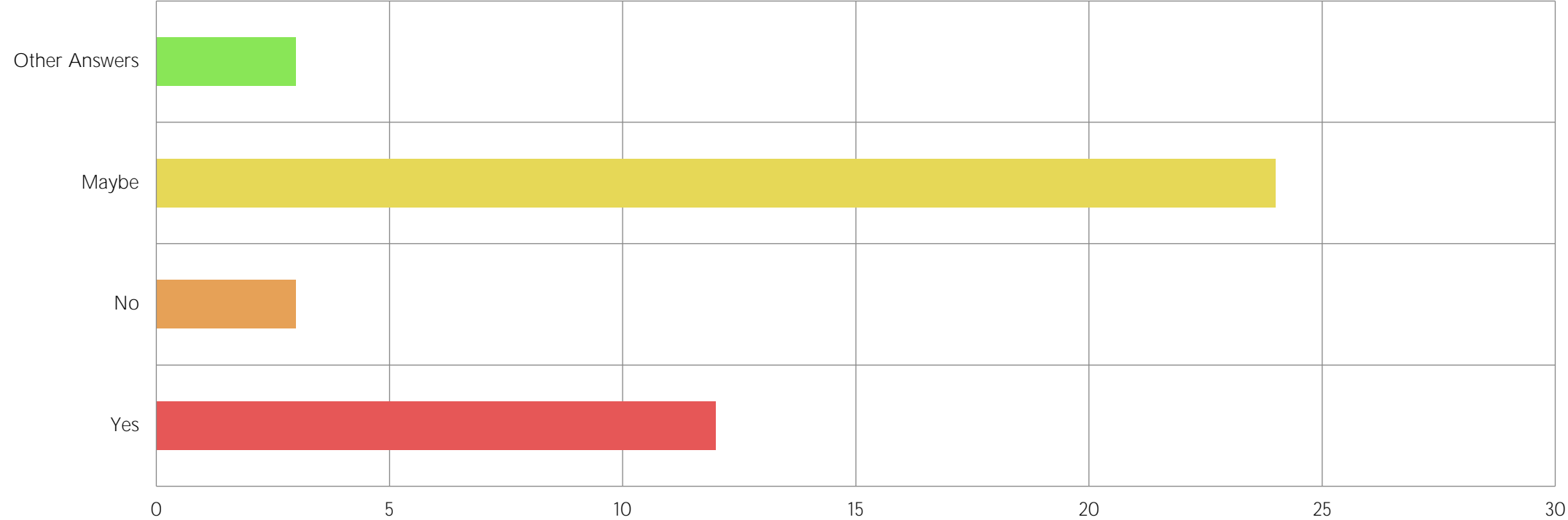


# CLARIFYING QUESTION: LOT STANDARDS | 2. RECONCILE LOT COVERAGE AND BUILDING COVERAGE

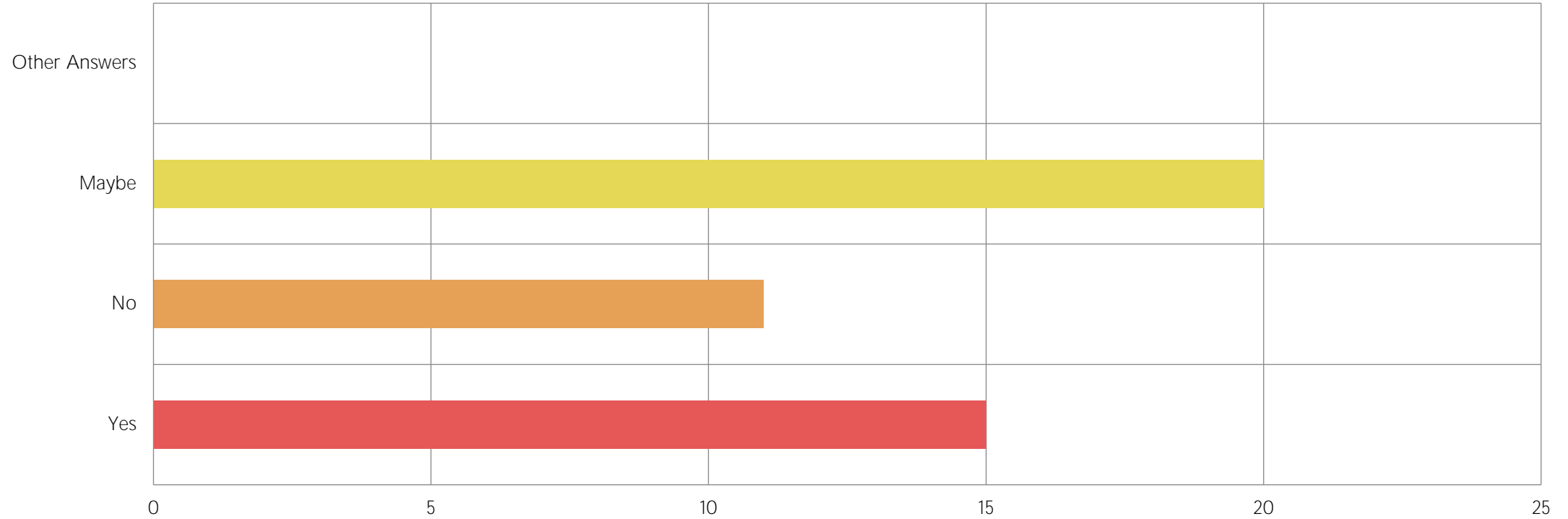




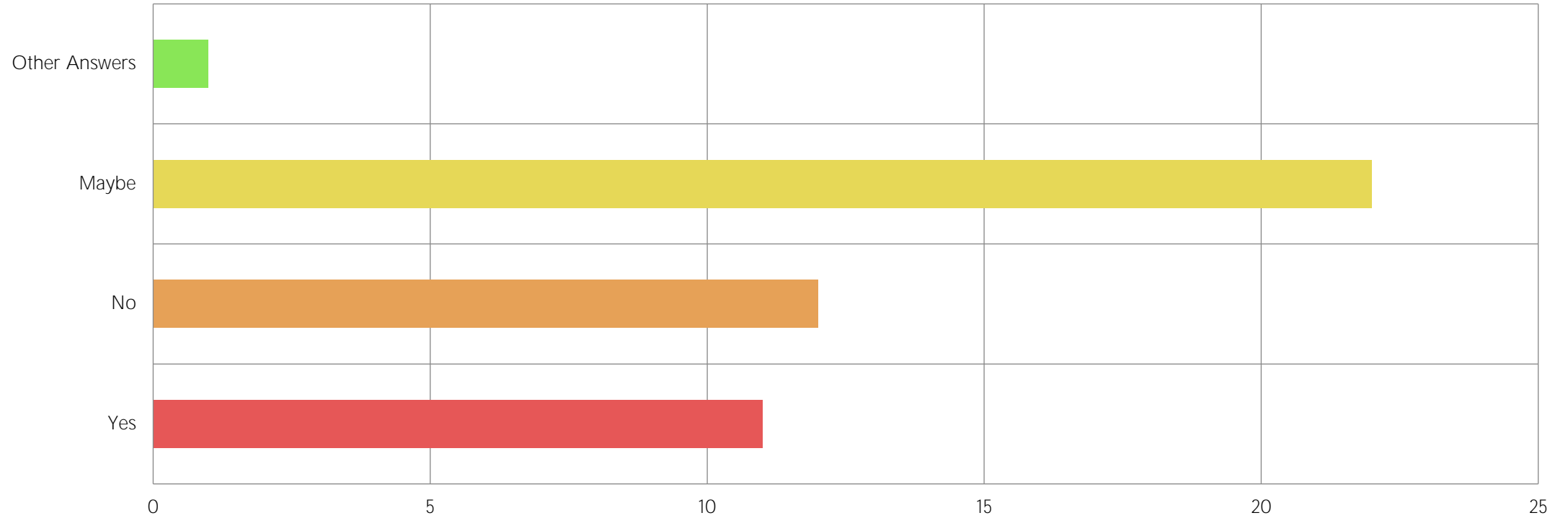
CLARIFYING QUESTION: LOT STANDARDS | 2. A. USE BUILDING COVERAGE IN GROWTH AREAS (AS A WAY TO RECONCILE LOT COVERAGE AND BUILDING COVERAGE)



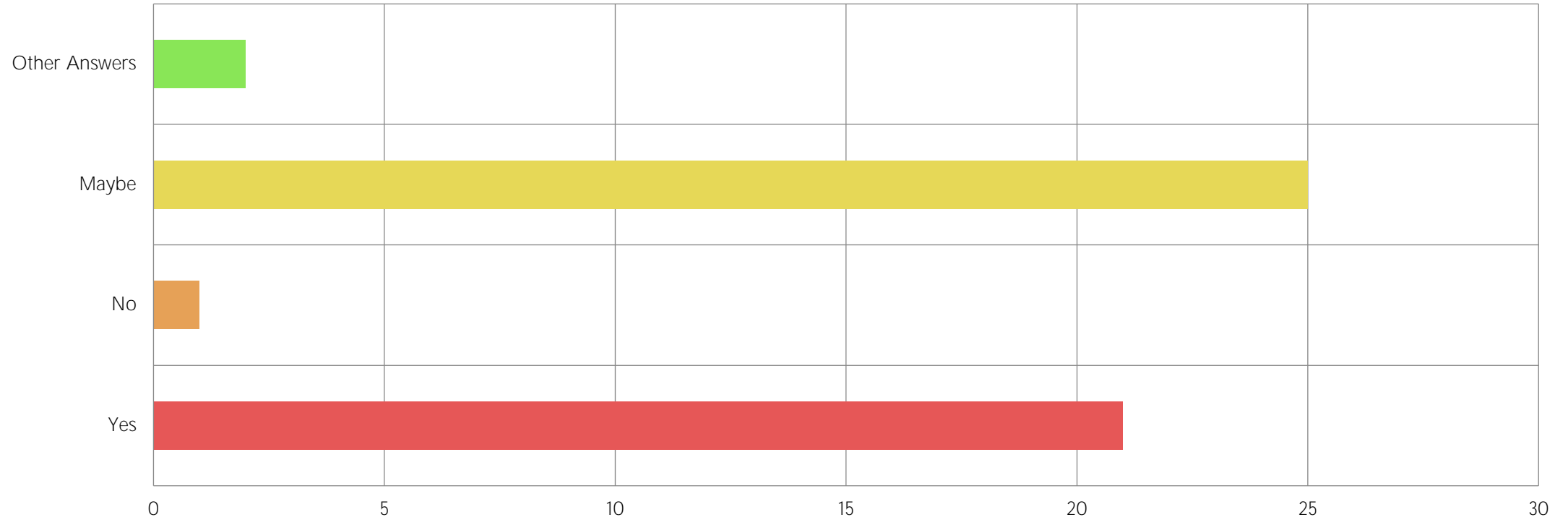
# CLARIFYING QUESTION: LOT STANDARDS | 3. KEEP EXISTING SIDE SETBACKS, EXCEPT WHEN IN CONFLICT WITH BUILDING CODES



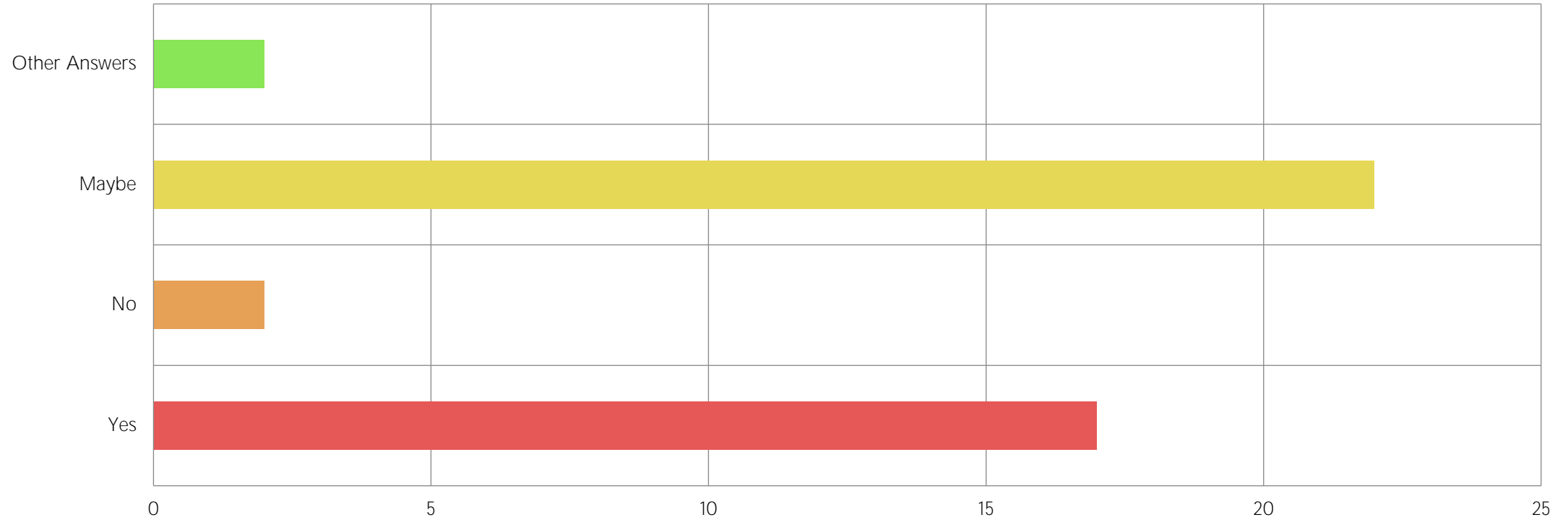
## CLARIFYING QUESTION: LOT STANDARDS | 4. KEEP EXISTING REAR SETBACK STANDARDS



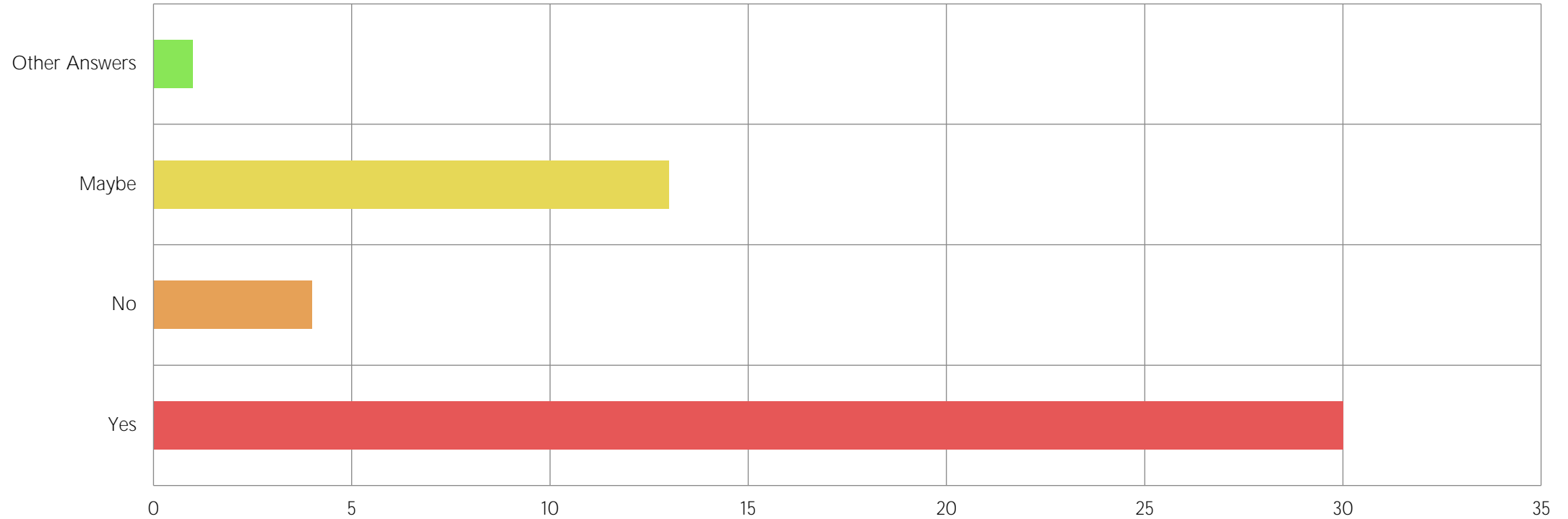
# CLARIFYING QUESTION: LOT STANDARDS | 5. UPDATE THE AMOUNT OF USABLE OPEN SPACE REQUIRED, BUT IMPROVE ITS QUALITY



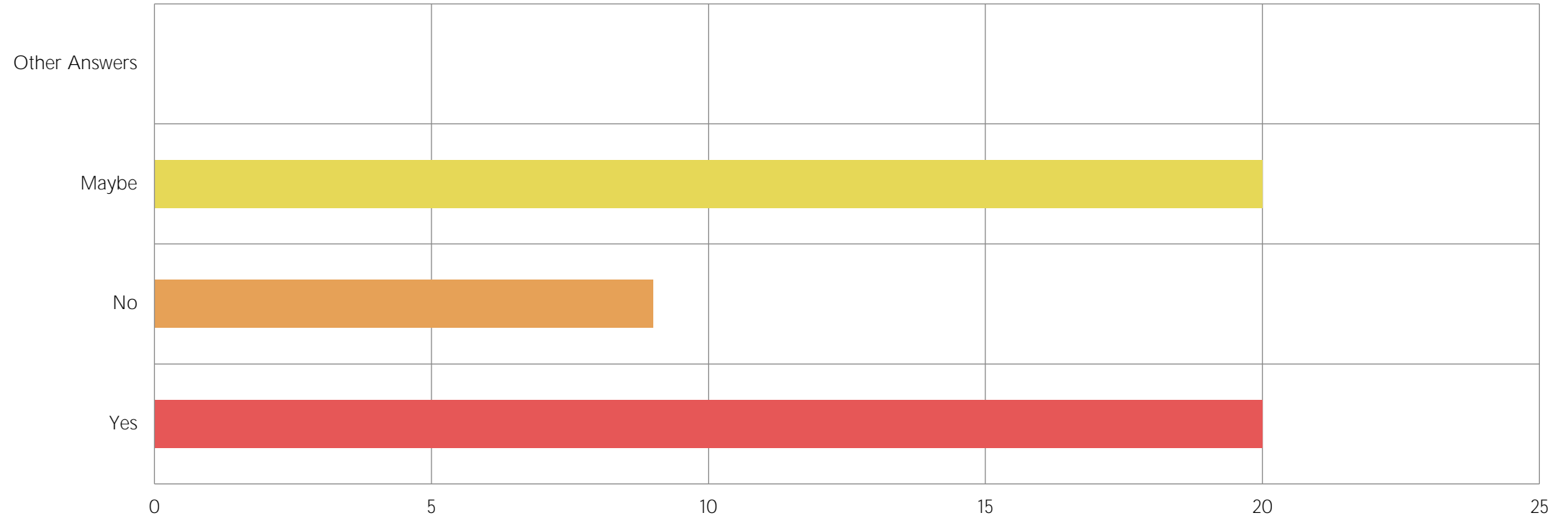
# CLARIFYING QUESTION: LOT STANDARDS | 5. A. MODEL UPDATES AFTER THE OPEN SPACE STANDARDS IN DOWNTOWN, MIDTOWN, AND BUCKHEAD



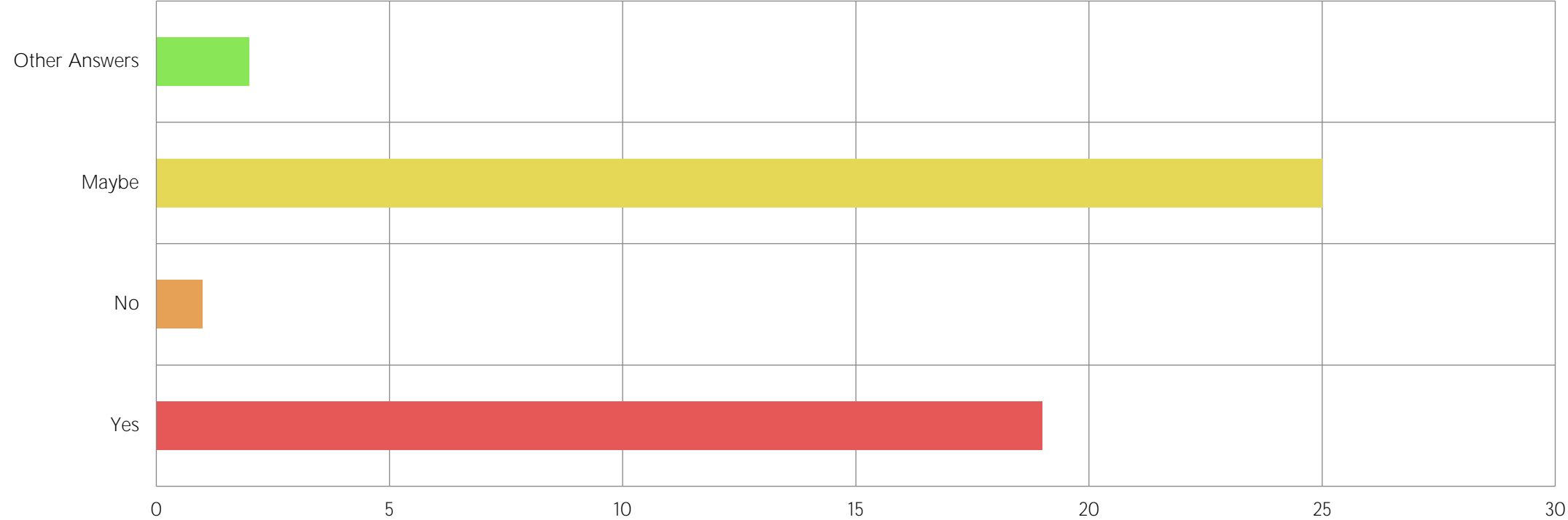
CLARIFYING QUESTION: LOT STANDARDS | 5. B. CREATE INCENTIVES FOR HIGHER QUALITY OPEN SPACES, LIVING WALLS, NEW PEDESTRIAN STREETS, ETC.



# CLARIFYING QUESTION: LOT STANDARDS | 5. C. GIVE OPEN SPACE CREDIT FOR GREEN ROOFS

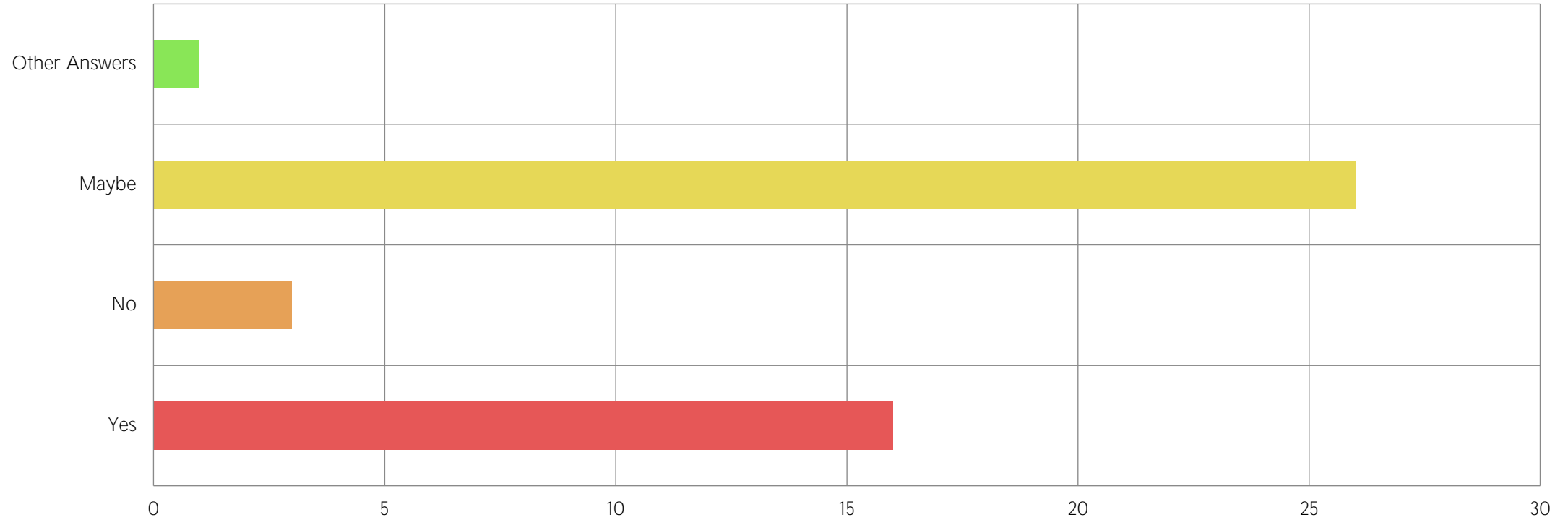


# CLARIFYING QUESTION: BUILDING STANDARDS | 6. UPDATE HEIGHT STANDARDS

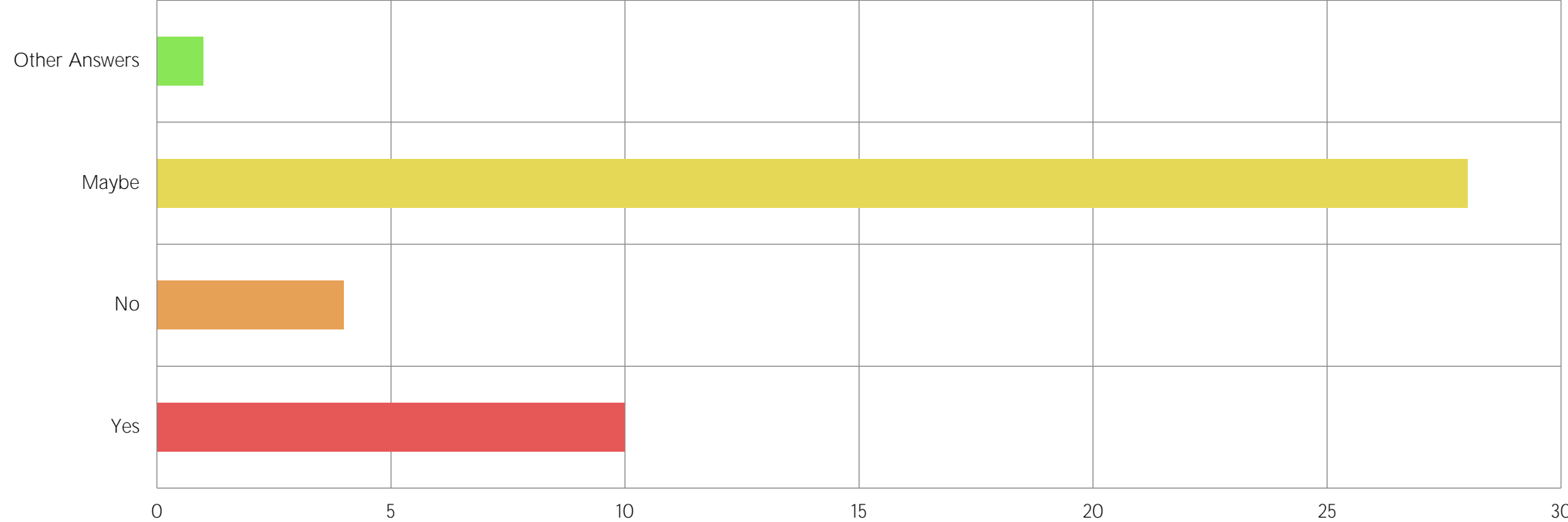




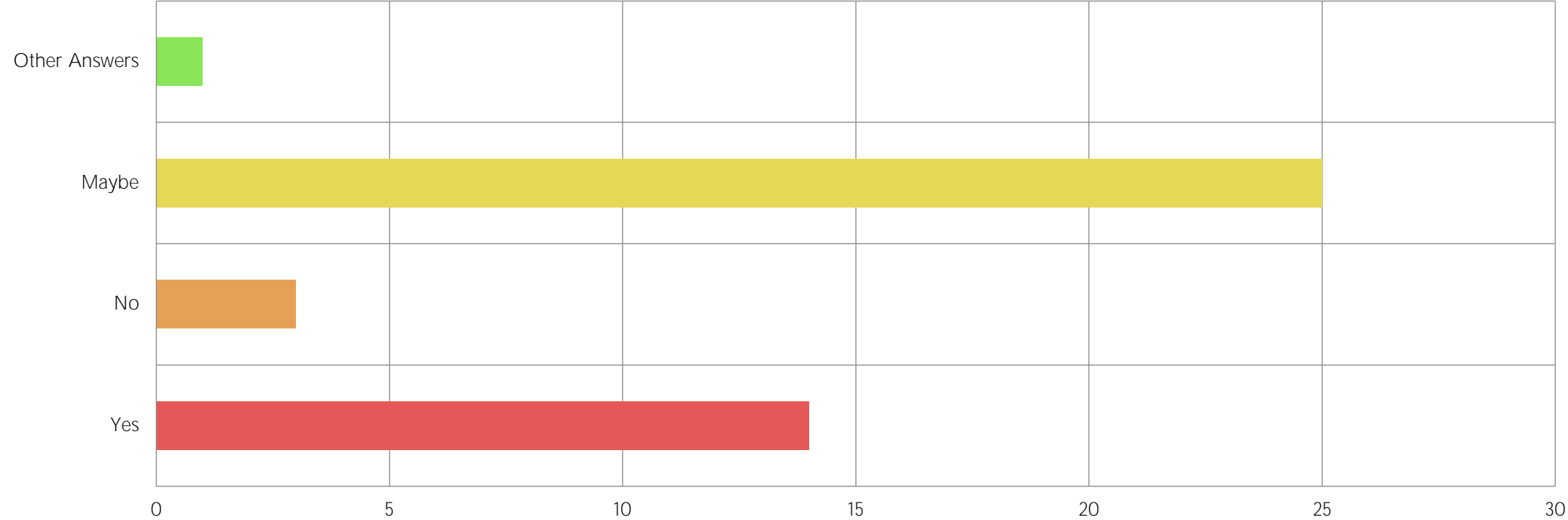
# CLARIFYING QUESTION: BUILDING STANDARDS | 6. A. MAKE SMALL ADJUSTMENTS TO MAXIMUM BUILDING HEIGHTS (AS PART OF UPDATING BUILDING HEIGHT STANDARDS)



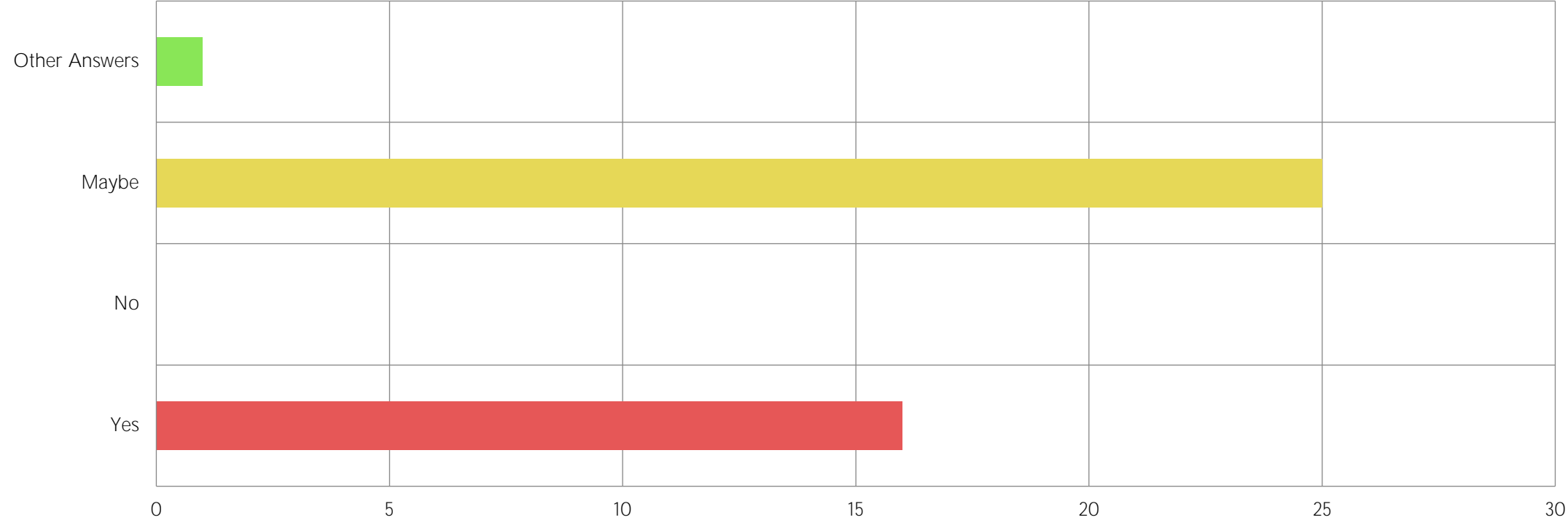
CLARIFYING QUESTION: BUILDING STANDARDS | 6. B. KEEP EXISTING MINIMUM HEIGHTS, AS APPLICABLE (AS PART OF UPDATING BUILDING HEIGHT STANDARDS)



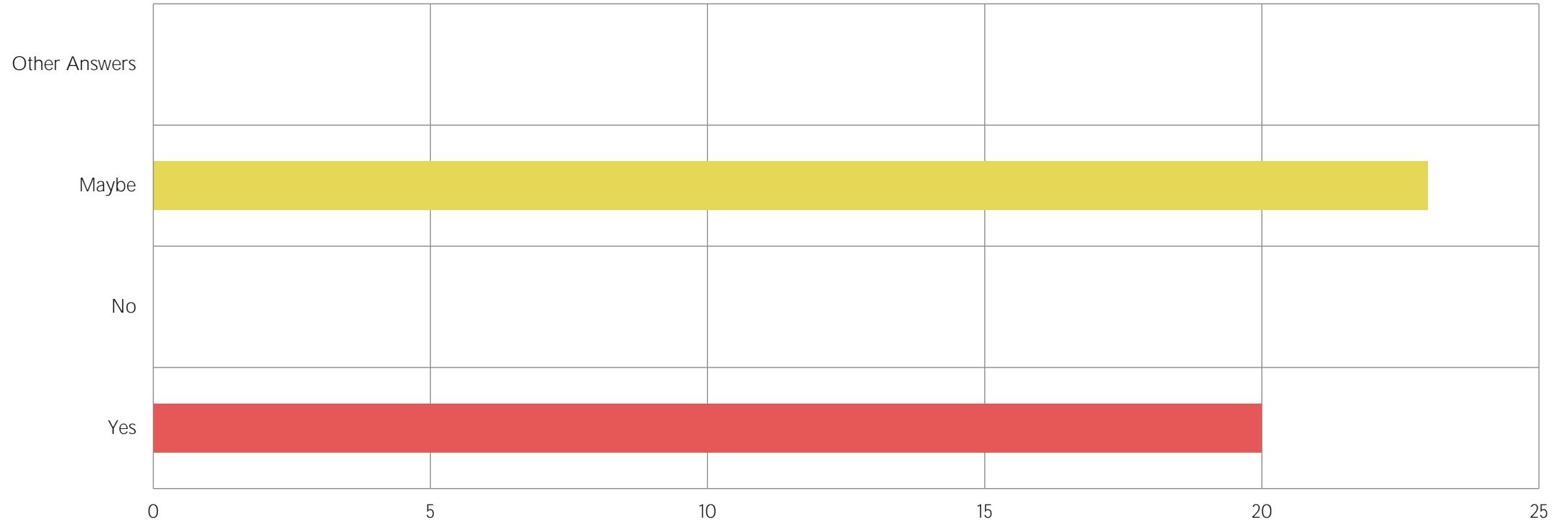
CLARIFYING QUESTION: BUILDING STANDARDS | 6. C. ALIGN WITH TRANSITIONS, AS APPLICABLE (AS PART OF UPDATING BUILDING HEIGHT STANDARDS)



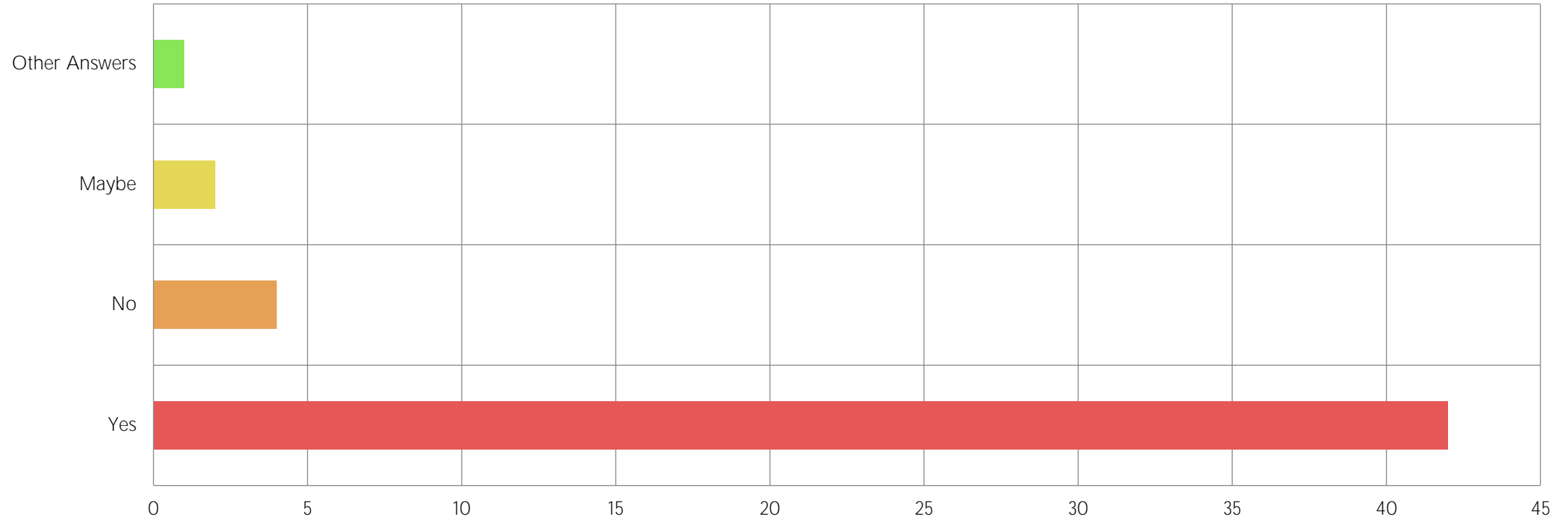
# CLARIFYING QUESTION: BUILDING STANDARDS | 7. UPDATE MASSING STANDARDS



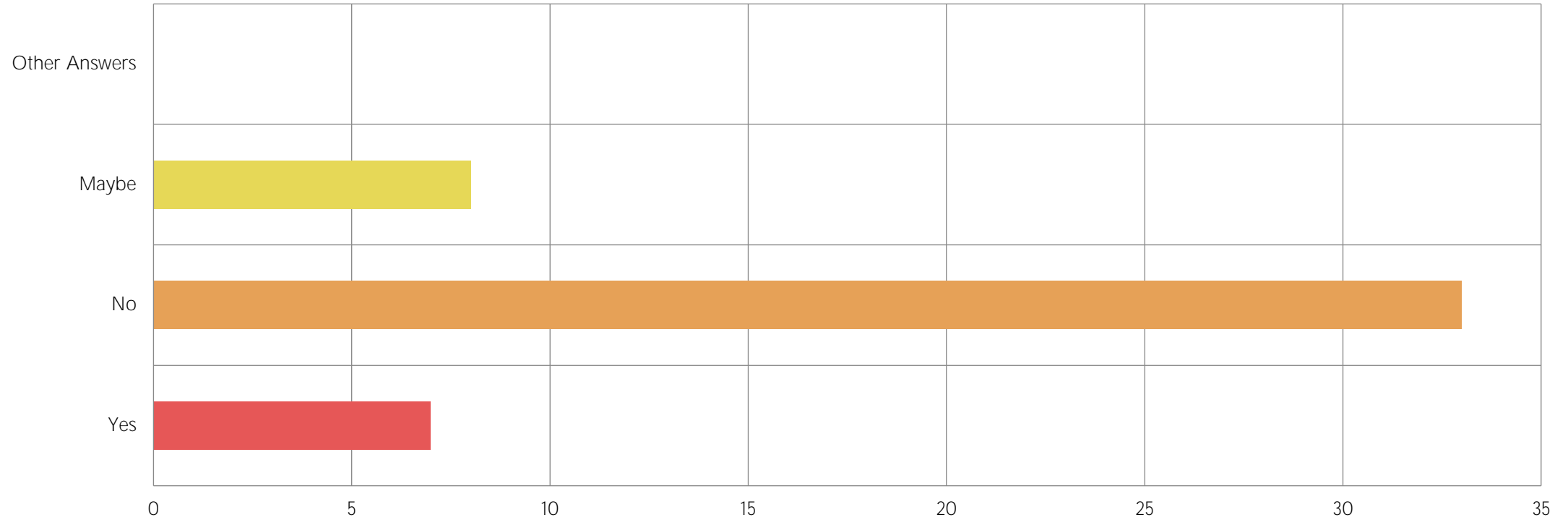
# CLARIFYING QUESTION: BUILDING STANDARDS | 7. A. SIMPLIFY FLOOR AREA RATIOS (FARS) (AS PART OF UPDATING MASSING STANDARDS)



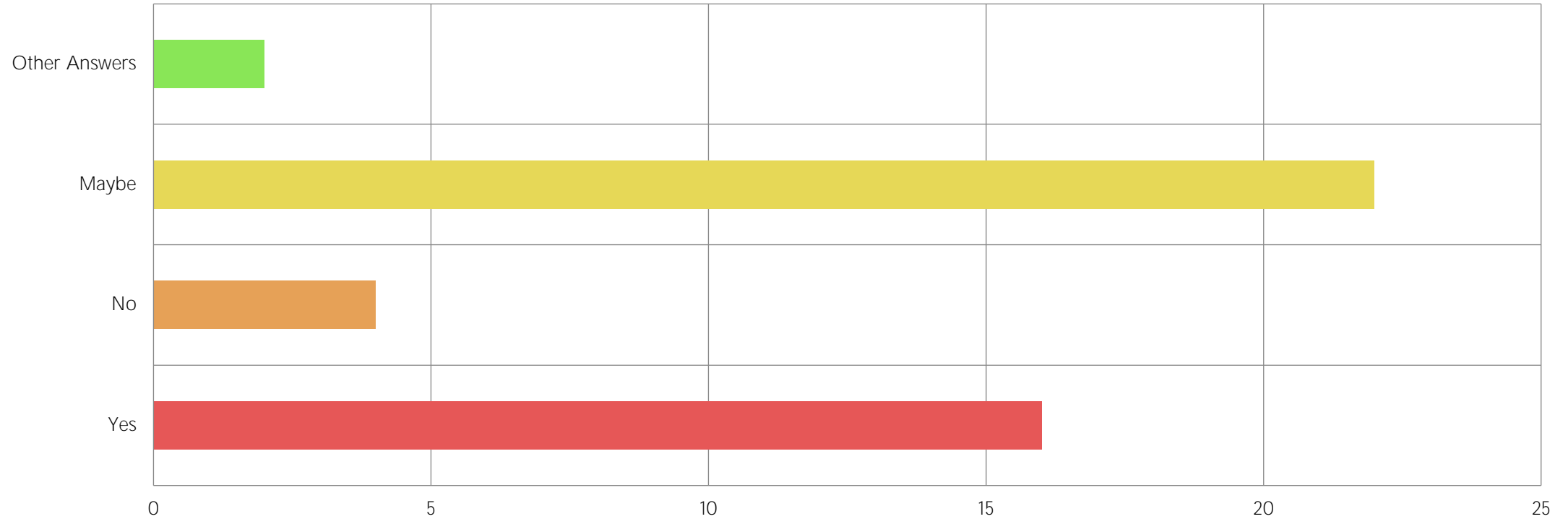
CLARIFYING QUESTION: BUILDING STANDARDS | 7. B. REMOVE RESIDENTIAL/NONRESIDENTIAL DISTINCTIONS IN MIXED-USE AREAS (SO USE CAN CHANGE OVER TIME) (AS PART OF UPDATING MASSING STANDARDS)



CLARIFYING QUESTION: BUILDING STANDARDS | 7. C. KEEP THE DISTINCTIONS BETWEEN RESIDENTIAL AND NONRESIDENTIAL MASSING IN MULTIFAMILY AREAS (AS PART OF UPDATING MASSING STANDARDS)

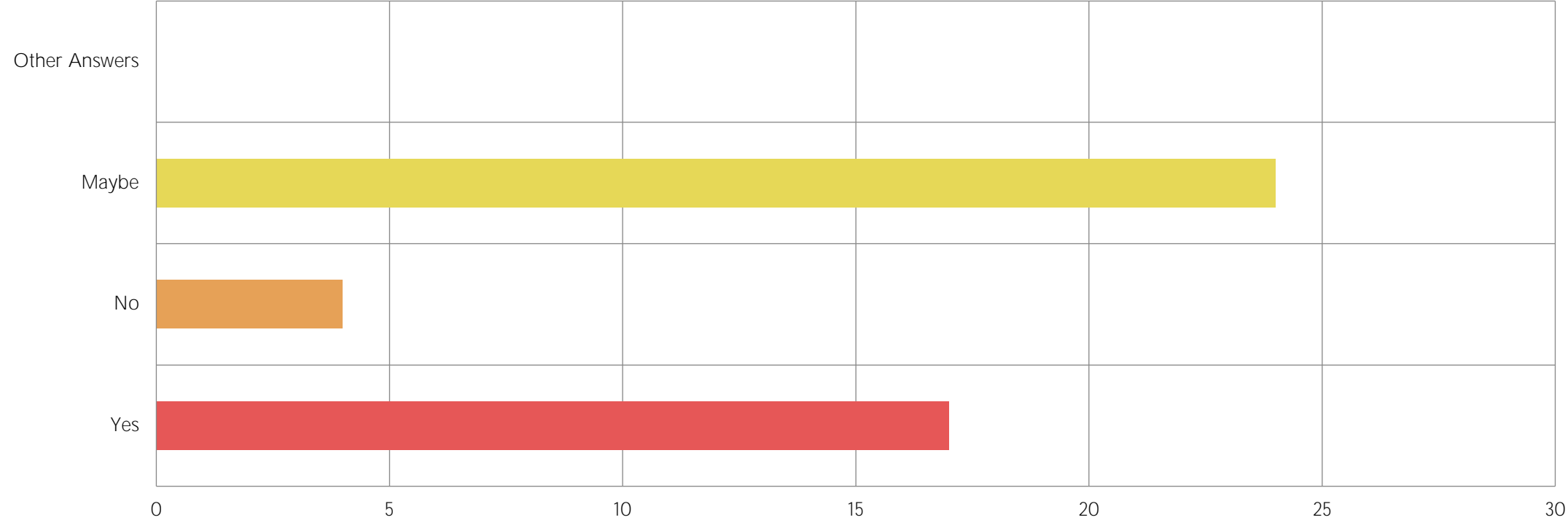


CLARIFYING QUESTION: BUILDING STANDARDS | 7. D. EXCLUDE ABOVE-GROUND PARKING DECKS FROM FLOOR AREA, BUT ALIGN WITH FRONTAGE STANDARDS (AS PART OF UPDATING MASSING STANDARDS)

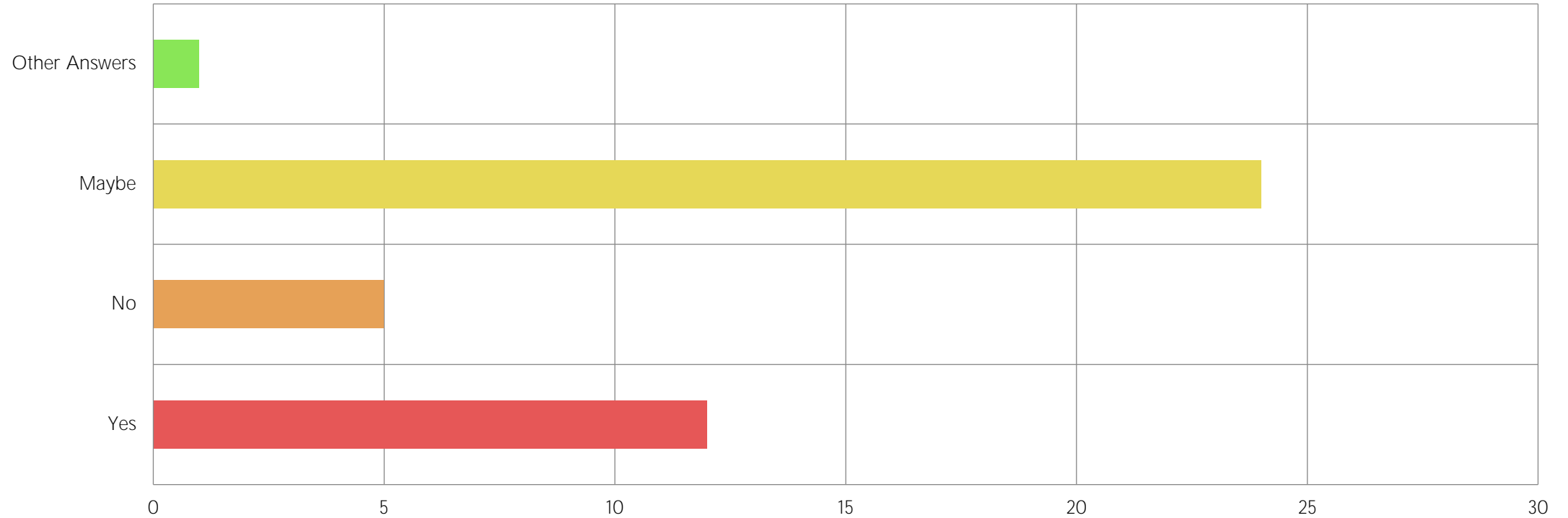




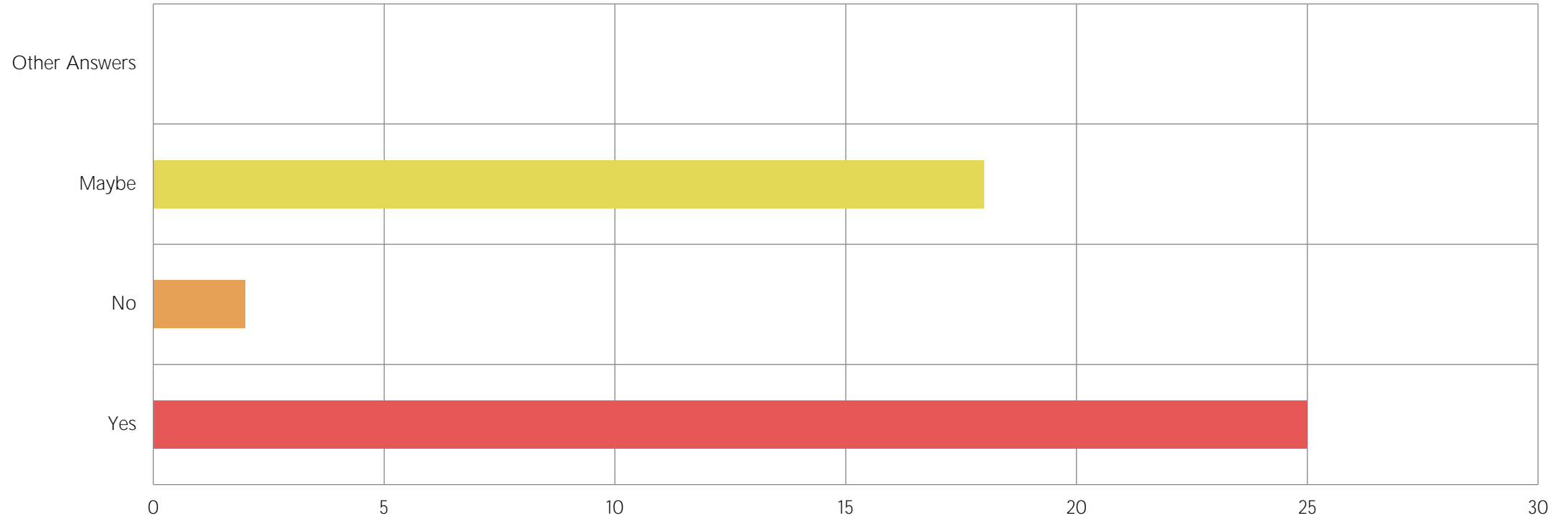
CLARIFYING QUESTION: BUILDING STANDARDS | 7. E. KEEP USING BONUSES (AS PART OF UPDATING MASSING STANDARDS)



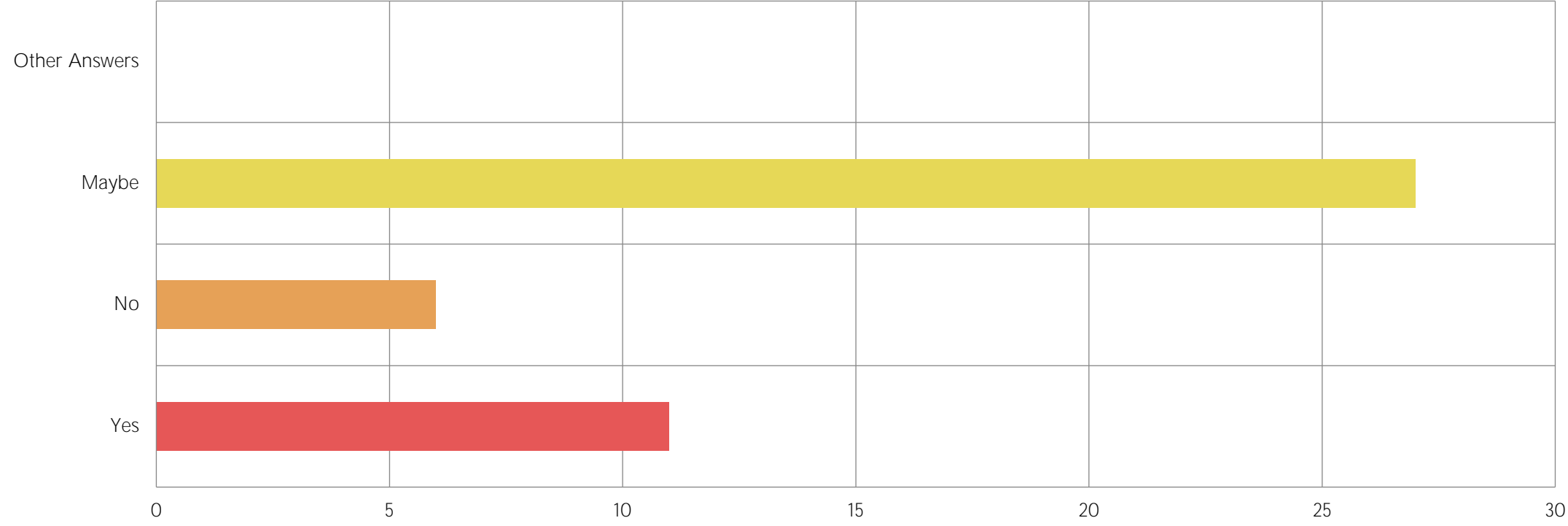
# CLARIFYING QUESTION: BUILDING STANDARDS | 7. F. UPDATE TRANSFER DEVELOPMENT RIGHTS (AS PART OF UPDATING MASSING STANDARDS)



CLARIFYING QUESTION: BUILDING STANDARDS | 7. G. EXEMPT BUILDINGS (OR PORTIONS OF BUILDINGS) BUILT BEFORE 1945 FROM FLOOR AREA CALCULATIONS (AS PART OF UPDATING MASSING STANDARDS)



CLARIFYING QUESTION: BUILDING STANDARDS | 7. H. LIMIT BUILDING OR FAÇADE WIDTHS ON LOWER STORIES, FOR USE IN SOME AREAS (AS PART OF UPDATING MASSING STANDARDS)



# GROWTH AREA PRELIMINARY DIRECTION: FRONTAGE

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# GROWTH AREA PRELIMINARY DIRECTION - FRONTAGE

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online



## Primary Question

Do you have any ideas related to **FRONTAGE** zones in **Growth Areas** that you haven't previously shared in-person or online?

Use the online survey or write your ideas on a sticky note and post it here.

Please ask if you need help!

## Clarifying Questions (Optional)

# Main Concept  
» Secondary Concept

### Frontage Types

1. Create a "flex" frontage type

### Lot Frontages

2. Update front setbacks/supplemental zones
  - » Use primary street and secondary street standards
  - » Use maximum setbacks/build-to-zone where they exist today

### Building Frontages

3. Update active depth requirements
  - » Keep limits on parking, storage, data centers, etc. along a street
4. Update ground story standards
  - » Create minimum ceiling heights for storefront and flex space
  - » Keep nonresidential ground story floor elevation at 5 ft +/- sidewalk
5. Do not create upper story ceiling height standards
6. Update transparency standards
  - » Standardize storefront requirements
  - » Reduce the residential amount
  - » Keep limits on blank walls (except in industrial areas or for civic uses)
7. Update pedestrian entrance and access standards
  - » Keep existing entrance requirements
  - » Require a walkway from the sidewalk

to the entrance everywhere, including with major renovations

8. Update parking deck design standards.
  - » Update existing ground story standards
  - » Update existing screening standards.
  - » Create standards for wrapping parking decks with active uses on all floors along major streets and in other important locations (with relief standards defined)

### Parking Location

9. Keep parking lot location standards
  - » Continue to prohibit frontal parking in most areas
  - » Allow limited front parking in some areas

### Fences and Walls

10. Keep fence and wall standards
  - » Expand retaining wall height limits along the street citywide
  - » Exempt industrial areas

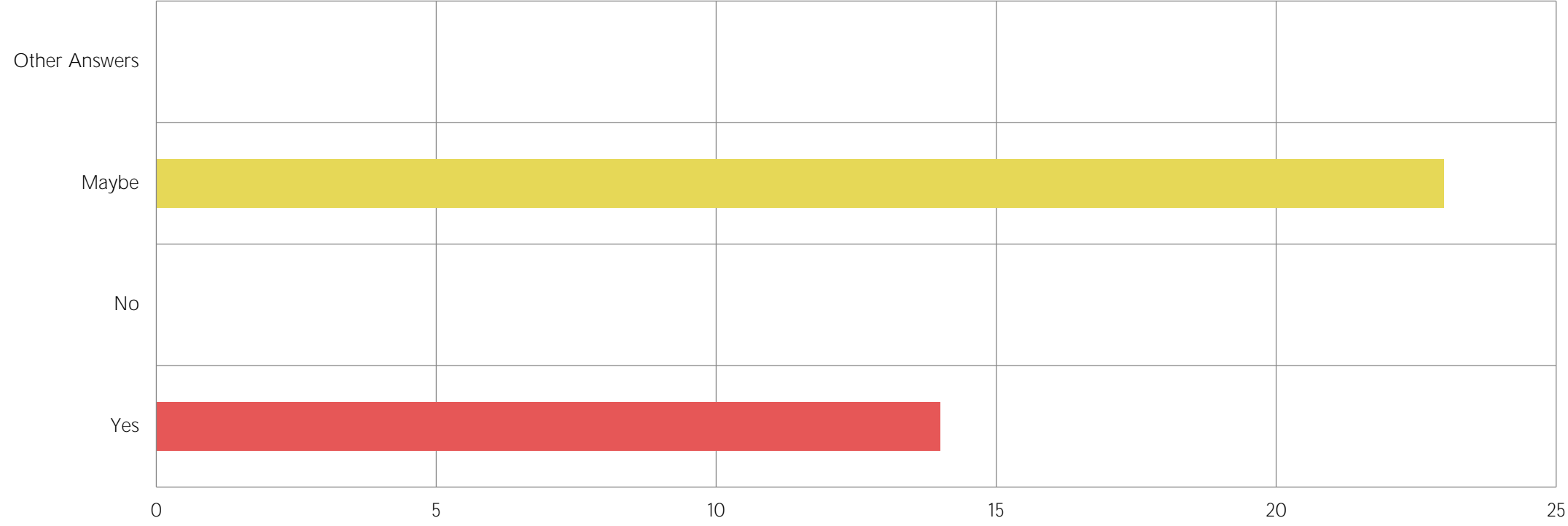
### Streetscapes

11. Keep existing streetscape standards
12. Require conformance with City plans

## PRIMARY QUESTION: DO YOU HAVE ANY IDEAS RELATED TO FRONTAGE ZONES IN GROWTH AREAS THAT YOU HAVEN'T PREVIOUSLY SHARED IN-PERSON OR ONLINE?

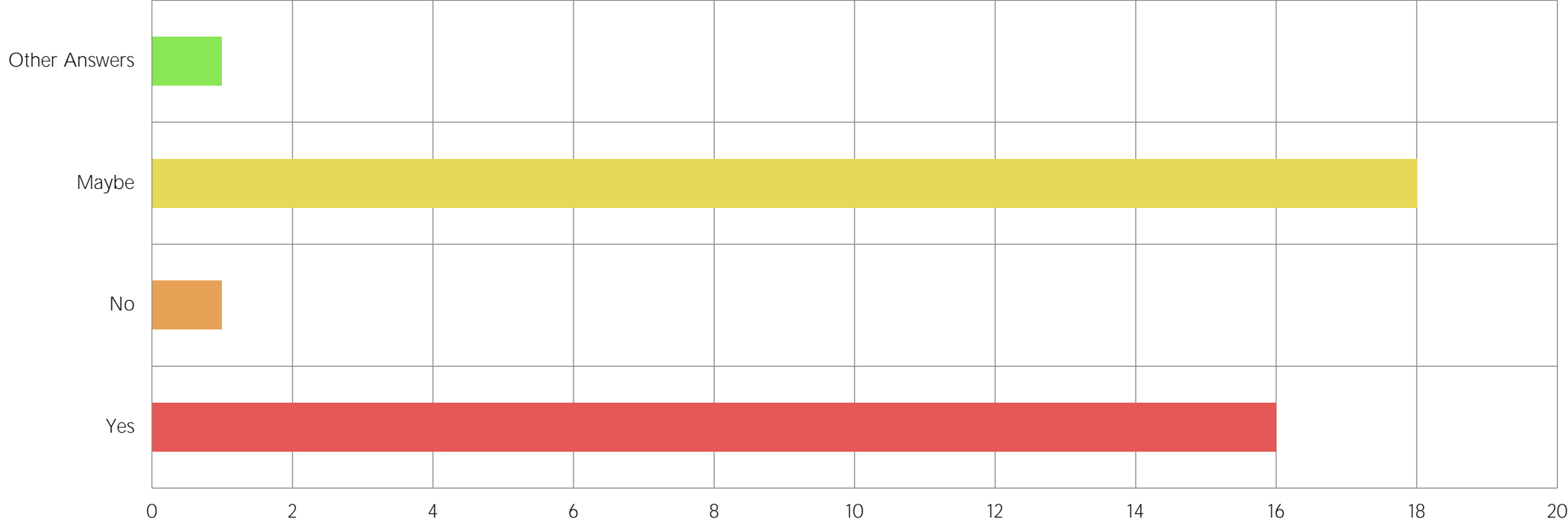
- I AM IN STRONG SUPPORT OF CREATING A FLEX FRONTAGE ESPECIALLY IN THE SENSE THAT IT WOULD CREATE POSSIBILITY TO CONVERT RESIDENTIAL TO COMMERCIAL AS NEEDED. I'M ALSO IN STRONG SUPPORT OF UPDATING PEDESTRIAN ENTRANCE AND ACCESS STANDARDS REQUIRING A WALKWAY FROM THE SIDEWALK TO ENTRANCES. I AM IN STRONG SUPPORT OF WRAPPING PARKING DECKS WITH ACTIVE USES ON ALL FLOORS ON MAJOR STREETS. I LIVE IN AN APARTMENT BUILDING THAT HAS THIS DESIGN AND I LOVE IT. I AM IN STRONG SUPPORT OF CONTINUING TO PROHIBIT FRONTAL PARKING AS LONG AS THE FRONTAGE IS PEDESTRIAN-FRIENDLY.
- ATLANTA'S BUILDING STOCK HAS TERRIBLE FRONTAGE. BETWEEN FRONT PARKING LOTS, EXCESSIVE SETBACKS THAT CREATE DEAD/WASTED SPACE, AND OBJECT BUILDINGS THAT FAIL TO ENGAGE THE STREET, THERE IS A LOT THAT CAN BE IMPROVED IN FRONTAGE REQUIREMENTS. THIS APPLIES DOUBLY IN GROWTH AREAS WHICH SHOULD ALL BE BUILT AS DENSE, WALKABLE, TRANSIT-ORIENTED URBAN ENVIRONMENTS.
- YOUR SURVEY QUESTIONS ARE BOTH SO SPECIALIZED AS TO BE UNAPPROACHABLE EVEN AS SOMEONE WHO HAS PLANNING & DEVELOPMENT EXPERIENCE, AND ALSO SO VAGUE AS TO BE USELESS (UPDATE TO WHAT? CHANGE FROM WHAT?)
- INCREASE HOUSING SUPPLY AND PRIORITIZE AFFORDABILITY AND PEDESTRIAN FRIENDLY POLICIES.
- INCREASE HOUSING SUPPLY AND PRIORITIZE AFFORDABILITY
- THE DEFAULT FOR FRONTAGE ZONES FOR THE VAST MAJORITY OF THE CITY SHOULD BE TO ALLOW ANYTHING.
- FRONTAGE IS CRITICAL FOR CREATING ACCESS AND FEELINGS OF SAFETY AND SECURITY

# CLARIFYING QUESTION: FRONTAGE TYPES | 1. CREATE A "FLEX" FRONTAGE TYPE

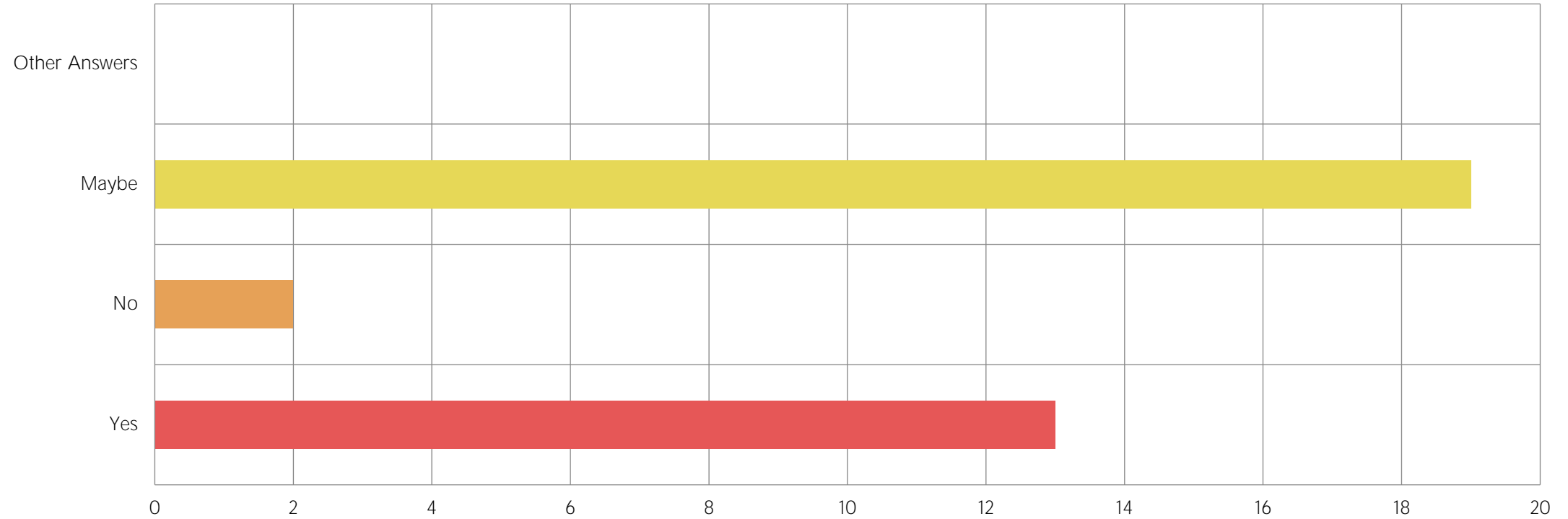




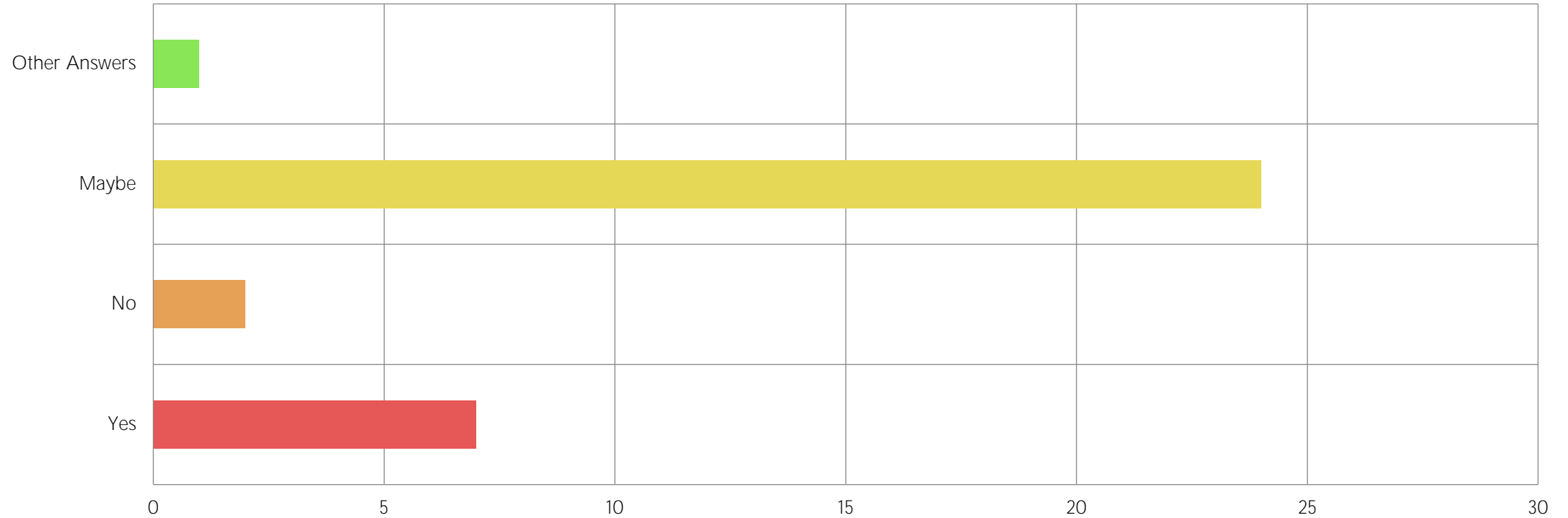
# CLARIFYING QUESTION: LOT FRONTAGES | 2. UPDATE FRONT SETBACKS/SUPPLEMENTAL ZONES



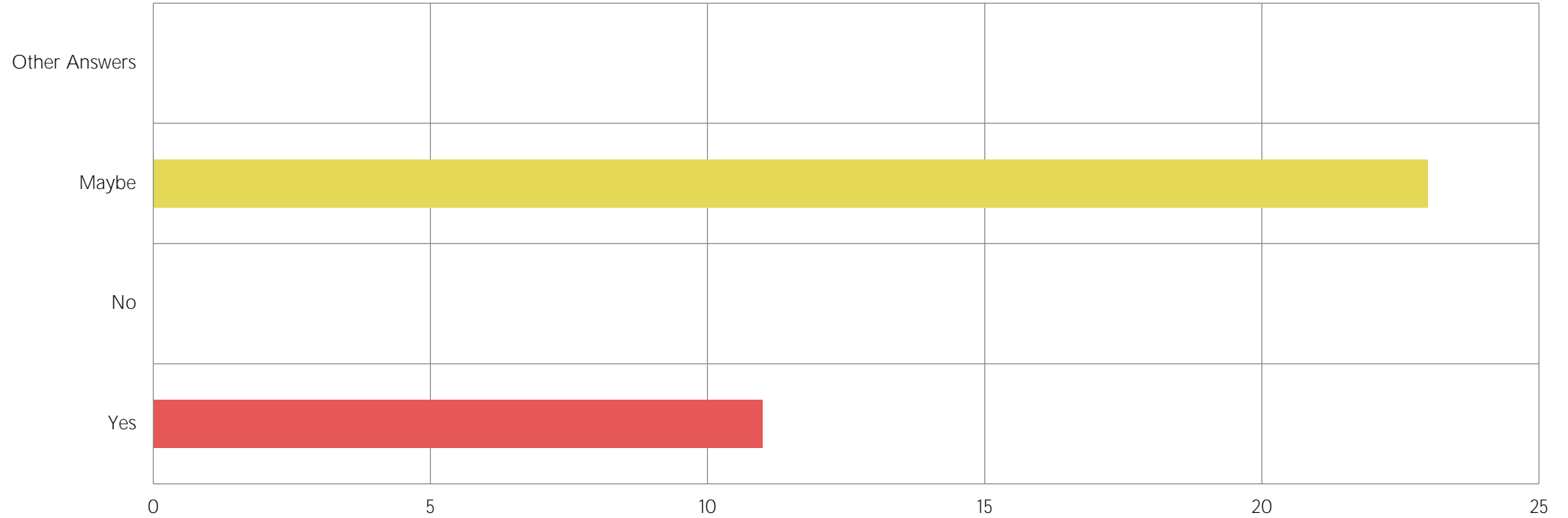
# CLARIFYING QUESTION: LOT FRONTAGES | 2. A. USE PRIMARY STREET AND SECONDARY STREET STANDARDS(AS PART OF FRONTAGE STANDARDS)



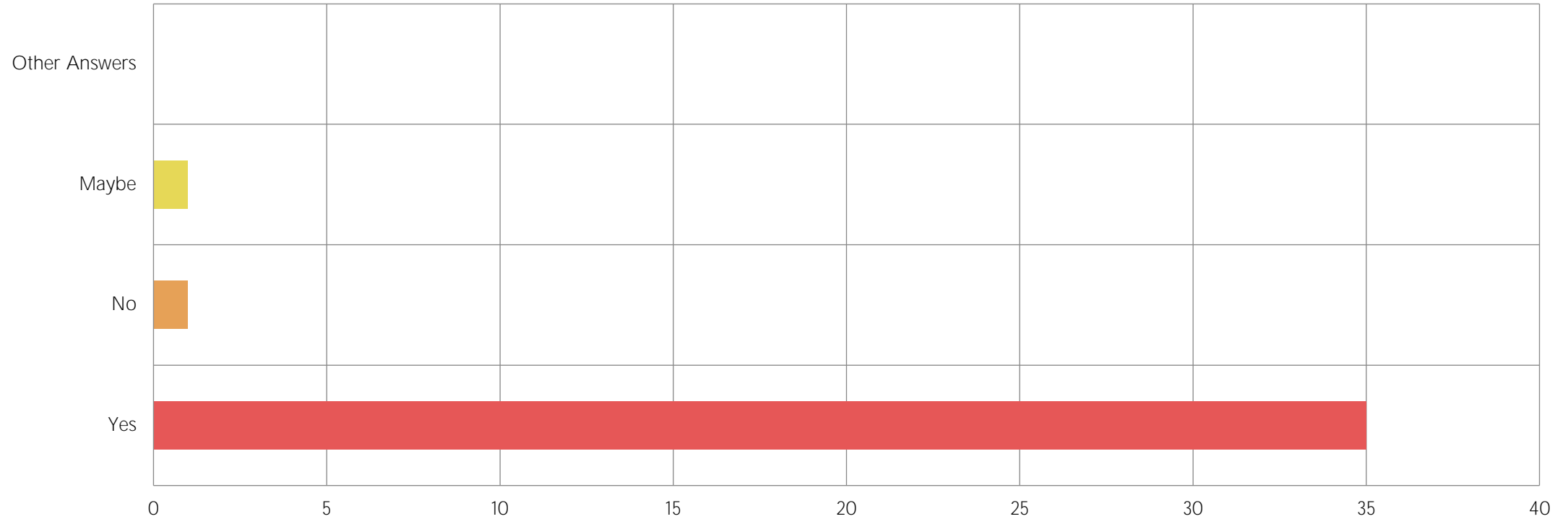
CLARIFYING QUESTION: LOT FRONTAGES | 2. B. USE MAXIMUM SETBACKS/BUILD-TO-ZONE WHERE THEY EXIST TODAY (AS PART OF FRONTAGE STANDARDS)



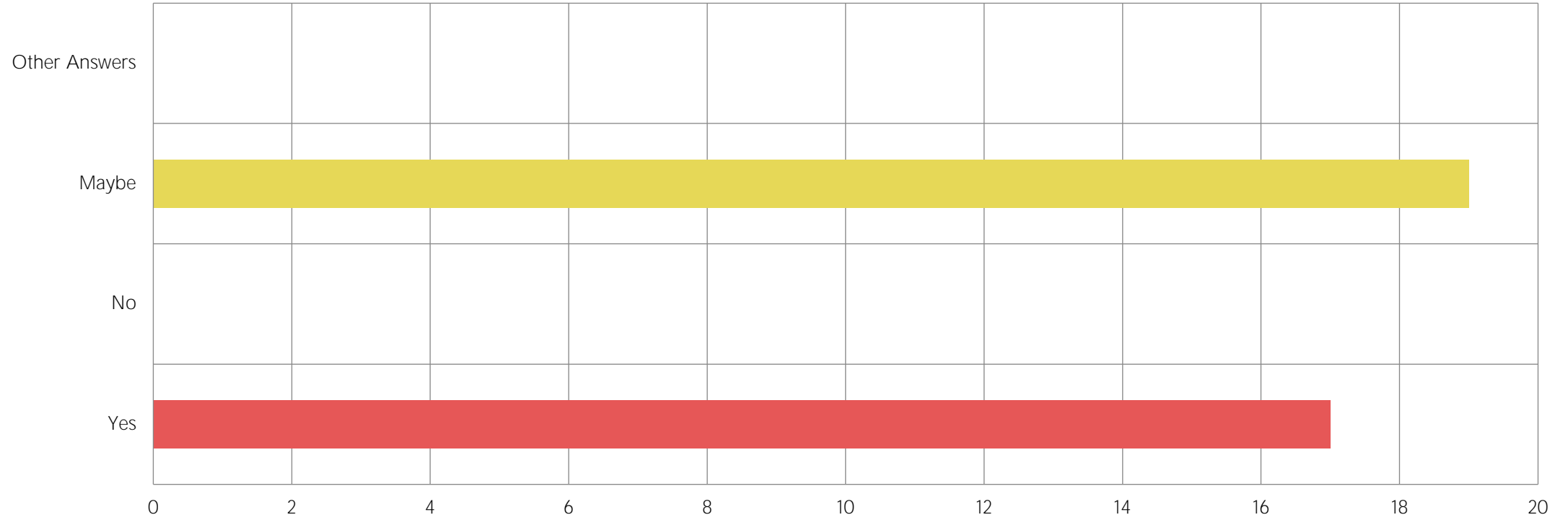
## CLARIFYING QUESTION: BUILDING FRONTAGES | 3. UPDATE ACTIVE DEPTH REQUIREMENTS



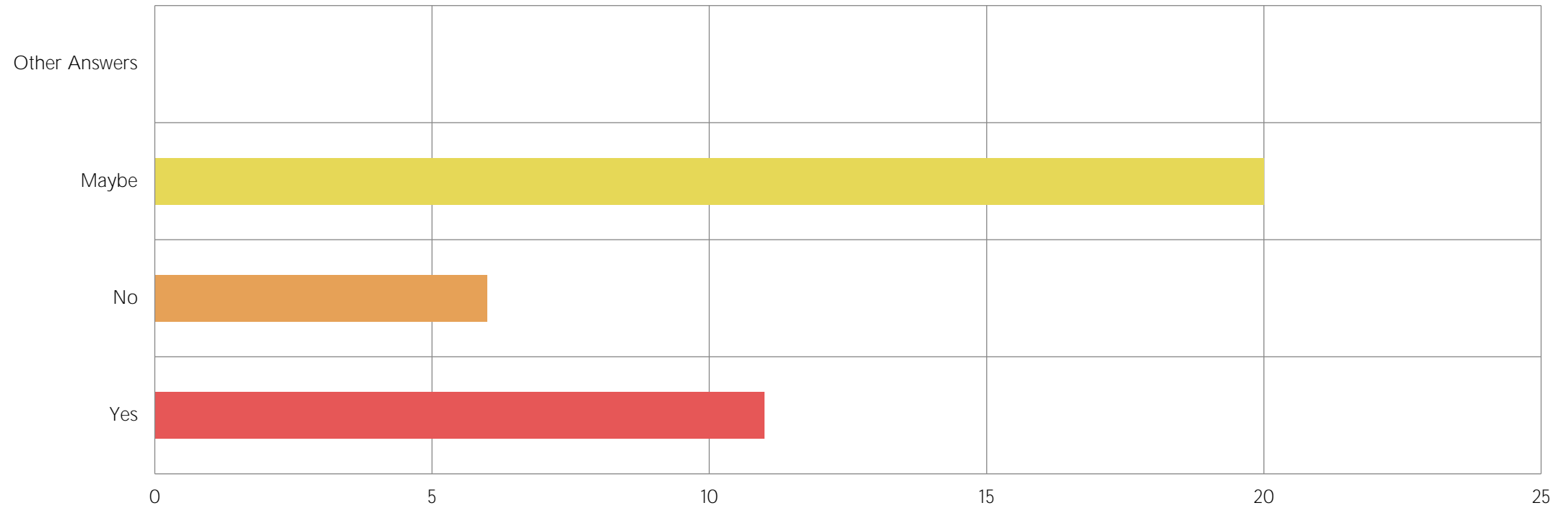
# CLARIFYING QUESTION: BUILDING FRONTAGES | 3. A. KEEP LIMITS ON PARKING, STORAGE, DATA CENTERS, ETC. ALONG A STREET (AS PART OF ACTIVE DEPTH STANDARDS)



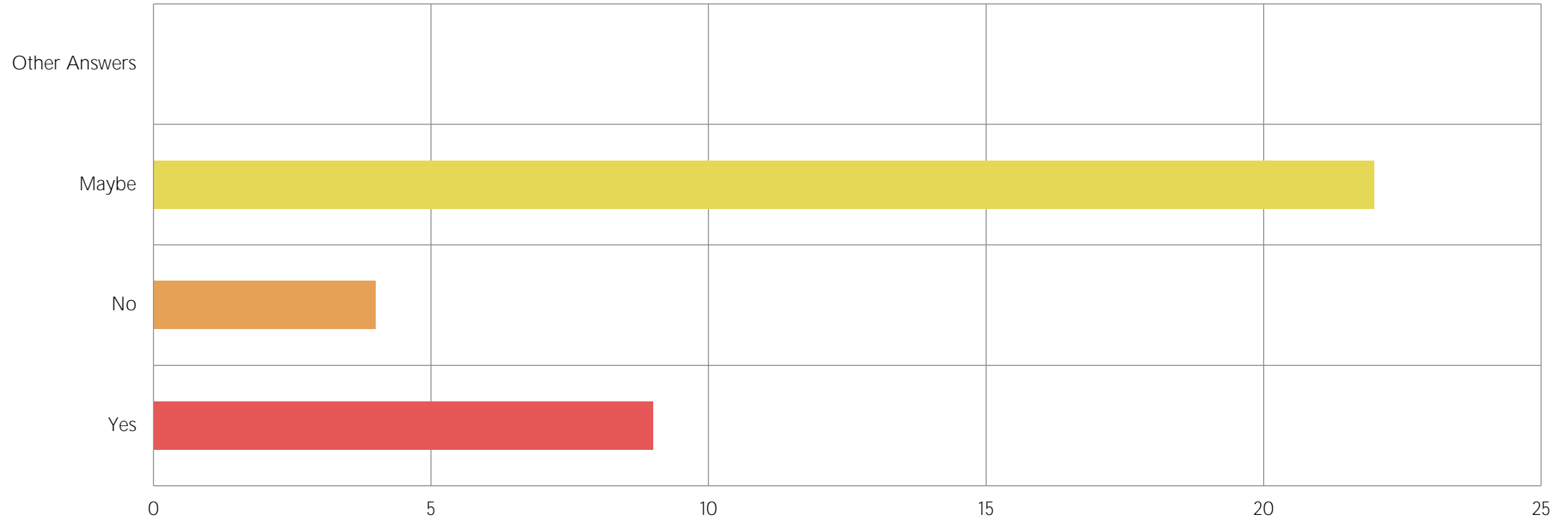
## CLARIFYING QUESTION: BUILDING FRONTAGES | 4. UPDATE GROUND STORY STANDARDS



# CLARIFYING QUESTION: BUILDING FRONTAGES | 4. A. CREATE MINIMUM CEILING HEIGHTS FOR STOREFRONT AND FLEX SPACE (AS PART OF UPDATING GROUND STORY STANDARDS)

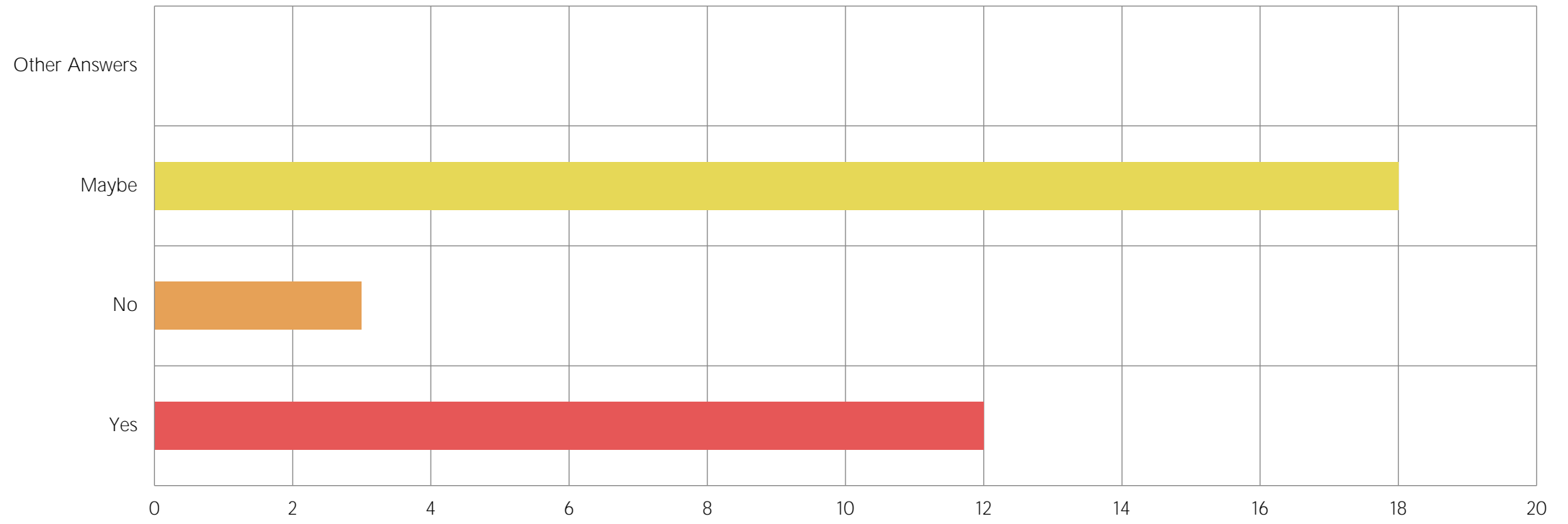


CLARIFYING QUESTION: BUILDING FRONTAGES | 4. B. KEEP NONRESIDENTIAL GROUND STORY FLOOR ELEVATION AT 5 FT +/- SIDEWALK (AS PART OF UPDATING GROUND STORY STANDARDS)

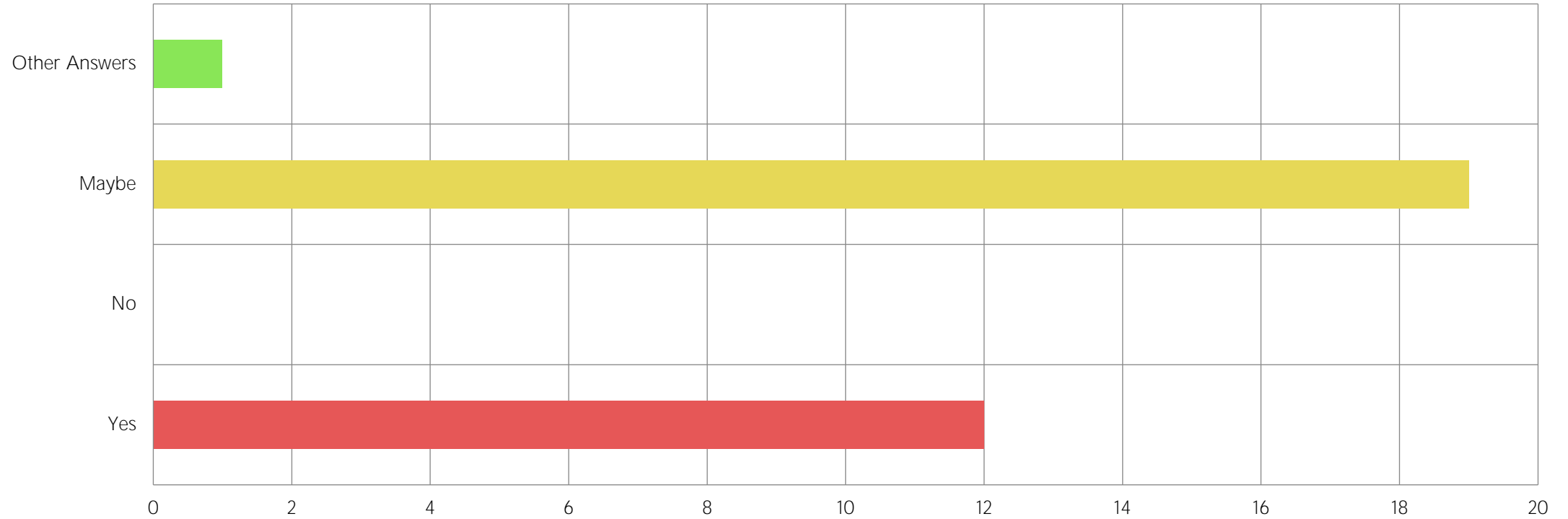




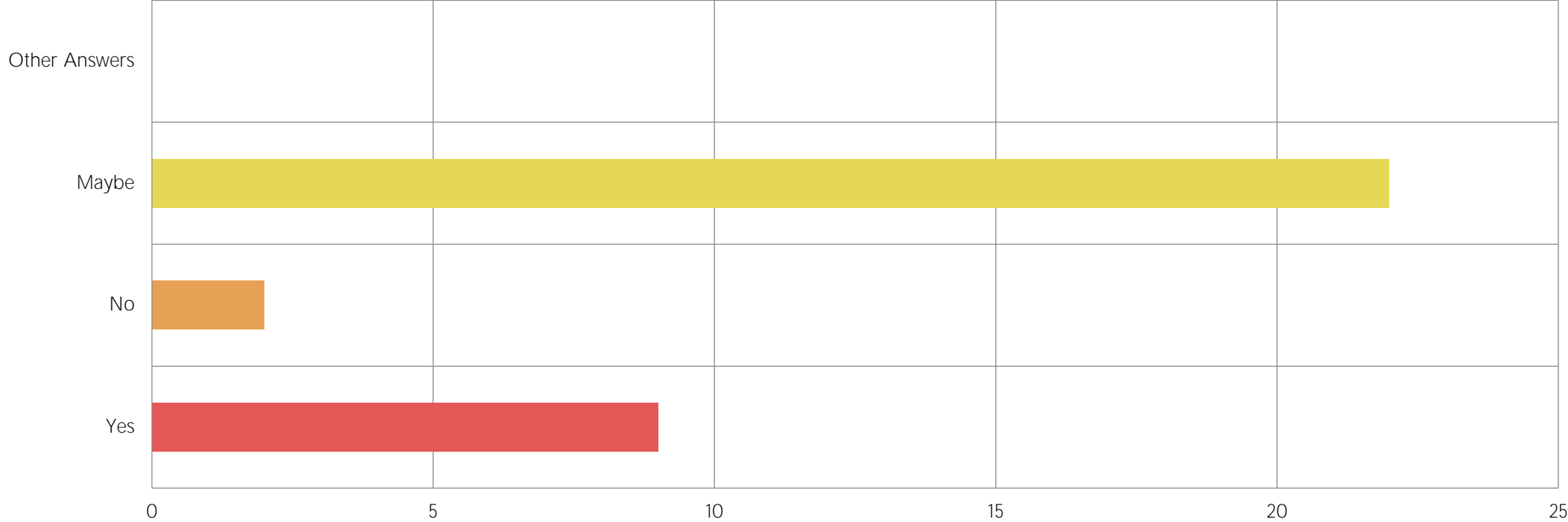
# CLARIFYING QUESTION: BUILDING FRONTAGES | 5. DO NOT CREATE UPPER STORY CEILING HEIGHT STANDARDS



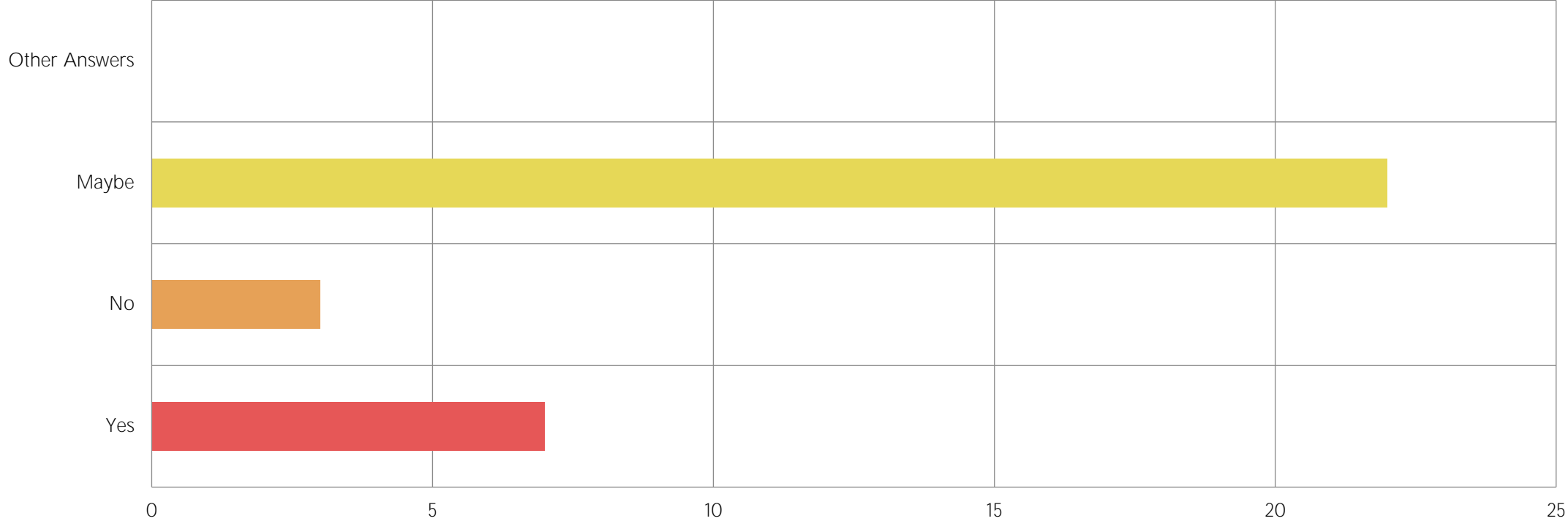
## CLARIFYING QUESTION: BUILDING FRONTAGES | 6. UPDATE TRANSPARENCY STANDARDS



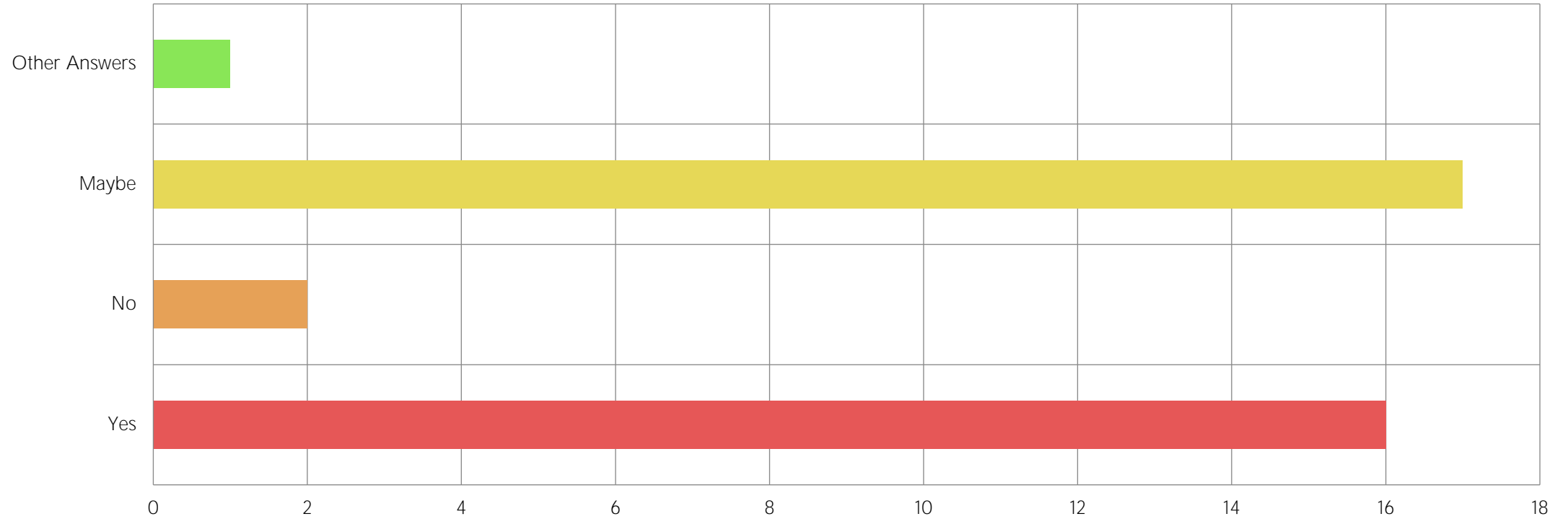
# CLARIFYING QUESTION: BUILDING FRONTAGES | 6. A. STANDARDIZE STOREFRONT TRANSPARENCY REQUIREMENTS



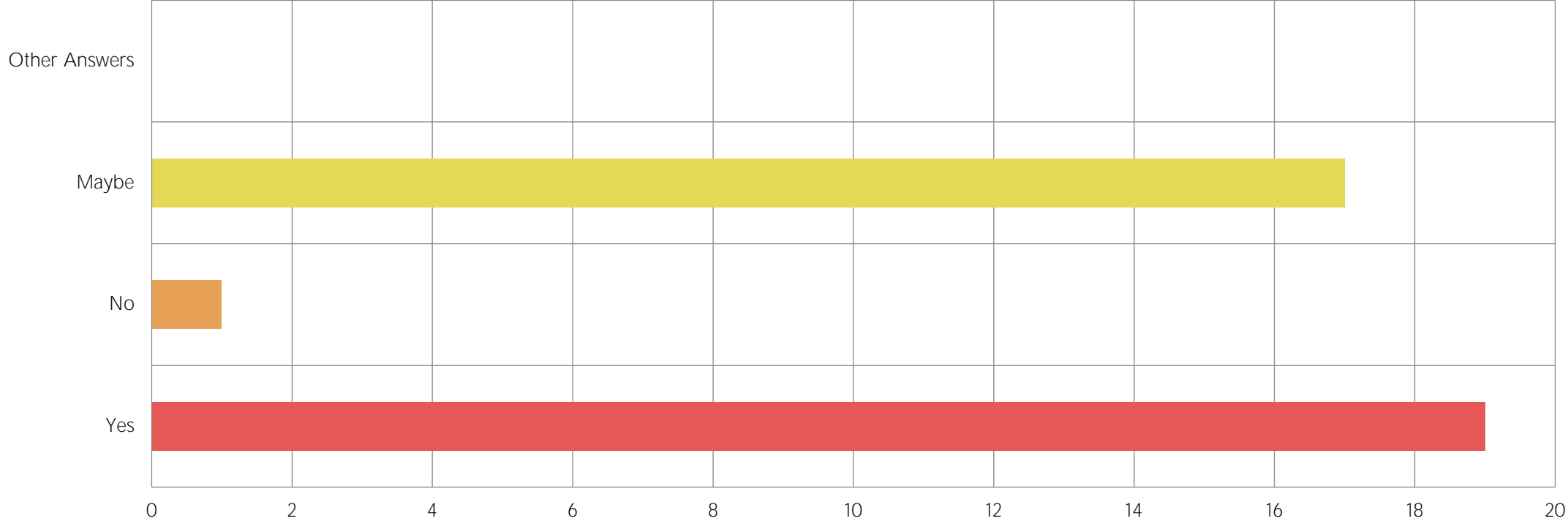
# CLARIFYING QUESTION: BUILDING FRONTAGES | 6. B. REDUCE THE AMOUNT OF RESIDENTIAL TRANSPARENCY REQUIRED



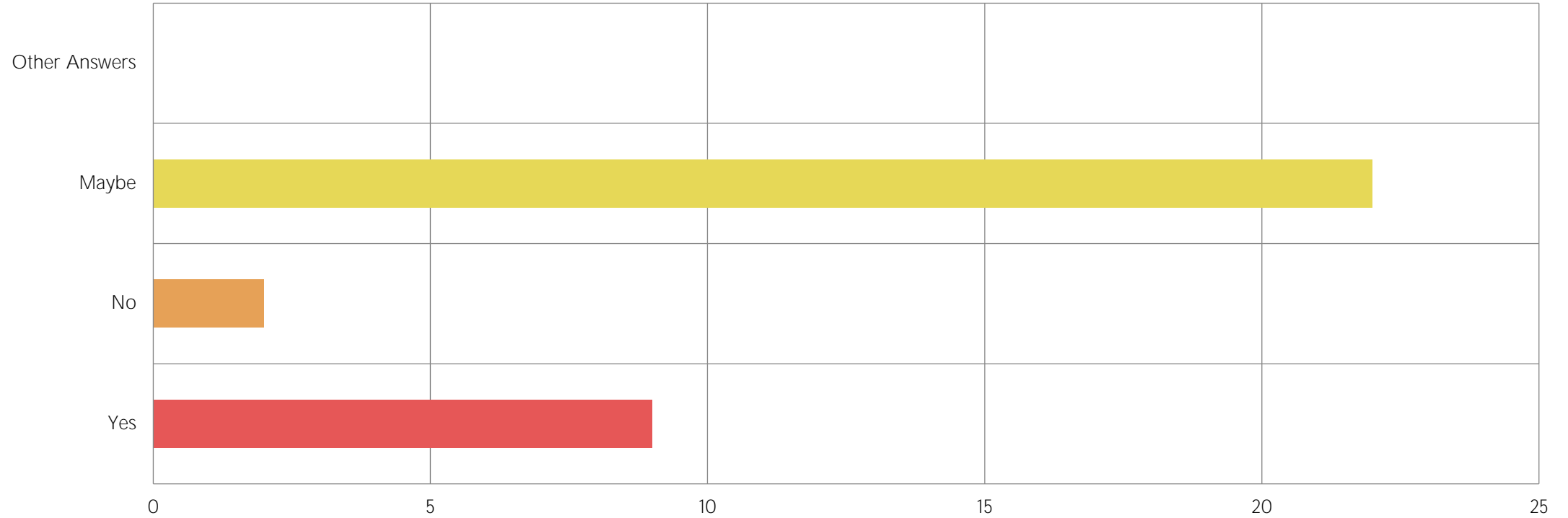
# CLARIFYING QUESTION: BUILDING FRONTAGES | 6. C. KEEP LIMITS ON BLANK WALLS (EXCEPT IN INDUSTRIAL AREAS OR FOR CIVIC USES)



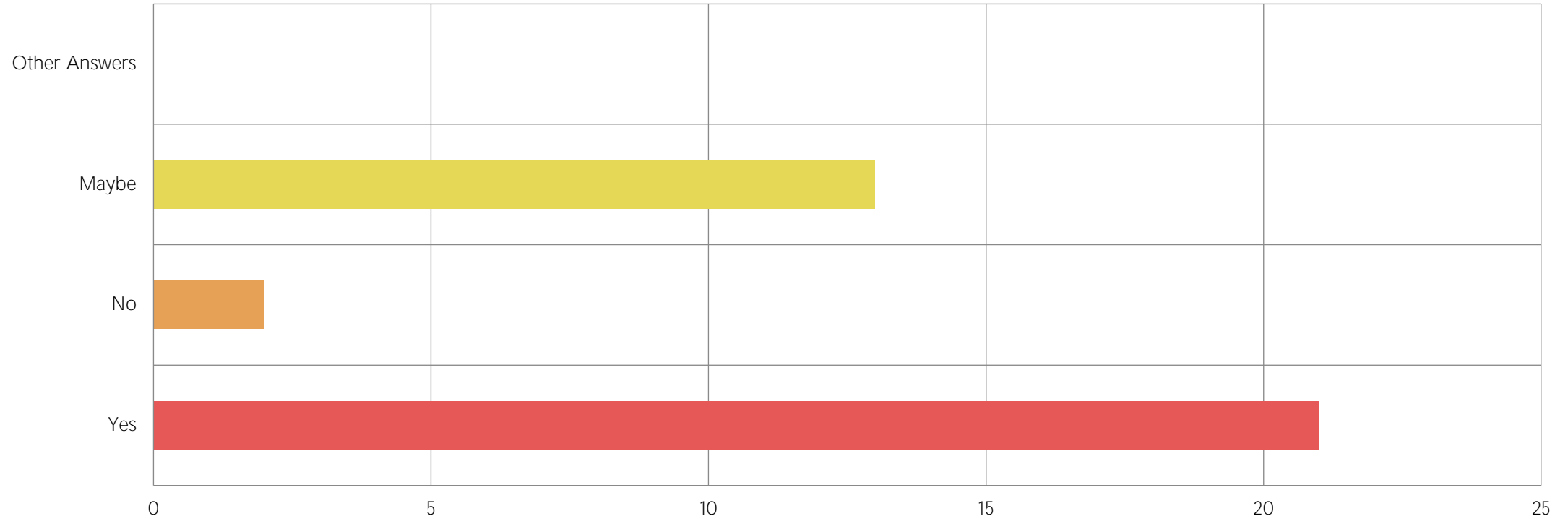
# CLARIFYING QUESTION: BUILDING FRONTAGES | 7. UPDATE PEDESTRIAN ENTRANCE AND ACCESS STANDARDS



# CLARIFYING QUESTION: BUILDING FRONTAGES | 7. A. KEEP EXISTING ENTRANCE REQUIREMENTS (AS PART OF ACCESS STANDARDS)

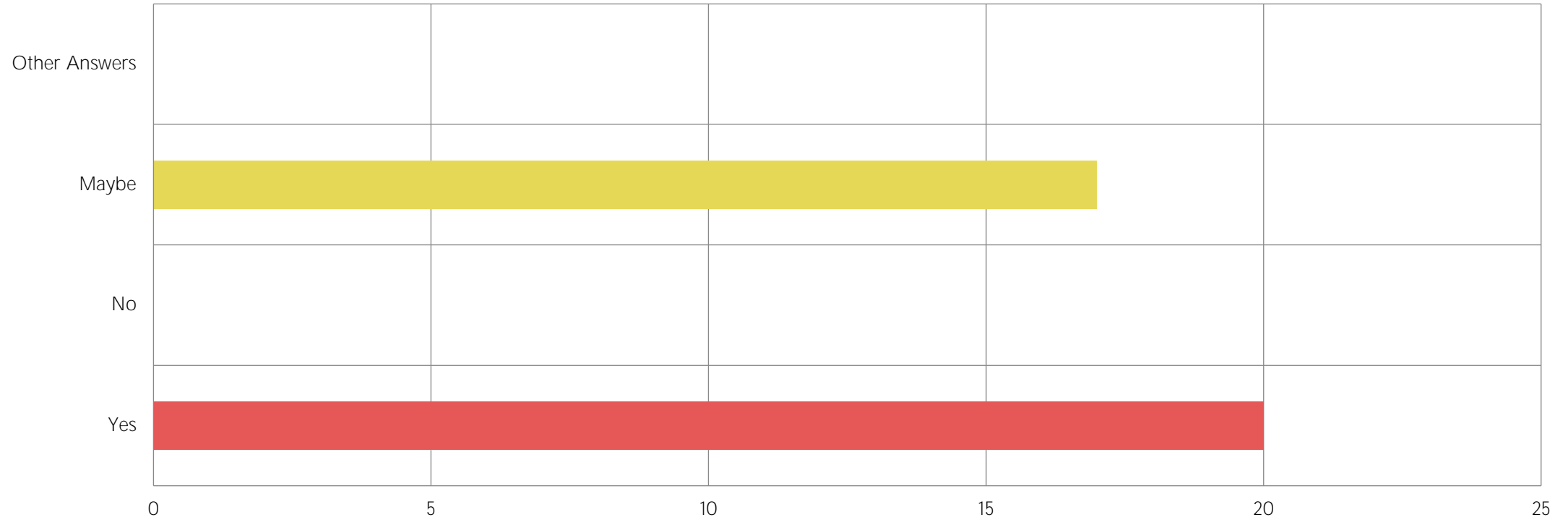


CLARIFYING QUESTION: BUILDING FRONTAGES | 7. B. REQUIRE A WALKWAY FROM THE SIDEWALK TO THE ENTRANCE EVERYWHERE, INCLUDING WITH MAJOR RENOVATIONS (AS PART OF ACCESS STANDARDS)

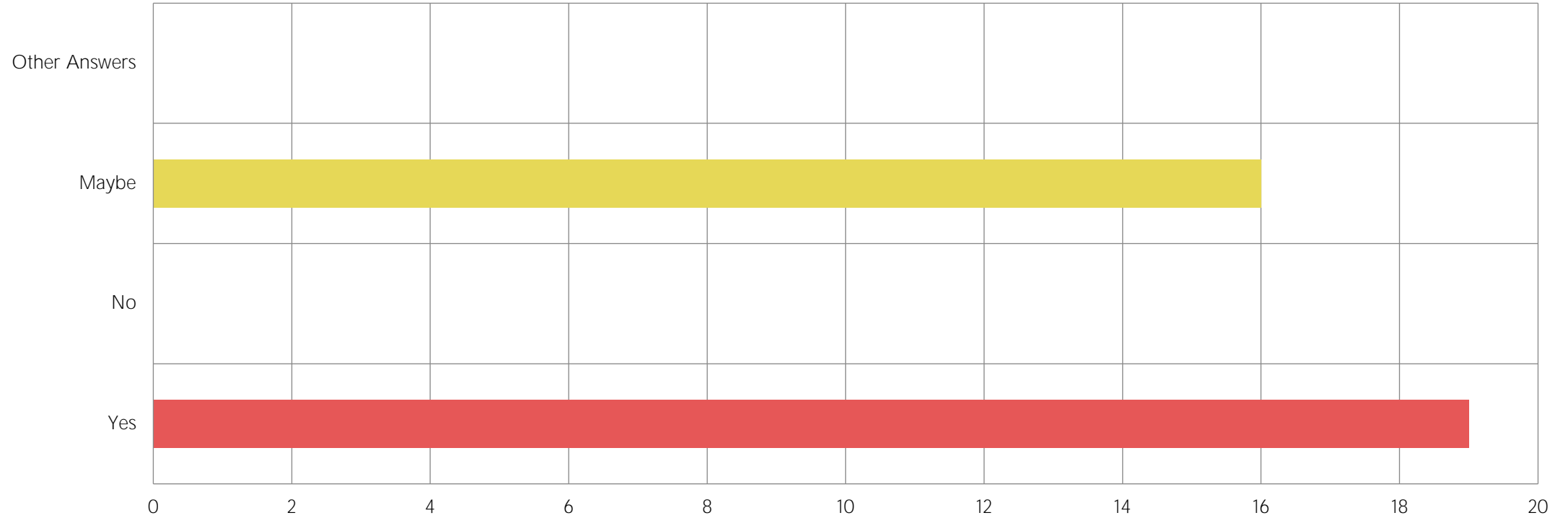




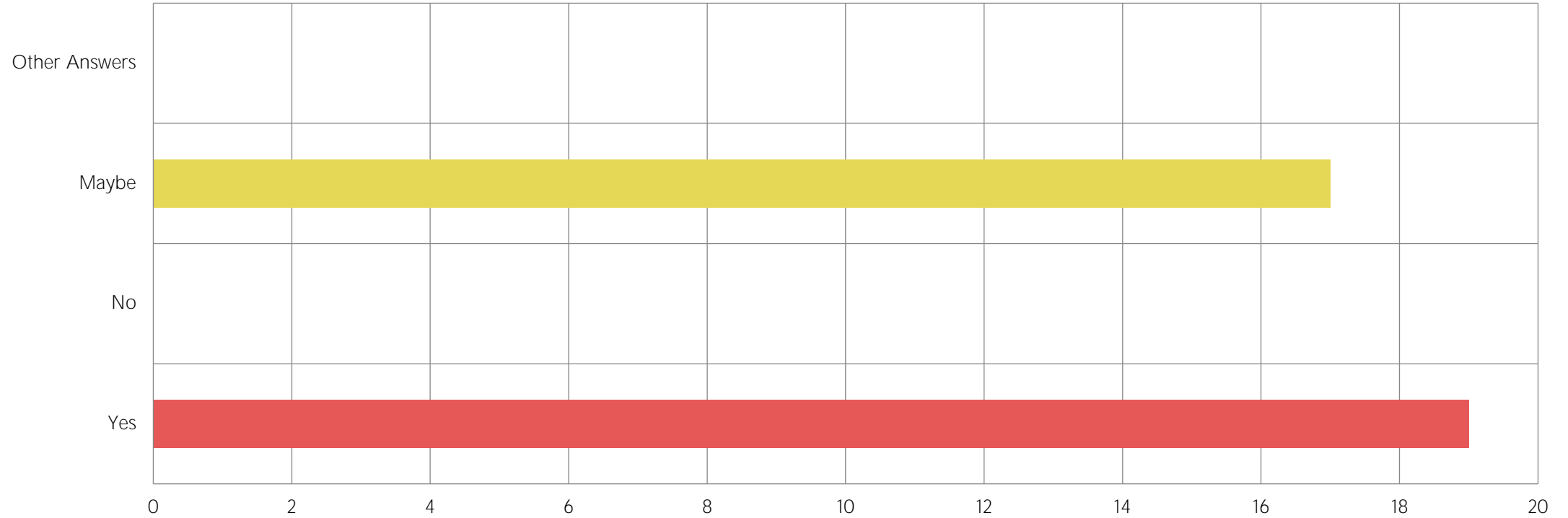
# CLARIFYING QUESTION: BUILDING FRONTAGES | 8. UPDATE PARKING DECK DESIGN STANDARDS.



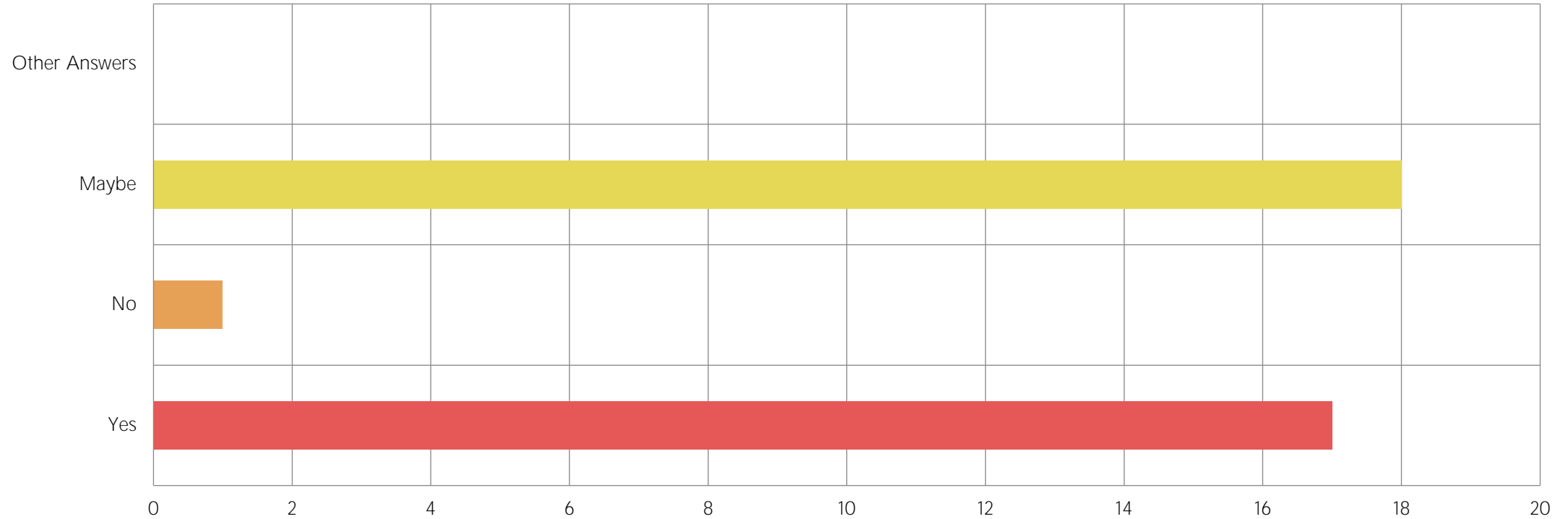
# CLARIFYING QUESTION: BUILDING FRONTAGES | 8. A. UPDATE EXISTING GROUND STORY STANDARDS (AS PART OF PARKING DECK DESIGN STANDARDS)



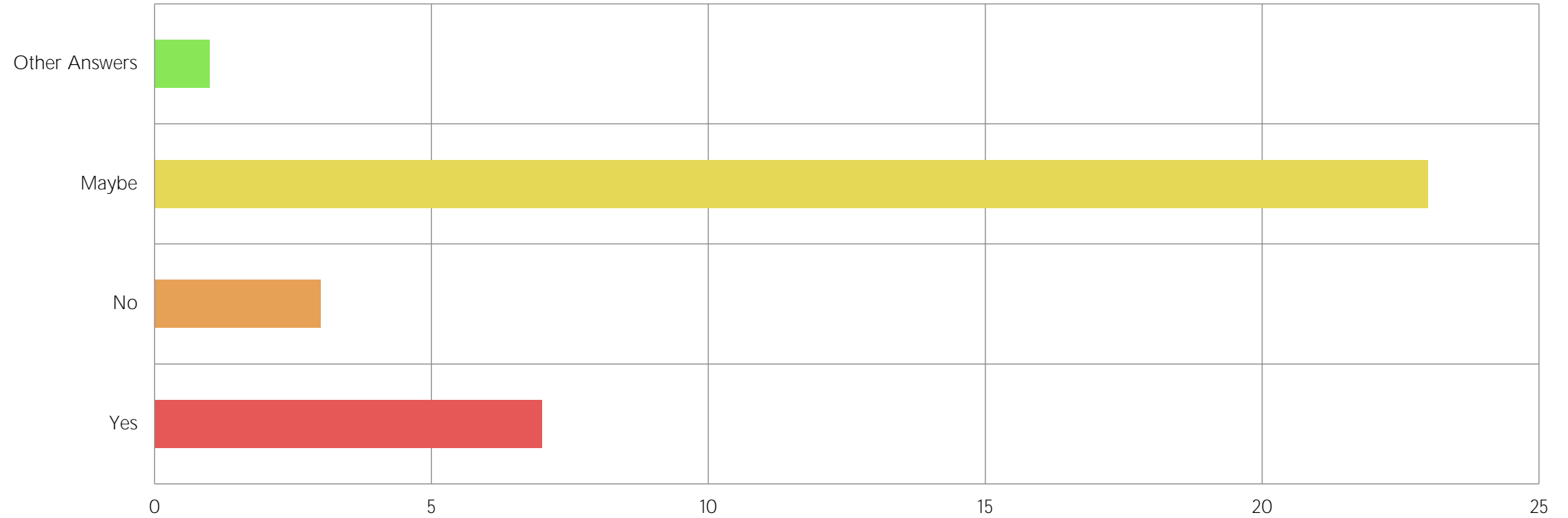
# CLARIFYING QUESTION: BUILDING FRONTAGES | 8. B. UPDATE EXISTING SCREENING STANDARDS (AS PART OF PARKING DECK DESIGN STANDARDS)



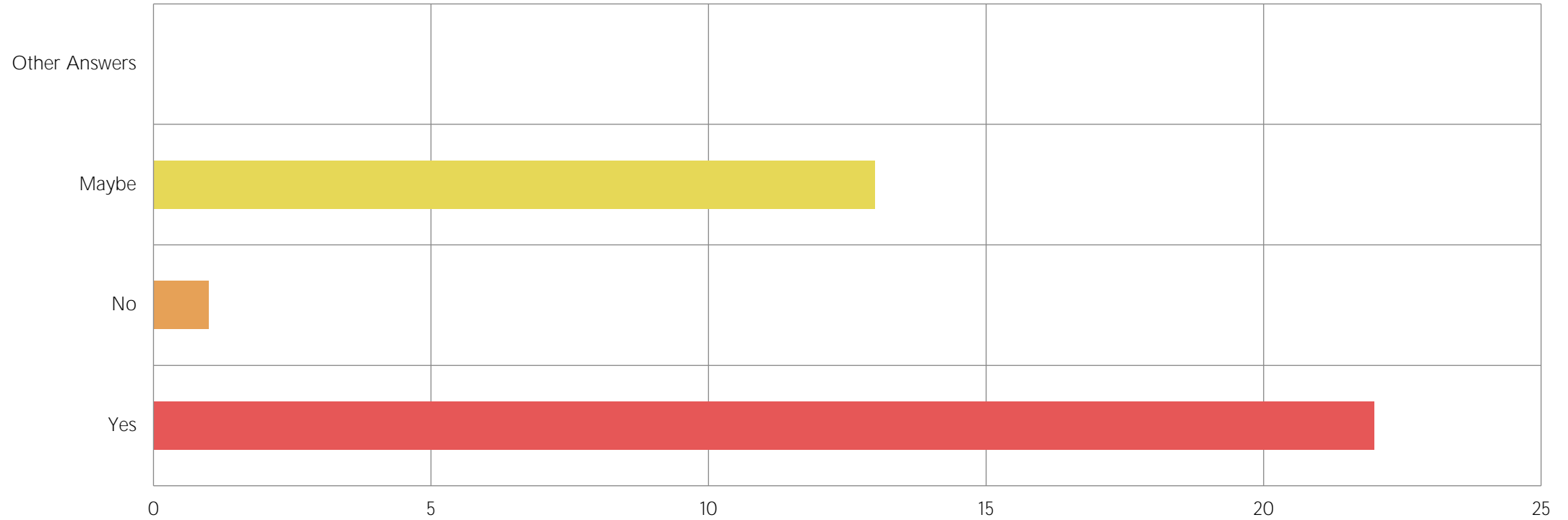
CLARIFYING QUESTION: BUILDING FRONTAGES | 8. C. CREATE STANDARDS FOR WRAPPING PARKING DECKS WITH ACTIVE USES ON ALL FLOORS ALONG MAJOR STREETS AND IN OTHER IMPORTANT LOCATIONS (WITH RELIEF STANDARDS DEFINED) (AS PART OF PARKING DECK DESIGN STANDARDS)



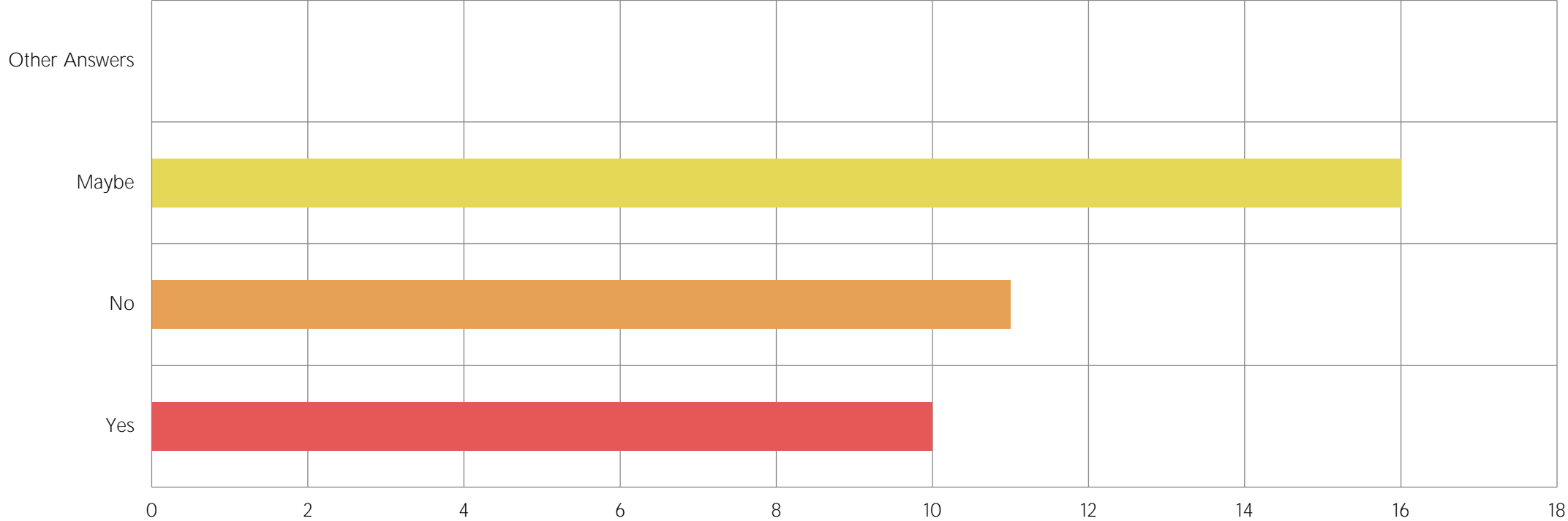
## CLARIFYING QUESTION: PARKING LOCATION | 9. KEEP PARKING LOT LOCATION STANDARDS



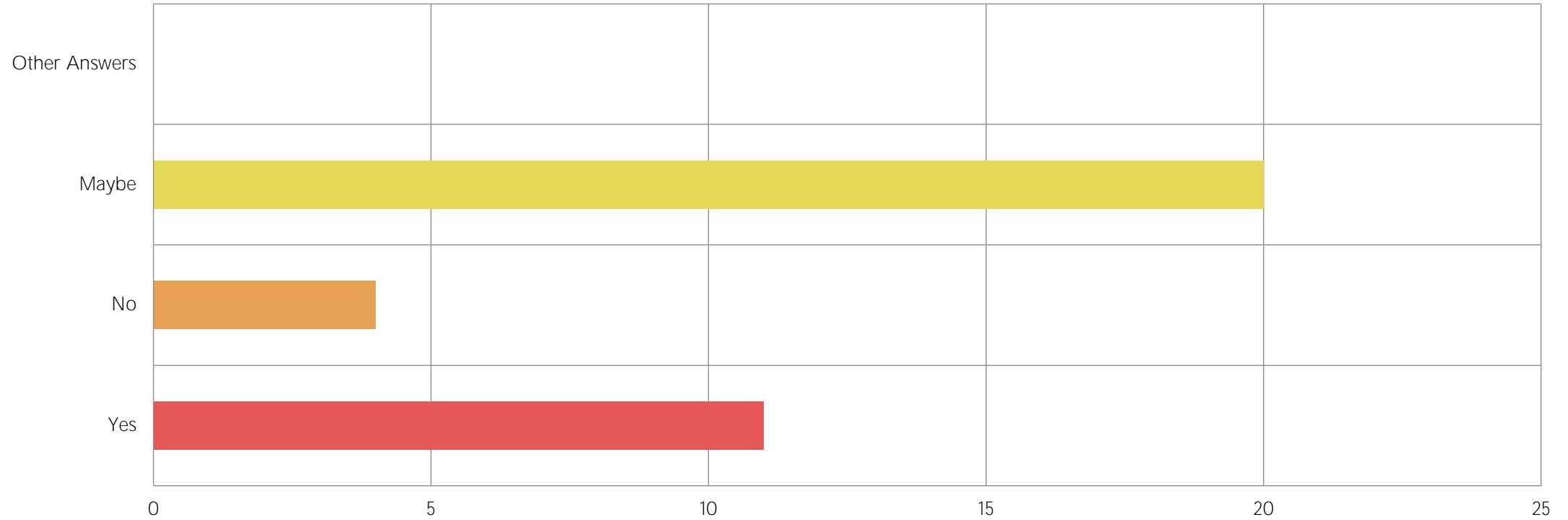
# CLARIFYING QUESTION: PARKING LOCATION | 9. A. CONTINUE TO PROHIBIT FRONTAL PARKING IN MOST AREAS



# CLARIFYING QUESTION: PARKING LOCATION | 9. B. ALLOW LIMITED FRONT PARKING IN SOME AREAS

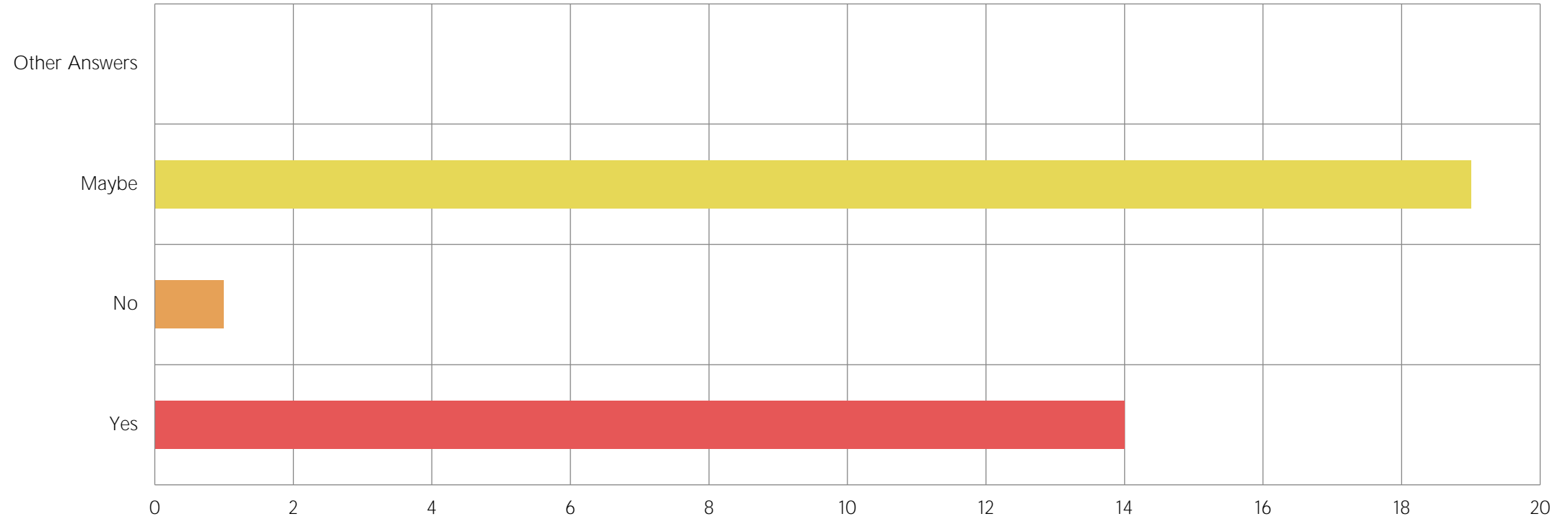


## CLARIFYING QUESTION: FENCES AND WALLS | 10. KEEP FENCE AND WALL STANDARDS

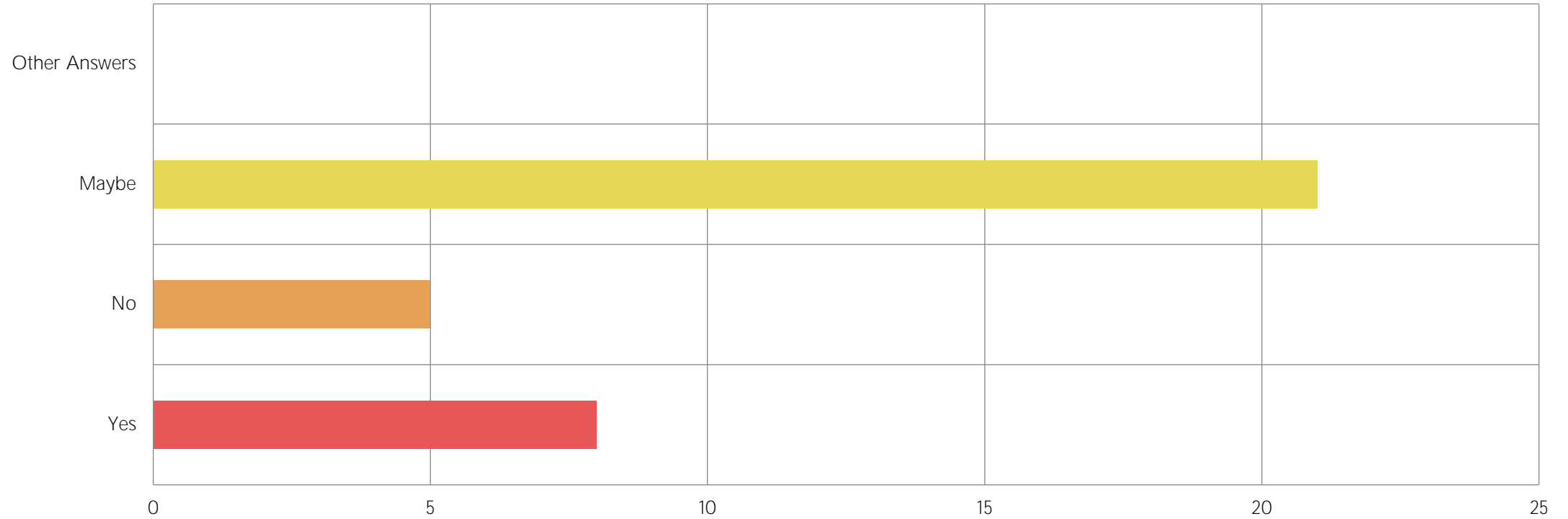




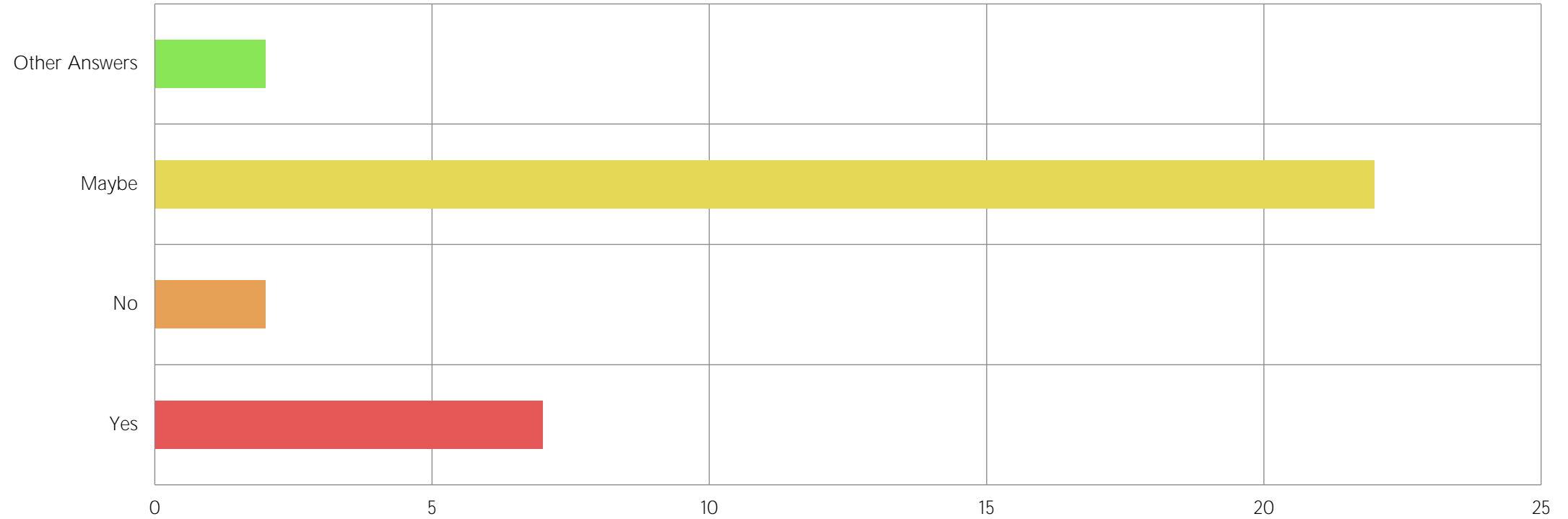
# CLARIFYING QUESTION: FENCES AND WALLS | 10. A. EXPAND RETAINING WALL HEIGHT LIMITS ALONG THE STREET CITYWIDE



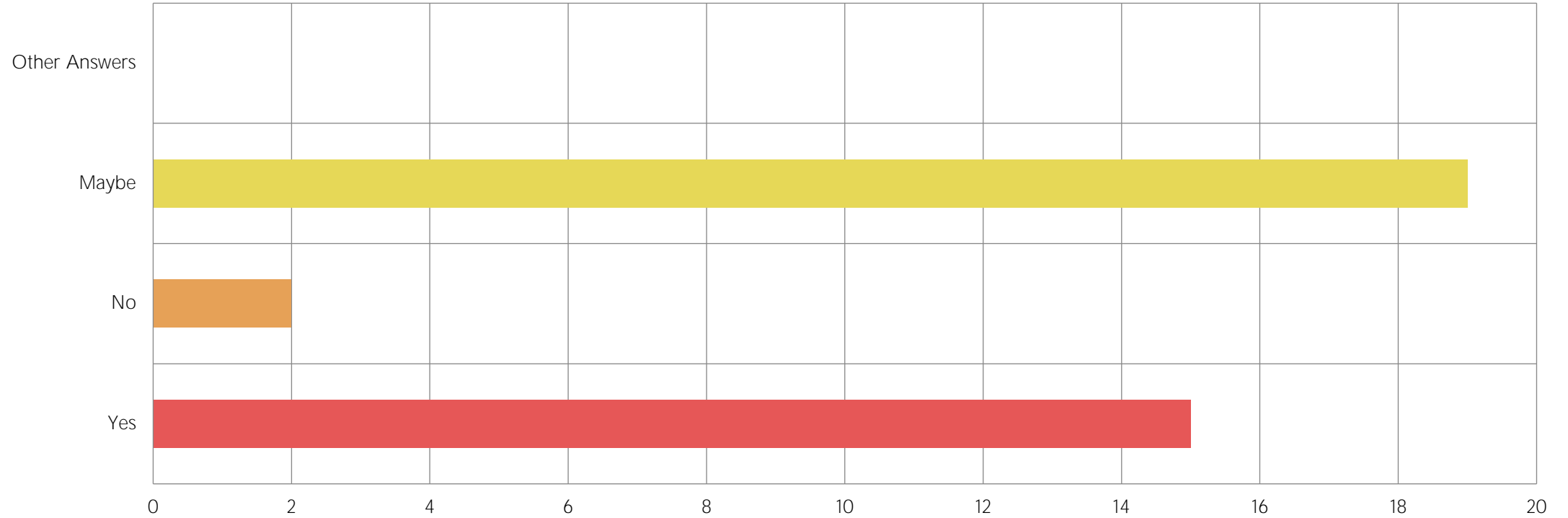
# CLARIFYING QUESTION: FENCES AND WALLS | 10. B. EXEMPT INDUSTRIAL AREAS FROM ANY NEW RETAINING WALL LIMITS



## CLARIFYING QUESTION: STREETSCAPES | 11. KEEP EXISTING STREETSCAPE STANDARDS



## CLARIFYING QUESTION: STREETSCAPES | 12. REQUIRE CONFORMANCE WITH CITY PLANS



GROWTH AREA PRELIMINARY DIRECTION: USE

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# GROWTH AREA PRELIMINARY DIRECTION - USE

Scan here to  
share your  
thoughts  
online



## Primary Question

Do you have any ideas related to **USE** zones in **Growth Areas** that you haven't previously shared in-person or online?

Use the online survey or write your ideas on a sticky note and post it here.

Please ask if you need help!

## Clarifying Questions (Optional)

#Main Concept  
» Secondary Concept

### General Approach

1. Update use groupings and definitions
  - » Group uses by similar impacts, especially off-site impacts
  - » Incorporate modern uses
  - » Create standards for how to classify businesses that combine different types of defined uses

### Maker Spaces

2. Allow small, low-impact light industrial uses/maker spaces in all commercial/mixed-use areas

### Mixed-Use Requirements

3. Update and create mixed-use requirements
  - » Keep requirements in I-Mix, some SPIs
  - » Require for data centers and self storage
4. Require ground floor commercial or flex space
  - » Large multifamily buildings, hotels, and offices buildings; and
  - » Near transit (Growth Areas only)
5. Require small commercial spaces (< 1,200 sf) in large commercial developments
6. Create new ways to control the spread of certain businesses

### Use Standards

7. Create standards to reduce or eliminate impacts of some uses
  - » Drive-thrus and drive-ins
  - » Fuel sales and automotive uses
  - » Data centers
  - » Self-storage
  - » Newly defined uses, especially related to e-commerce

## Prohibition vs. Use Standards

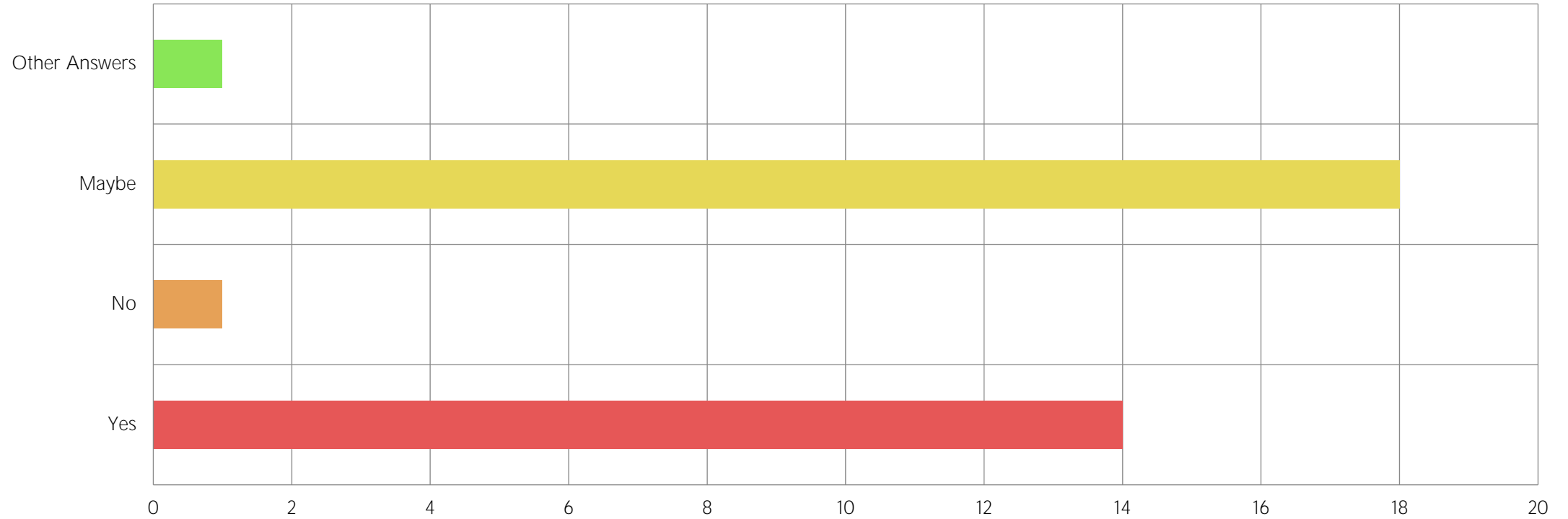
Prohibition freezes a use in time and makes redevelopment very unlikely



## PRIMARY QUESTION: DO YOU HAVE ANY IDEAS RELATED TO USE ZONES IN GROWTH AREAS THAT YOU HAVEN'T PREVIOUSLY SHARED IN-PERSON OR ONLINE?

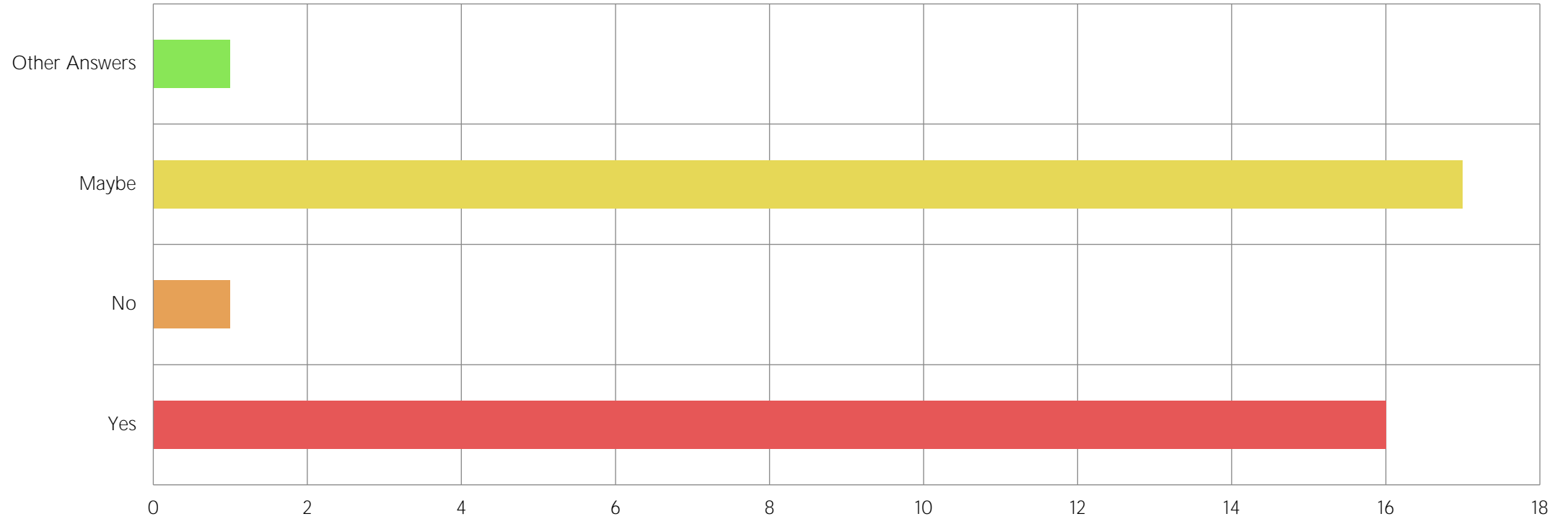
- I LIKE A LOT OF THE CONCEPTS OF MULTIPLE USES REQUIRED IN MIXED USE AREAS, AS WELL AS REQUIRING MIXED USE FOR STORAGE AND DATACENTERS. WHAT IS NOT BEING ADDRESSED IS HOW TO MANAGE WHEN GROWTH AREAS ABUT DIRECTLY AGAINST CONSERVATION AREAS LIKE TRADITIONAL NEIGHBORHOODS. HOW DO WE MANAGE THE GROWTH, TRAFFIC, DENSITY, INFRASTRUCTURE ETC... IN THESE CONFLICTING AREAS.
- I AM SUPPORTIVE OF REQUIRING SMALL COMMERCIAL SPACES IN LARGE COMMERCIAL DEVELOPMENTS AND ANYTHING THAT HELPS TO SUPPORT LOCAL BUSINESSES. I AM ALSO IN SUPPORT OF STANDARDS THAT WOULD REDUCE CERTAIN THINGS LIKE DRIVE-THROUGH'S AND DRIVE INS, AUTOMOTIVE USES, SELF STORAGE AND DATA CENTERS.
- ZONING SHOULD REGULATE FORM AND ENGAGEMENT OF PUBLIC ROW SHOULD BE MUCH MORE LENIENT ON WHAT USES ARE ALLOWED.
- ALLOW SMALL SCALE COMMERCIAL USES IN RESIDENTIAL NEIGHBORHOODS WHERE THE BUILDING CHARACTERISTICS REMAIN THE SAME. REQUIRE THESE TO BE OWNER-OPERATED SO HOUSES AREN'T BOUGHT UP BY INVESTORS TO BE LEASED TO THE HIGHEST BIDDER NO MATTER THE USE. IF A SMALL BUSINESS IS INSIDE A RESIDENTIAL NEIGHBORHOOD, THEN THE BUILDING SHOULD BE OWNED BY THE BUSINESS OWNER.
- YOUR SURVEY QUESTIONS ARE BOTH SO SPECIALIZED AS TO BE UNAPPROACHABLE EVEN AS SOMEONE WHO HAS PLANNING & DEVELOPMENT EXPERIENCE, AND ALSO SO VAGUE AS TO BE USELESS (UPDATE TO WHAT? CHANGE FROM WHAT?)
- INCREASE HOUSING SUPPLY AND PRIORITIZE AFFORDABILITY
- SUNSET LONG-STANDING NONCONFORMING USES OVER 10 YEARS SUCH AS BILLBOARDS & ADULT BUSINESSES
- ABOLISH PARKING MINIMUMS EVERYWHERE
- PRIORITIZE AFFORDABLE HOUSING!
- THE USE AREA IS MY MAIN INTEREST IN THE ZONING REDESIGN. RESTRICTING HUGE SWATHS OF THE CITY TO SINGLE-FAMILY HOUSES OR FORCING A SPATIAL SEPARATION BETWEEN BUSINESS AND RESIDENCE ARE BOTH HIGH-COST, CAR-CENTRIC FACTORS IN CITY DESIGN. ALLOWING USES THAT BETTER MIX RESIDENCES AND DAILY NEEDS IMPROVES WALKABILITY AND REDUCES THE NEED FOR A CAR, WHICH IS A MAJOR EXPENSE. REMOVING THE SINGLE-FAMILY RESTRICTION OPENS THE DOOR NOT ONLY TO LARGE COMPLEXES BUT MISSING MIDDLE HOUSING (2-16 UNIT BUILDINGS). THE MISSING MIDDLE ALSO OPENS UP OPPORTUNITY ON THE BUILDERS' END WHERE SMALLER INVESTMENTS AND SIMPLER BUILDS ENABLE MORE ENTRANTS AND EXPERIMENTATION THAN NATIONAL DEVELOPMENT COMPANIES.

# CLARIFYING QUESTION: GENERAL APPROACH | 1. UPDATE USE GROUPINGS AND DEFINITIONS

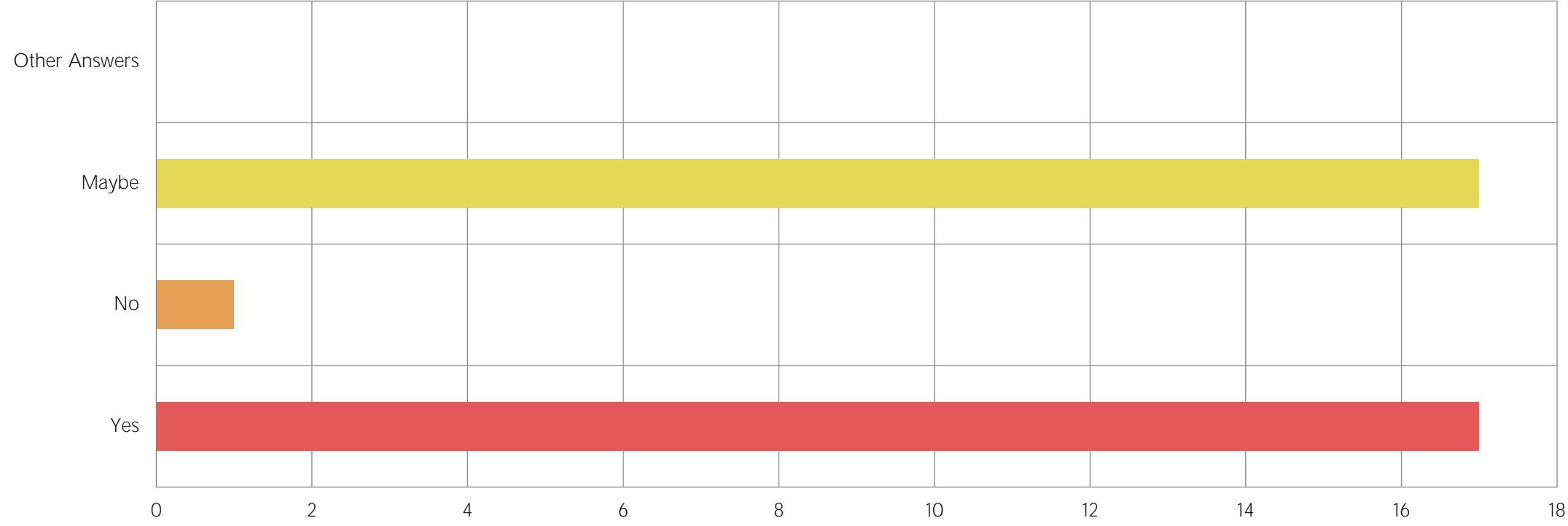




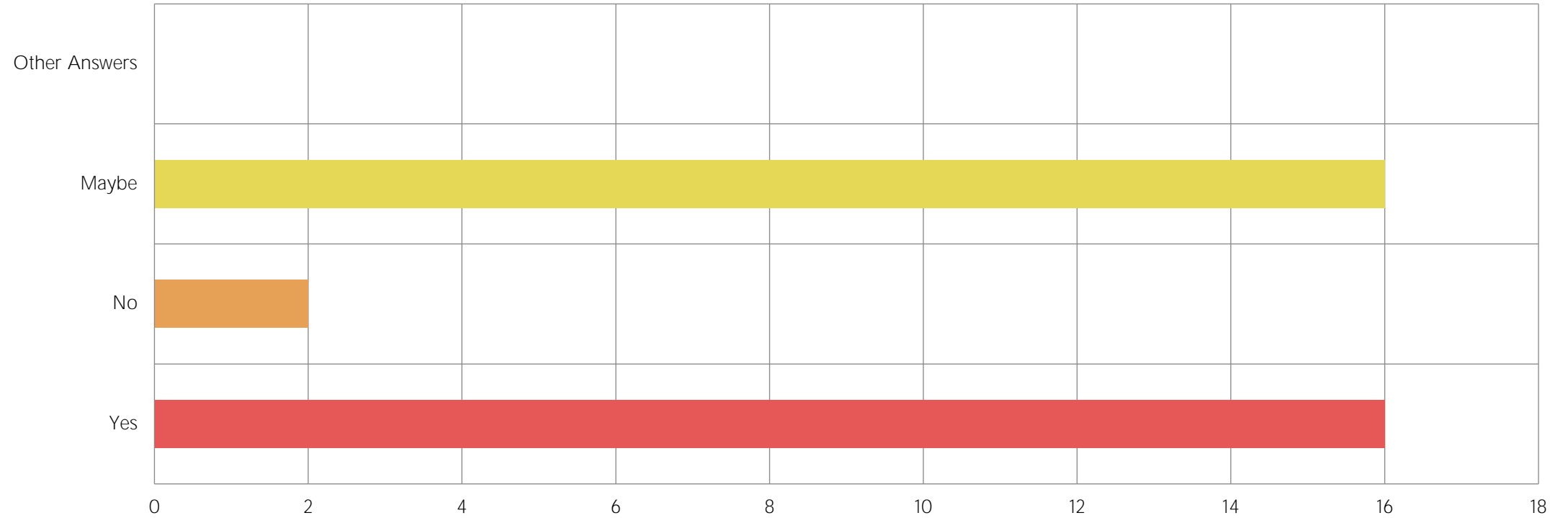
# CLARIFYING QUESTION: GENERAL APPROACH | 1. A. GROUP USES BY SIMILAR IMPACTS, ESPECIALLY OFF-SITE IMPACTS



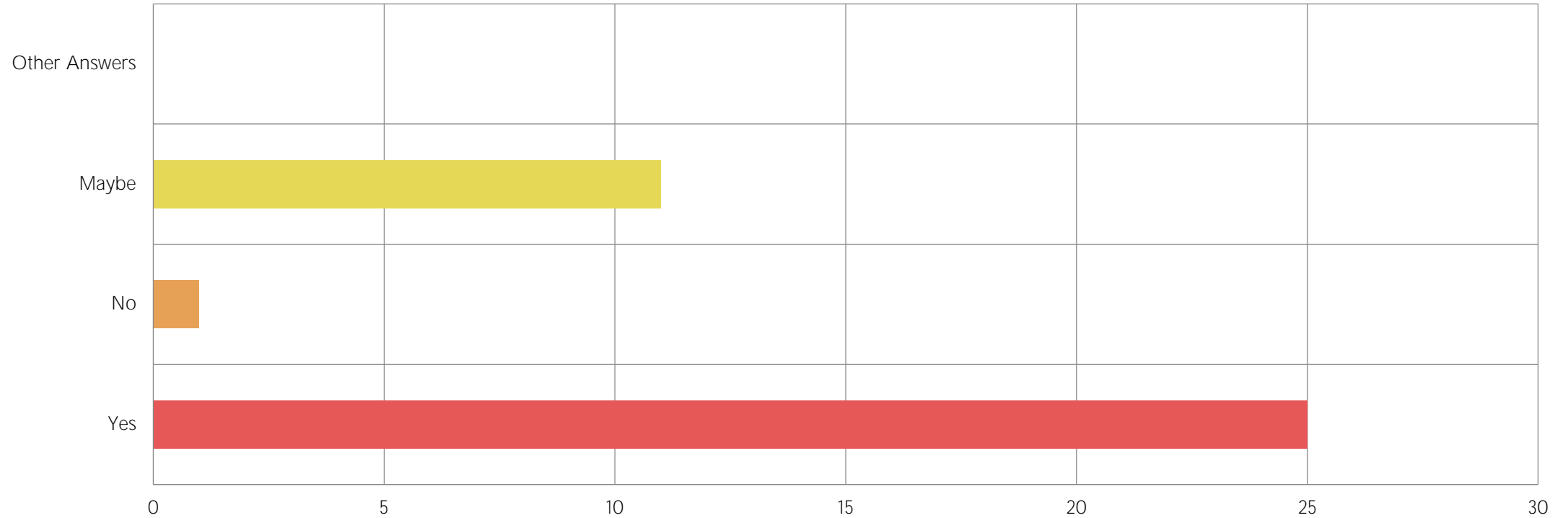
# CLARIFYING QUESTION: GENERAL APPROACH | 1. B. INCORPORATE MODERN USES



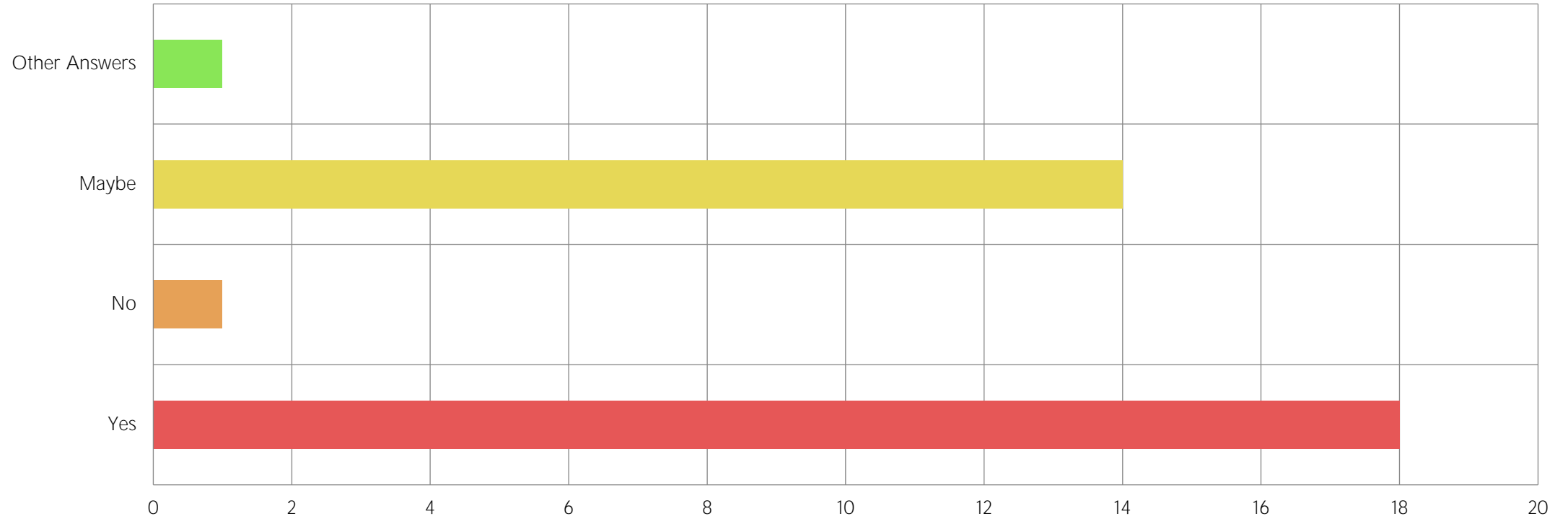
# CLARIFYING QUESTION: GENERAL APPROACH | 1. C. CREATE STANDARDS FOR HOW TO CLASSIFY BUSINESSES THAT COMBINE DIFFERENT TYPES OF DEFINED USES



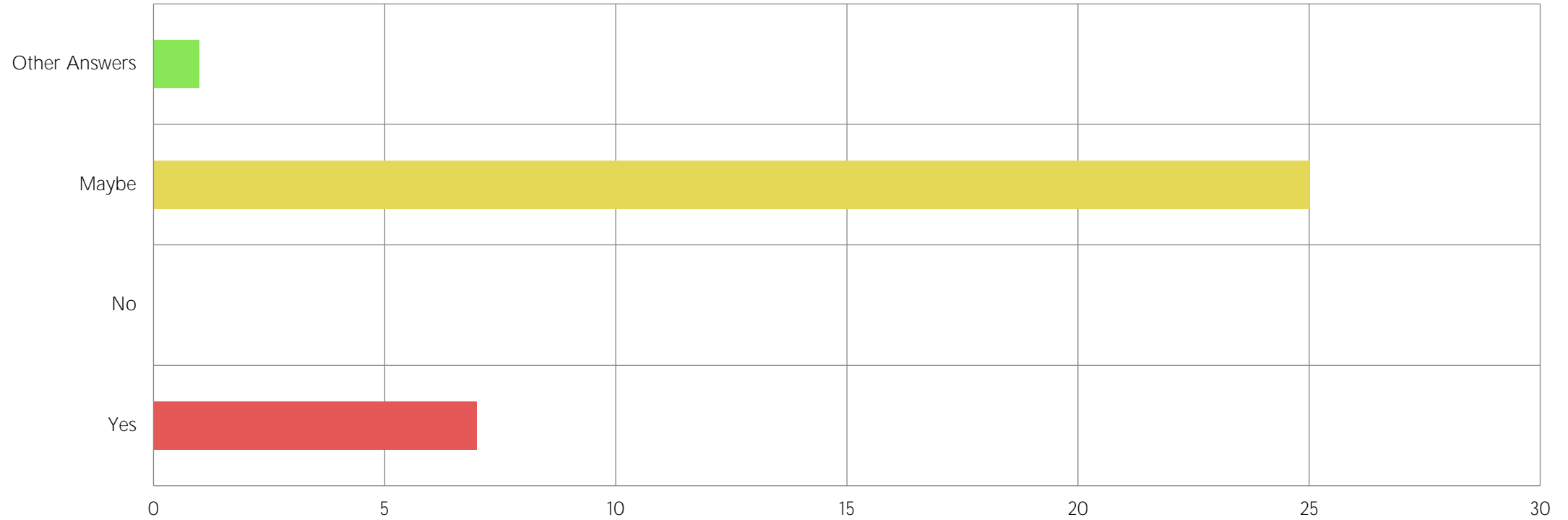
## CLARIFYING QUESTION: MAKER SPACES | 2. ALLOW SMALL, LOW-IMPACT LIGHT INDUSTRIAL USES/MAKER SPACES IN ALL COMMERCIAL/MIXED-USE AREAS



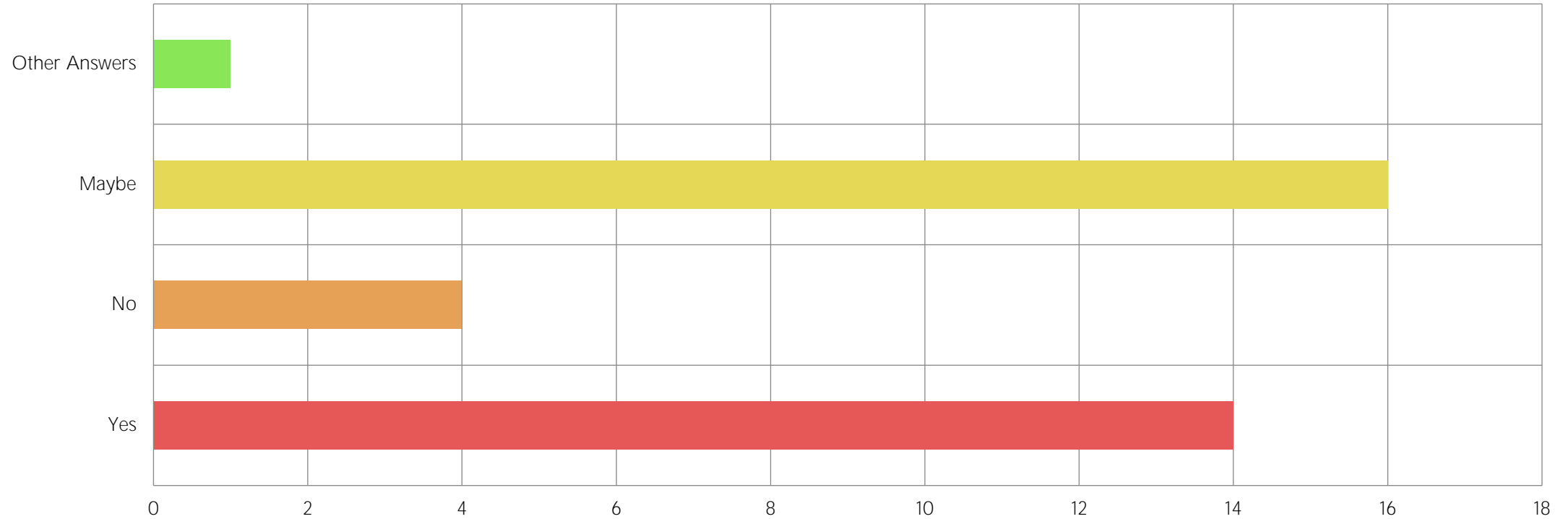
# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 3. UPDATE AND CREATE MIXED-USE REQUIREMENTS FOR SOME SITUATIONS



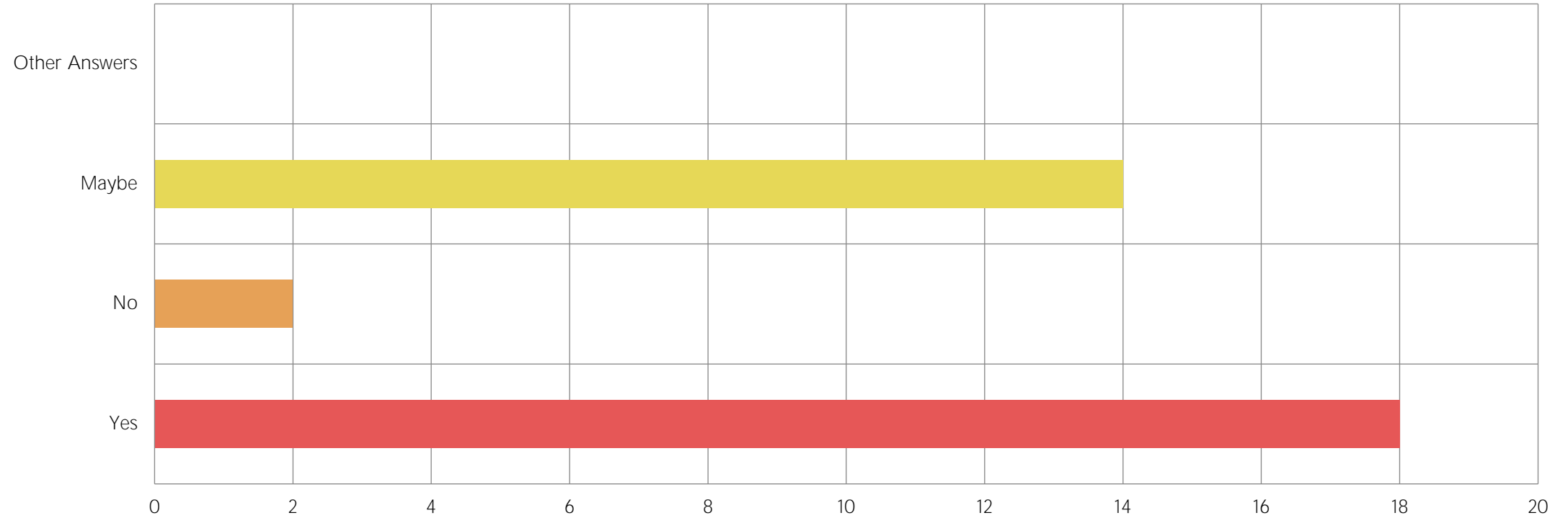
# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 3. A. KEEP EXISTING MIXED-USE REQUIREMENTS IN I-MIX, SOME SPIS (I.E., WHERE THEY EXIST TODAY)



CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 3. B. ONLY ALLOW DATA CENTERS AND SELF-STORAGE WHEN THEY ARE PART OF MIXED-USE DEVELOPMENTS (I.E., PROHIBIT SINGLE-USE DATA CENTERS OR SELF-STORAGE)

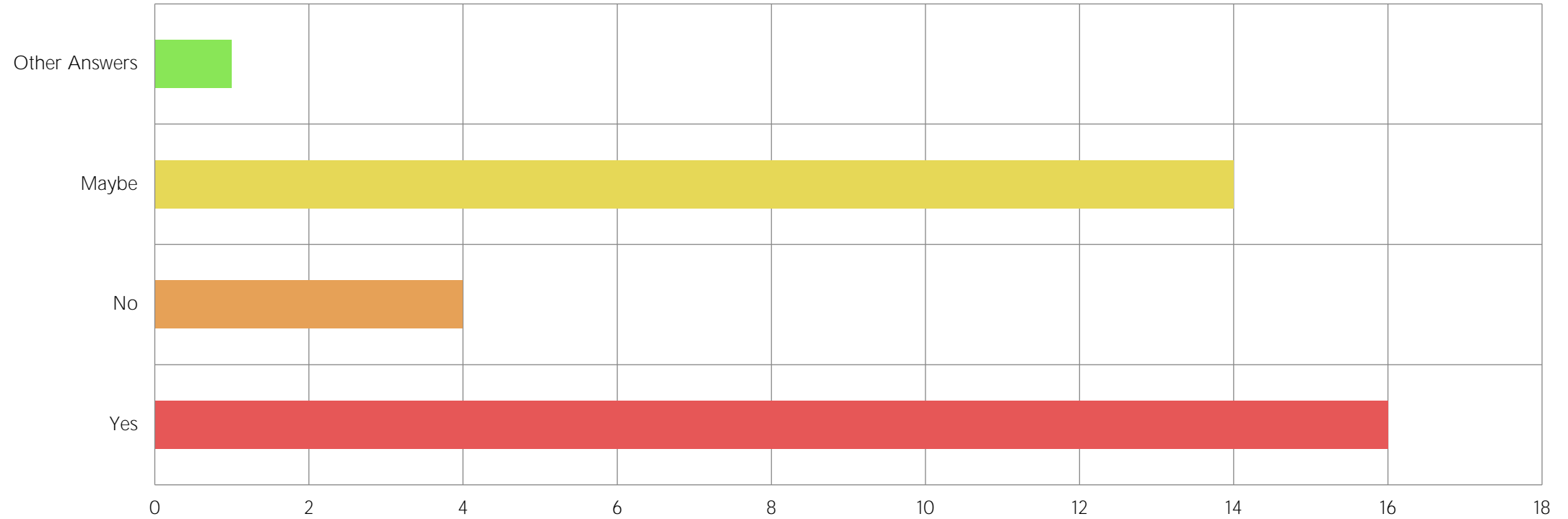


# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 4. CONTINUE TO REQUIRE GROUND STORY COMMERCIAL OR FLEX SPACE IN SOME SITUATIONS

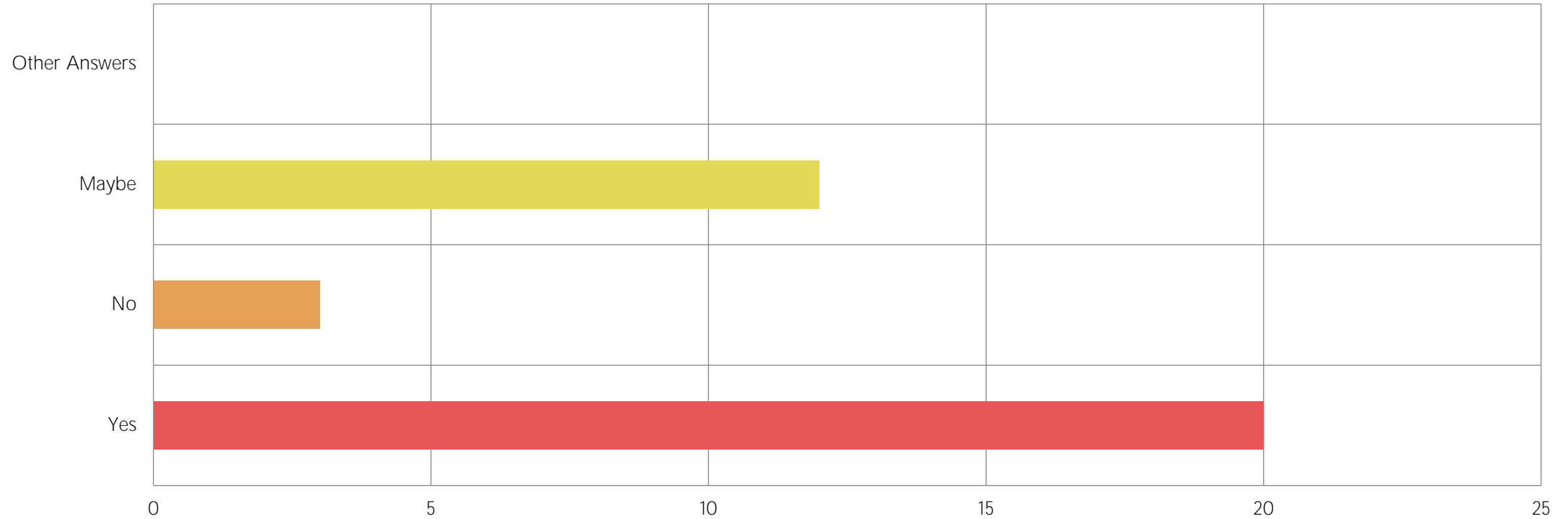




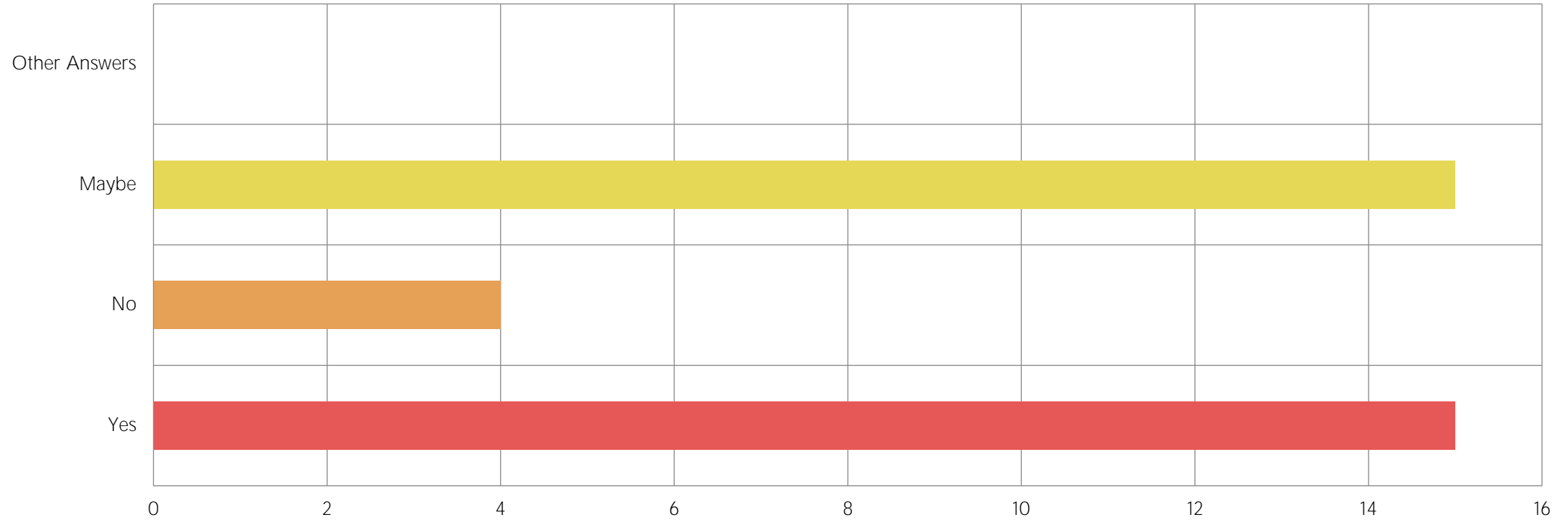
# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 4. A. REQUIRE GROUND STORY COMMERCIAL OR FLEX SPACE IN LARGE MULTIFAMILY BUILDINGS, HOTELS, AND OFFICES BUILDINGS



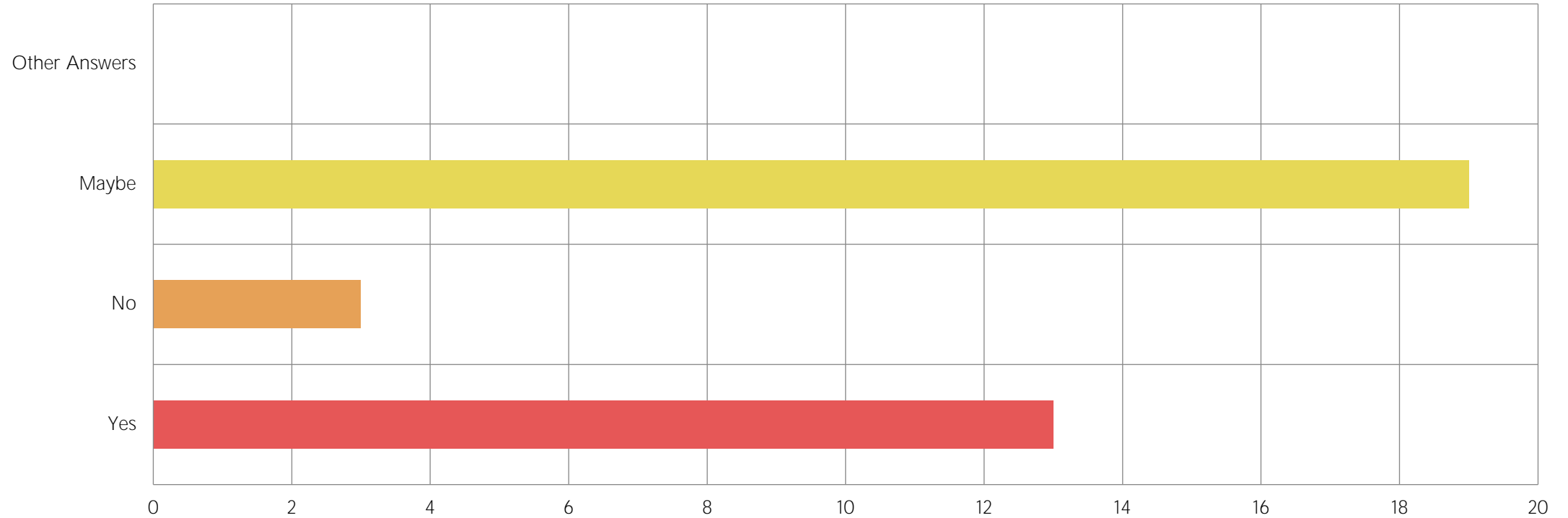
# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 4. B. REQUIRE GROUND STORY COMMERCIAL OR FLEX SPACE NEAR TRANSIT (GROWTH AREAS ONLY)



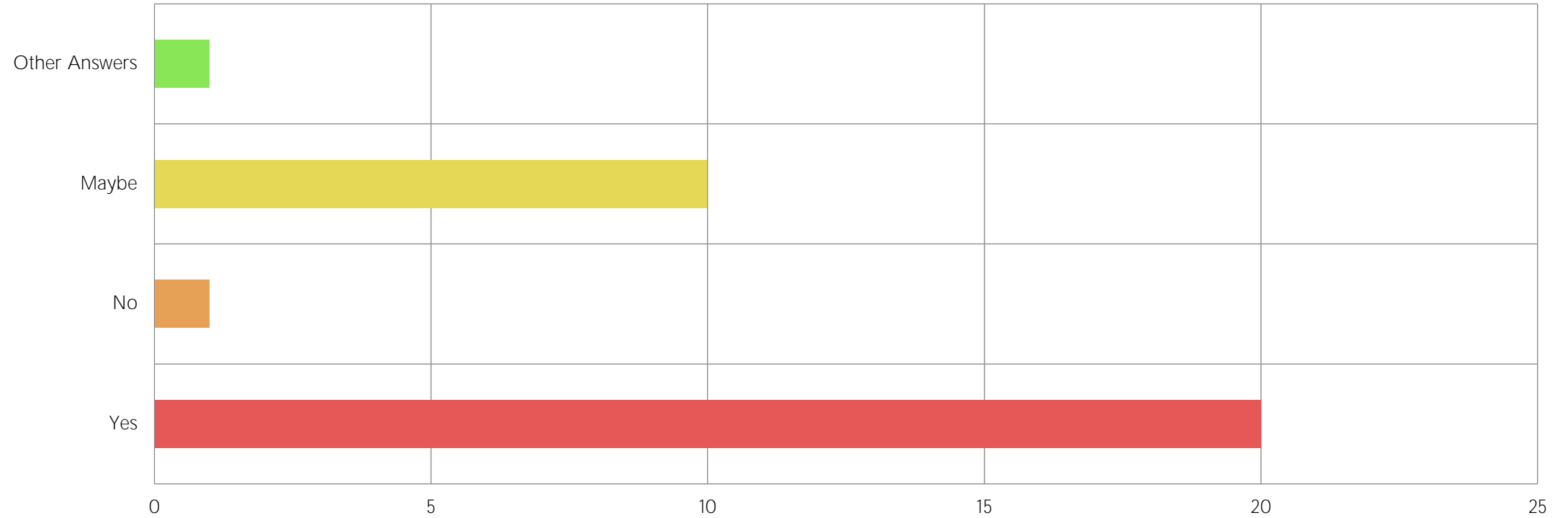
# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 5. REQUIRE SMALL COMMERCIAL SPACES (MAX. 1,200 SF) IN LARGE COMMERCIAL DEVELOPMENTS



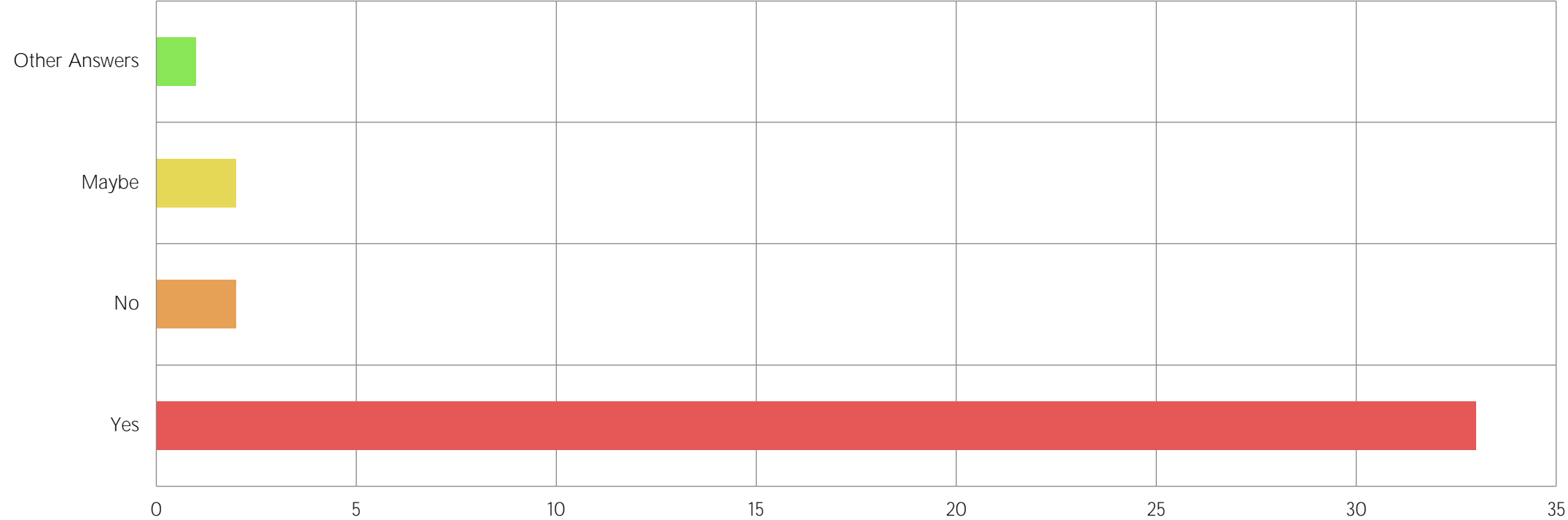
# CLARIFYING QUESTION: MIXED-USE REQUIREMENTS | 6. CREATE NEW WAYS TO CONTROL THE SPREAD OF CERTAIN BUSINESSES



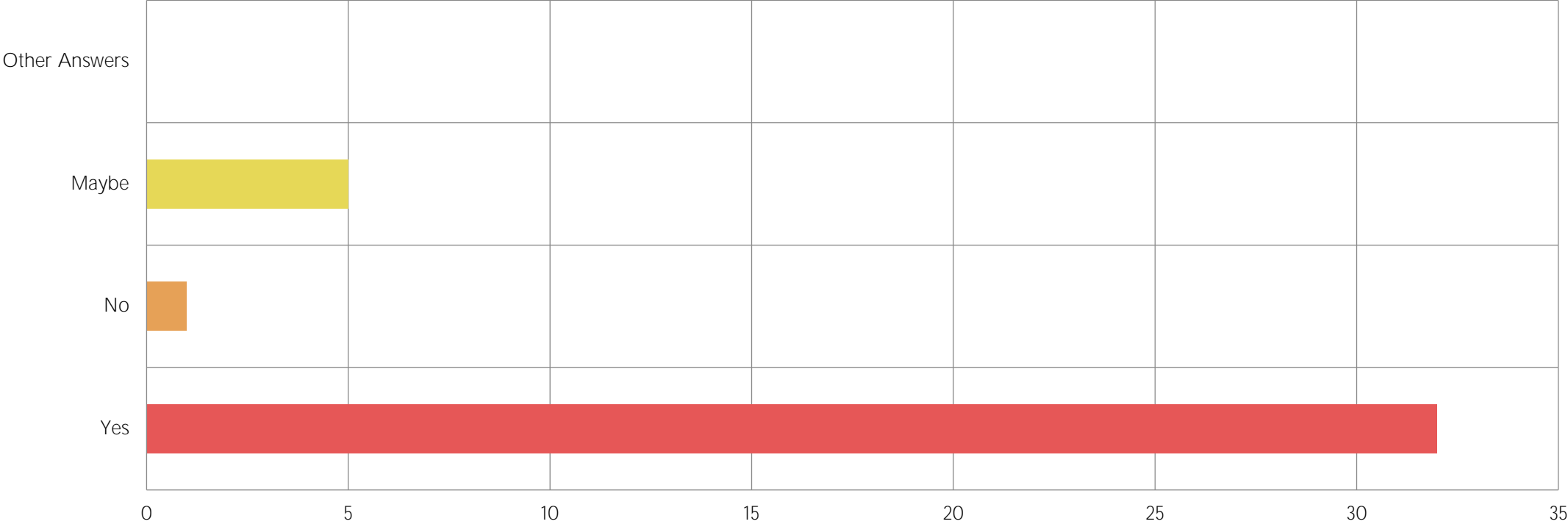
# CLARIFYING QUESTION: USE STANDARDS | 7. CREATE STANDARDS TO REDUCE OR ELIMINATE IMPACTS OF SOME USES



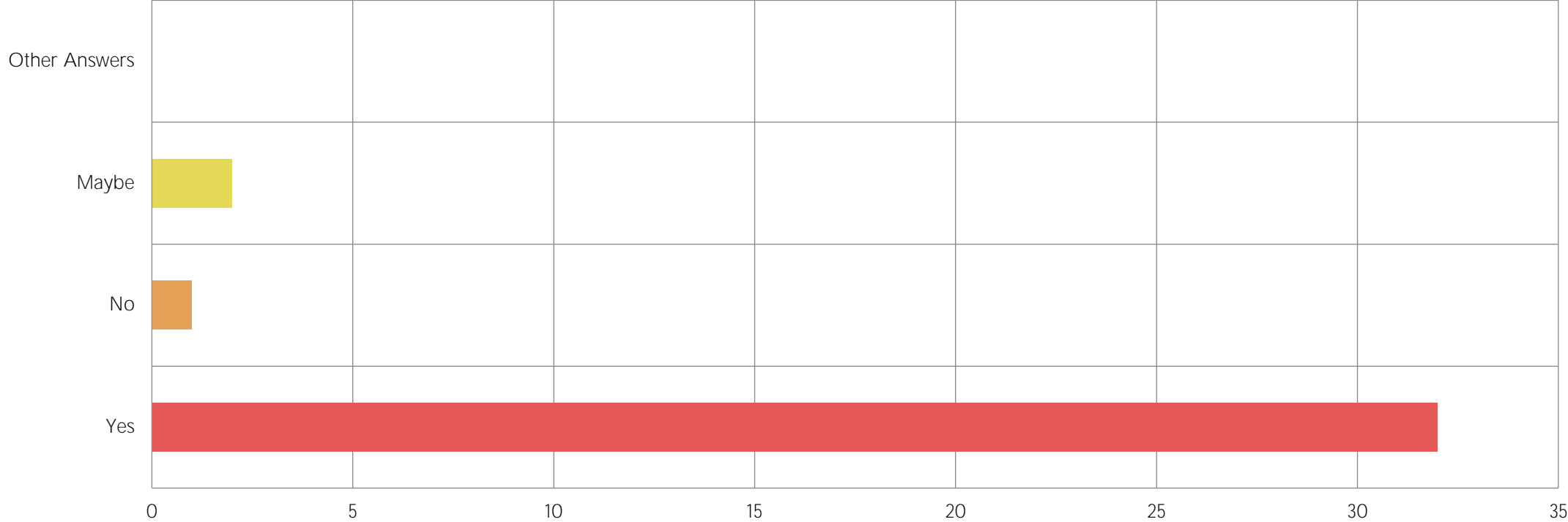
# CLARIFYING QUESTION: USE STANDARDS | 7. A. CREATE USE STANDARDS FOR DRIVE-THRUS AND DRIVE-INS



# CLARIFYING QUESTION: USE STANDARDS | 7. B. CREATE USE STANDARDS FOR FUEL SALES AND AUTOMOTIVE USES

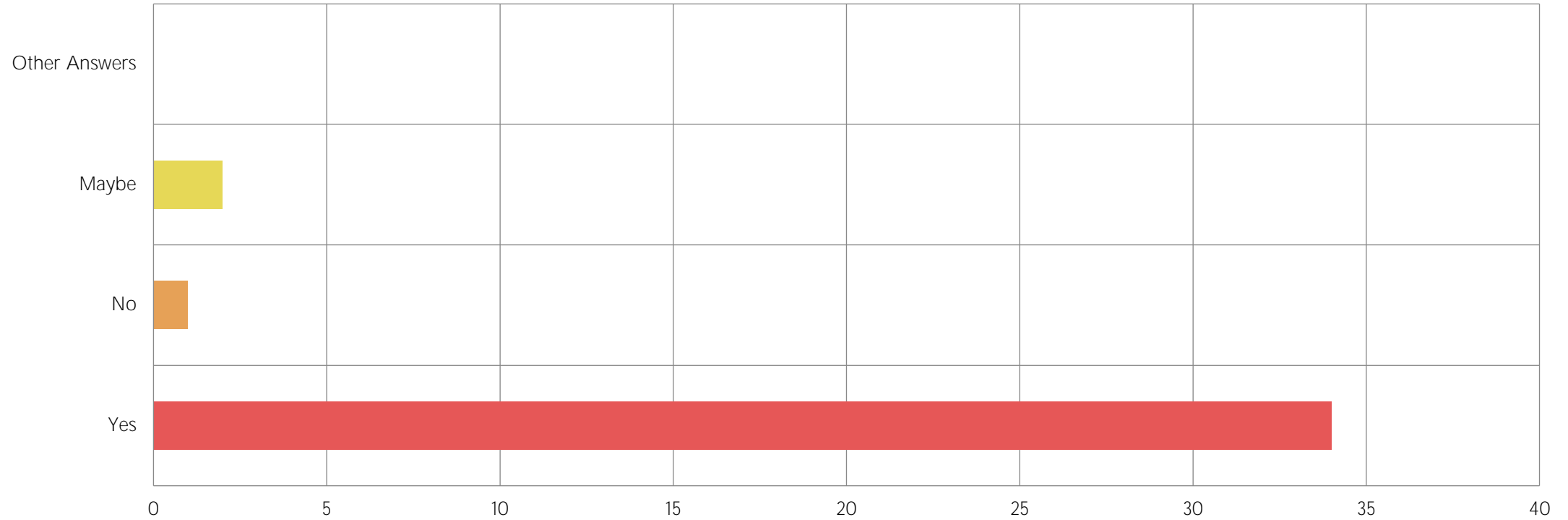


CLARIFYING QUESTION: USE STANDARDS | 7. C. CREATE USE STANDARDS FOR DATA CENTERS (IN ADDITION TO THE MIXED-USE REQUIREMENT NOTED ABOVE)

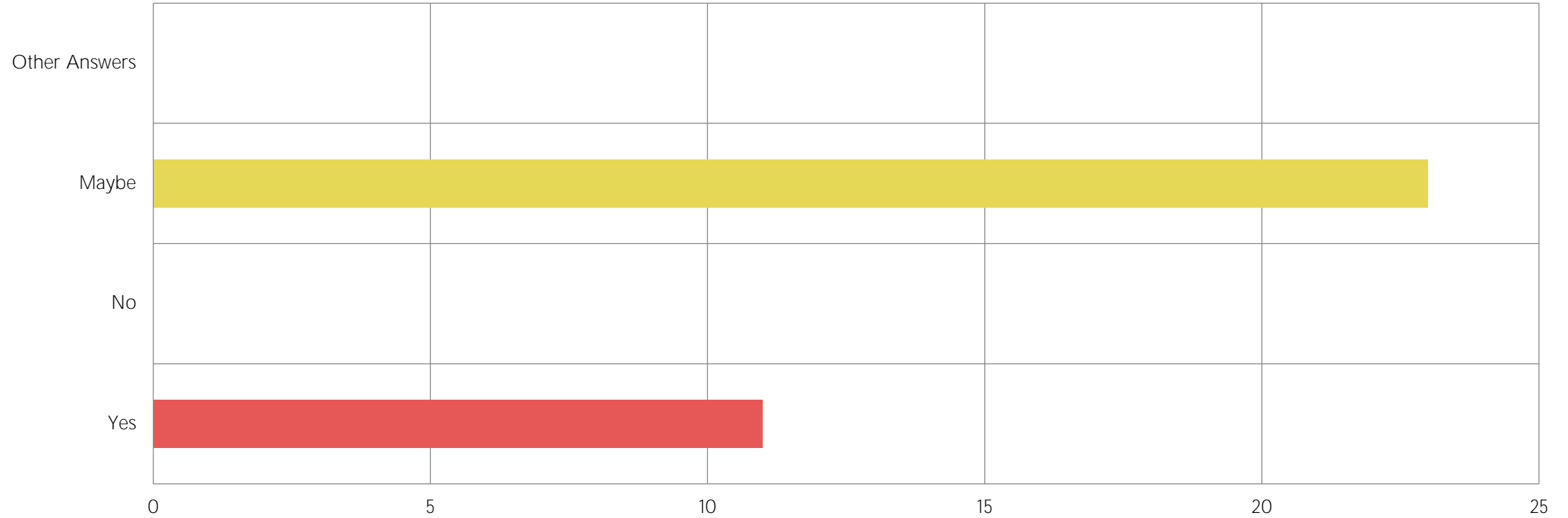




CLARIFYING QUESTION: USE STANDARDS | 7. D. CREATE USE STANDARDS FOR SELF-STORAGE (IN ADDITION TO THE MIXED-USE REQUIREMENT NOTED ABOVE)



# CLARIFYING QUESTION: USE STANDARDS | 7. E. CREATE USE STANDARDS FOR NEWLY-DEFINED USES, ESPECIALLY RELATED TO E-COMMERCE



# GROWTH AREA PRELIMINARY DIRECTION: SITE

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# GROWTH AREA PRELIMINARY DIRECTION - SITE

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share your  
thoughts  
online



## Primary Question

Do you have any ideas related to **SITE** zones in **Growth Areas** that you haven't previously shared in-person or online?

Use the online survey or write your ideas on a sticky note and post it here.

Please ask if you need help!

## Clarifying Questions (Optional)

#Main Concept  
» Secondary Concept

### Bicycle Parking and Access

1. Increase bicycle parking requirements in some areas
  - » Link requirements to demand
2. Remove existing upper limit on the amount of bicycle parking spaces required

### Vehicle Parking and Access

3. Consolidate vehicle parking standards
  - » Remove the few remaining minimum requirements
  - » Add maximum limits where they don't exist and link them to context and alternative transportation access
4. Develop standards for variance requests to exceed a parking maximum
5. Keep driveway and curb cut standards
6. Keep and expand incentives for alley use



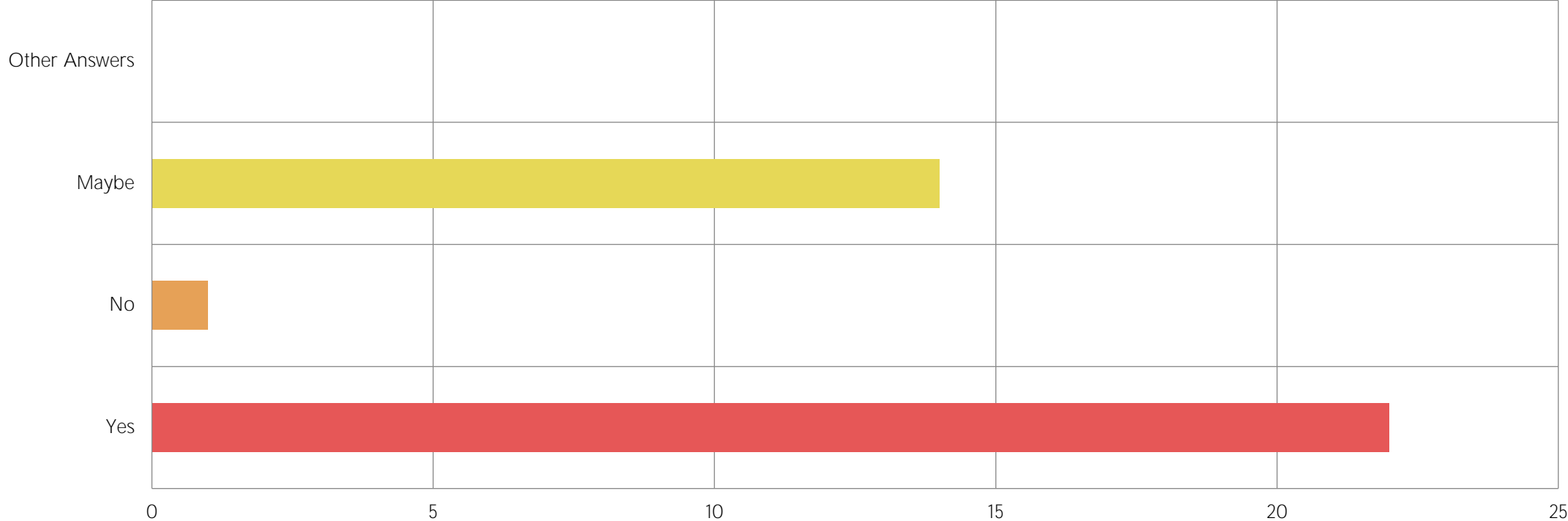
### All Sites

7. Update existing block layout and connectivity standards
  - » Define blocks by traditional streets, shared spaces, or bicycle/pedestrian streets, but not driveways
8. Expand the types of transitions next to less intense areas
  - » Consolidate height transitions with buffers/screening
  - » Use existing transitional height plane, or
  - » Step backs where a height plane is not appropriate
9. Continue to prohibit some uses in transitions
  - » Drive-thru lanes and service windows, vehicular repairs, etc.
10. Expand existing screening standards for certain site features citywide
  - » Dumpsters
  - » Loading docks
  - » Mechanical features
  - » Outdoor storage areas, including vehicle fleets
11. Create consistent outdoor lighting standards
  - » Standards for parking lot
  - » Standards for lights directed towards residential uses

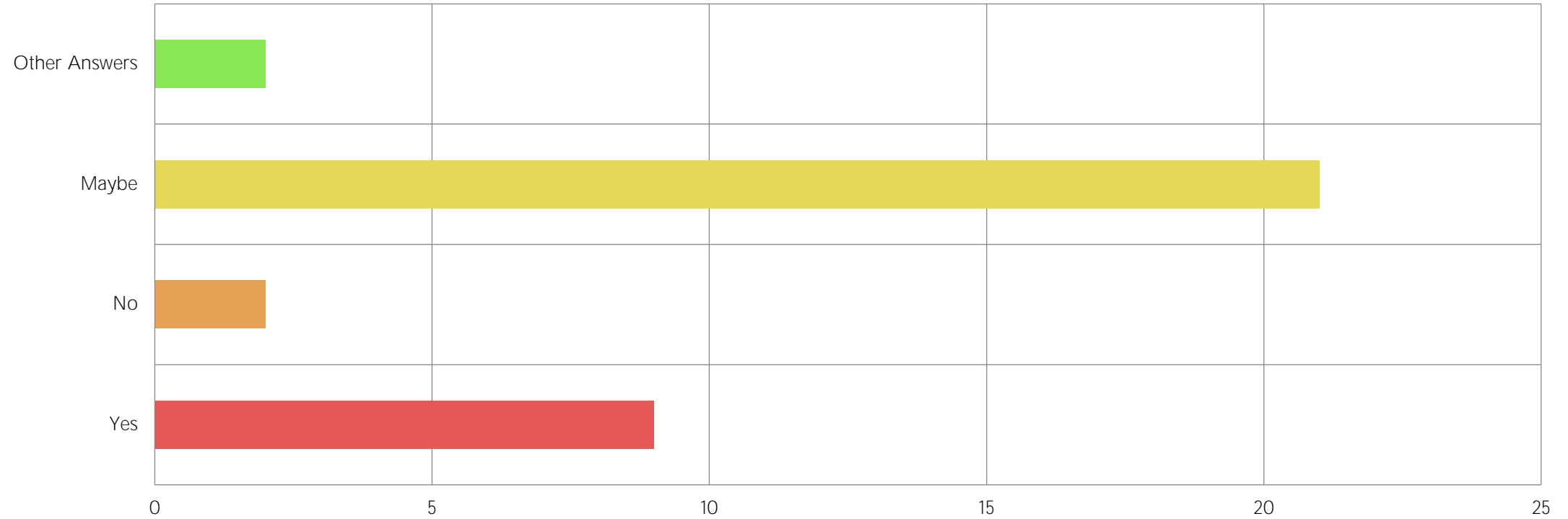
## PRIMARY QUESTION: DO YOU HAVE ANY IDEAS RELATED TO SITE ZONES IN GROWTH AREAS THAT YOU HAVEN'T PREVIOUSLY SHARED IN-PERSON OR ONLINE?

- I AM IN STRONG SUPPORT OF INCREASING BICYCLE PARKING AND ACCESS & REMOVING UPPER LIMITS ON BIKE SPACES. WOULD ALSO LOVE TO SEE THIS INCLUDE GUIDANCE ON WHAT THE BIKE PARKING WOULD LOOK LIKE. THERE ARE SEVERAL EXAMPLES AROUND THE CITY THAT ARE EXTREMELY IMPRACTICAL TO ACTUALLY USE AS A BIKE LOCK. PLEASE, PLEASE, PLEASE REMOVE PARKING MINIMUMS AND ADD PARKING MAXIMUM LIMITS. DO WHATEVER YOU CAN TO INCREASE ALTERNATE TRANSPORTATION USE WHETHER IT BE WALKING, BIKING, MICRO MOBILITY, OR TRANSIT. I AM IN STRONG SUPPORT OF PROVIDING ALTERNATE OPTIONS TO DRIVING. I WOULD LOVE TO SEE AN INCREASE IN SHARED STREETS AND BICYCLE AND PEDESTRIAN STREETS. I LIVED IN SPAIN FOR A YEAR AND MY FAVORITE PART WAS THAT THE STREETS BECAME EXTRA SEATING FOR RESTAURANTS EVERY NIGHT. THE SENSE OF COMMUNITY THAT GIVES IS UNMATCHED ANYWHERE THAT I HAVE FOUND HERE IN ATLANTA. I'M ALSO IN SUPPORT OF THE PROPOSED SCREENING STANDARDS FOR DUMPSTERS, LOADING DOCKS, ETC. AND THE PROPOSED OUTDOOR LIGHTING STANDARDS.
- CITY SHOULD ADD MORE BIKE PARKING, CANOPIES FOR SHADE AND WATER-RELATED AMENITIES ON CITY OWNED PROPERTY IN HIGHLY TRAFFICKED AREAS AND REQUIRE IT OF ORGANIZATIONS LIKE MARTA WHEN CREATING NEW INFRASTRUCTURE LIKE THE STREETCAR EXTENSION
- THESE SURVEYS ARE NOT CONDUCIVE TO GETTING ACTUAL ANSWERS FOR WHAT PEOPLE WANT BECAUSE THEY ARE SPEAKING IN ANOTHER LANGUAGE. IT WOULD BE BETTER TO HAVE PICTURES AND SIMPLE EXPLANATION VERSUS ALL THE TECHNICAL JARGON.
- YES -- I AM FAIRLY NEW TO THIS.
- INCREASE HOUSING SUPPLY AND PRIORITIZE AFFORDABILITY
- LEGALIZE MORE HOMES & JOBS
- ALLOW MORE DEVELOPMENT IN THE CITY. STOP MAKING REGULATIONS FOR AESTHETIC CONCERNS LIKE TRANSITION PLANES- IT'S VERY DAMAGING TO AFFORDABILITY AND DEVELOP-ABLE AREA.
- NO

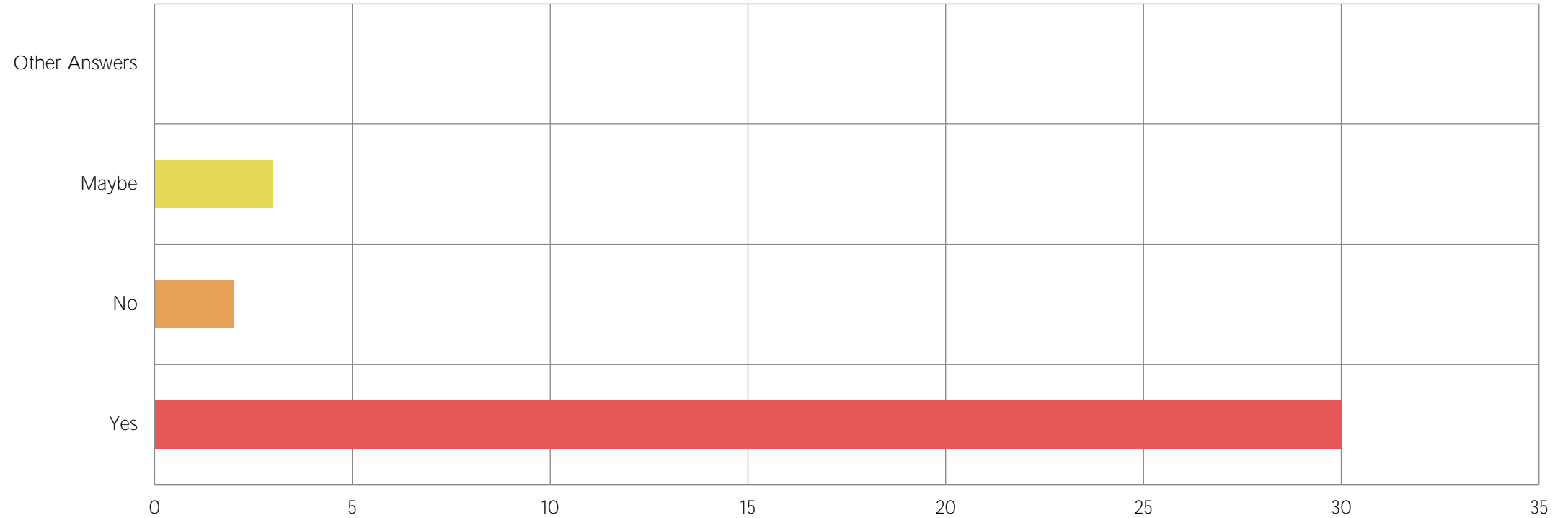
# CLARIFYING QUESTION: BICYCLE PARKING AND ACCESS | 1. INCREASE BICYCLE PARKING REQUIREMENTS IN SOME AREAS



# CLARIFYING QUESTION: BICYCLE PARKING AND ACCESS | 1.A. LINK BICYCLE PARKING REQUIREMENTS TO DEMAND

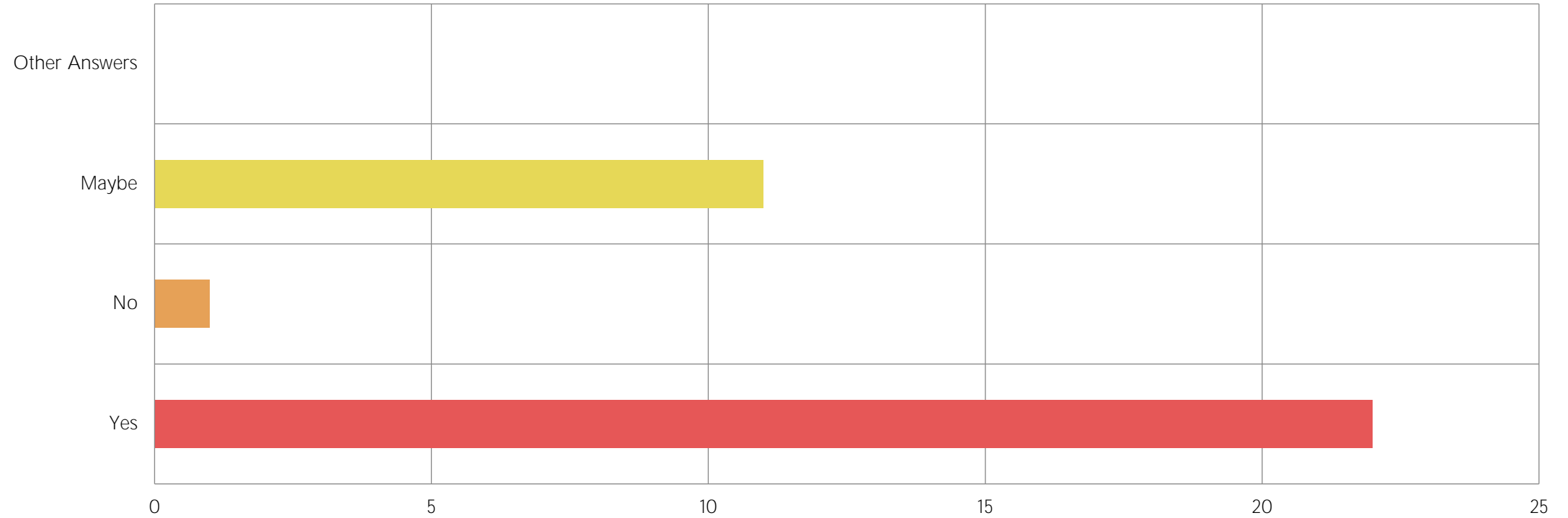


## CLARIFYING QUESTION: BICYCLE PARKING AND ACCESS | 2. REMOVE EXISTING UPPER LIMIT ON THE AMOUNT OF BICYCLE PARKING SPACES REQUIRED

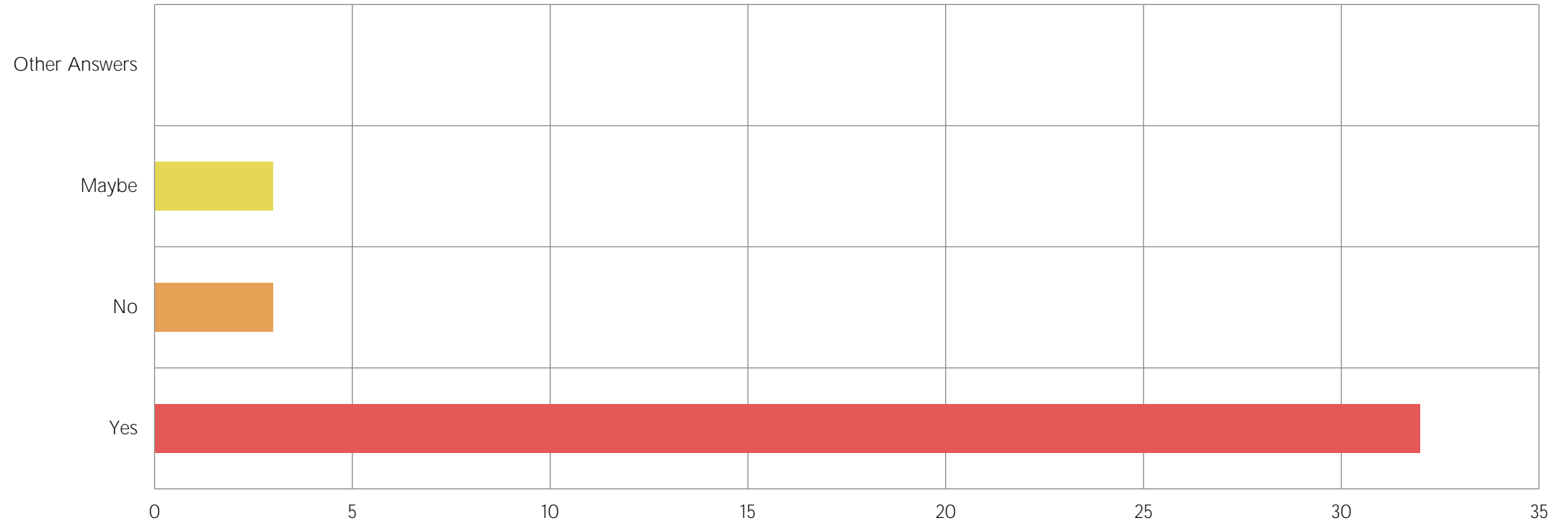




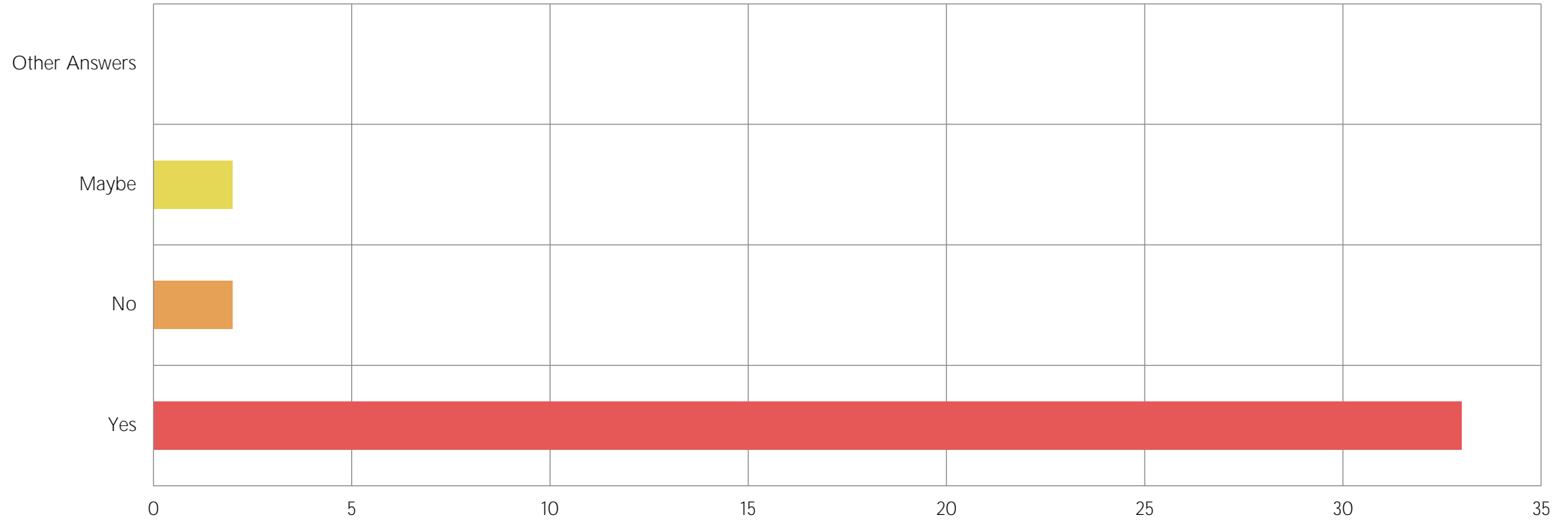
# CLARIFYING QUESTION: VEHICLE PARKING AND ACCESS | 3. CONSOLIDATE VEHICLE PARKING STANDARDS



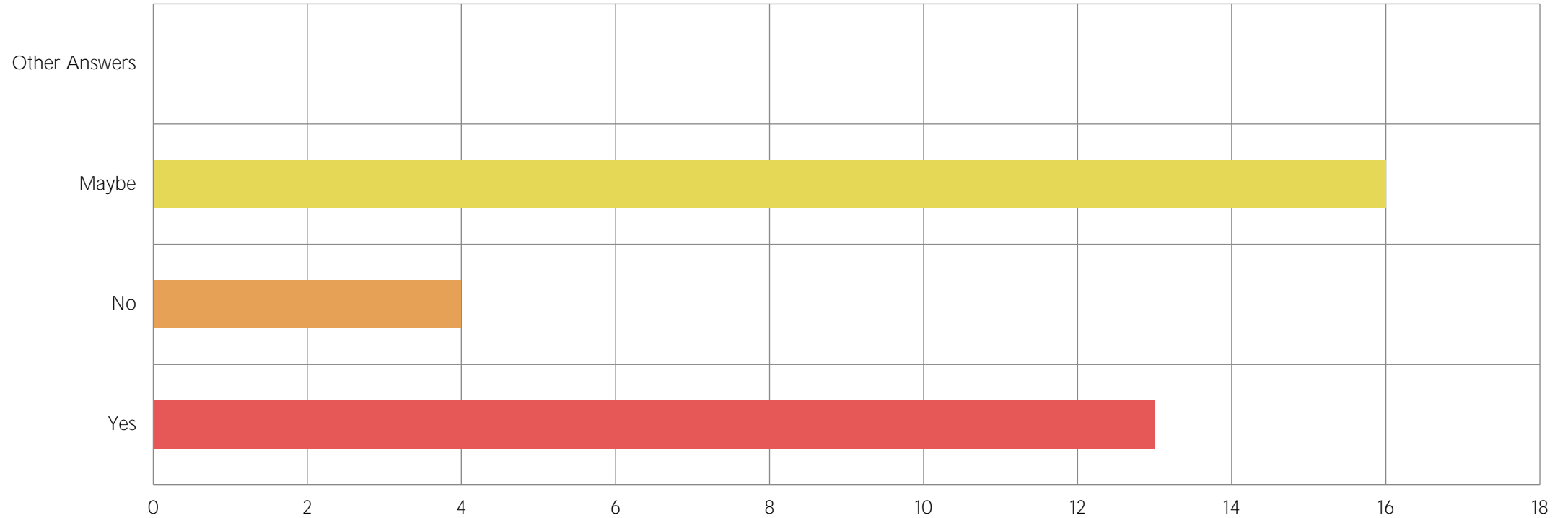
# CLARIFYING QUESTION: VEHICLE PARKING AND ACCESS | 3. A. REMOVE THE FEW REMAINING MINIMUM VEHICLE PARKING REQUIREMENTS



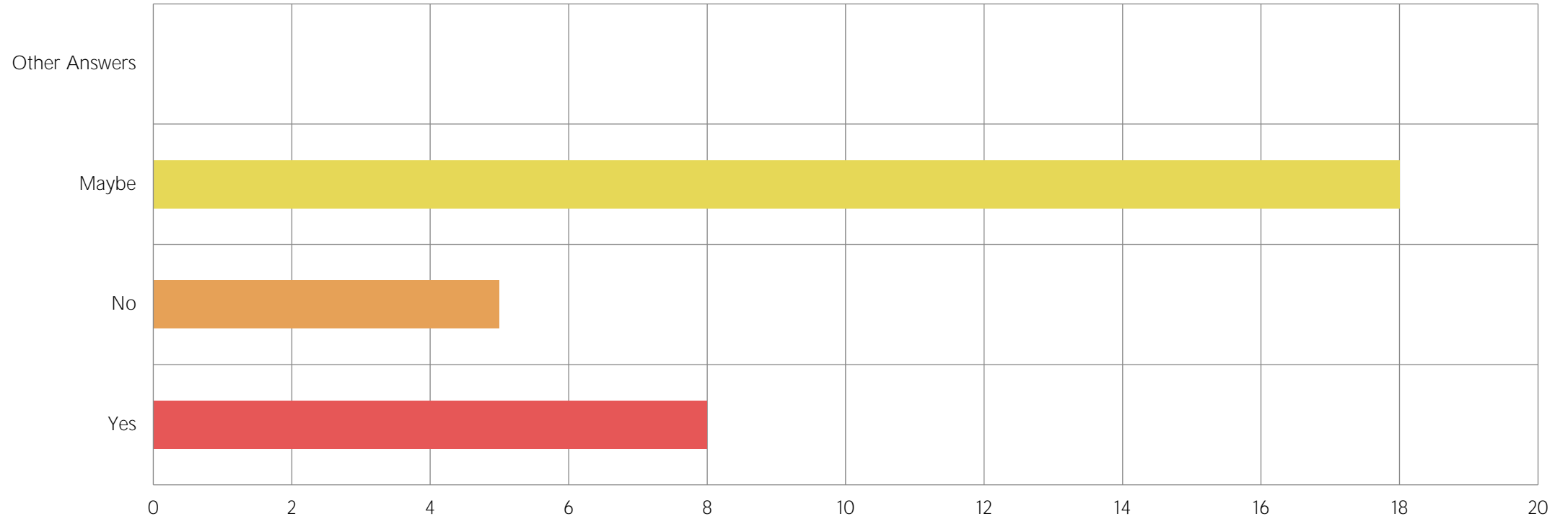
# CLARIFYING QUESTION: VEHICLE PARKING AND ACCESS | 3. B. ADD MAXIMUM VEHICLE PARKING LIMITS WHERE THEY DON'T EXIST AND LINK THEM TO CONTEXT AND ALTERNATIVE TRANSPORTATION ACCESS



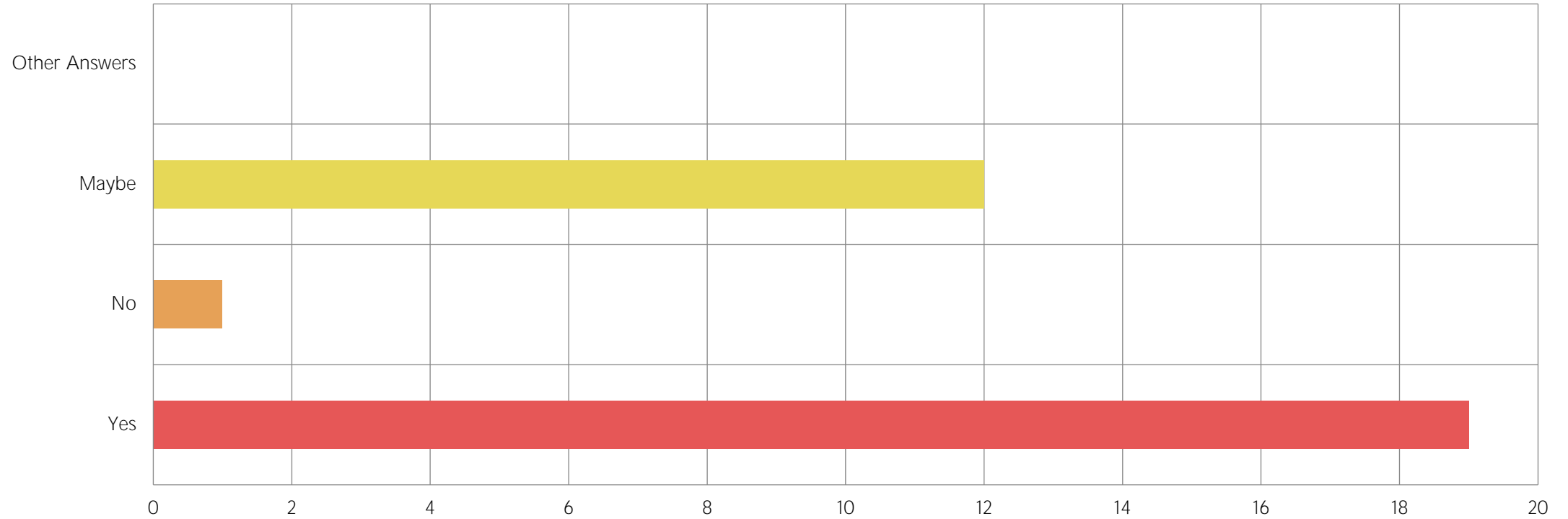
# CLARIFYING QUESTION: VEHICLE PARKING AND ACCESS | 4. DEVELOP STANDARDS FOR VARIANCE REQUESTS TO EXCEED A VEHICLE PARKING MAXIMUM



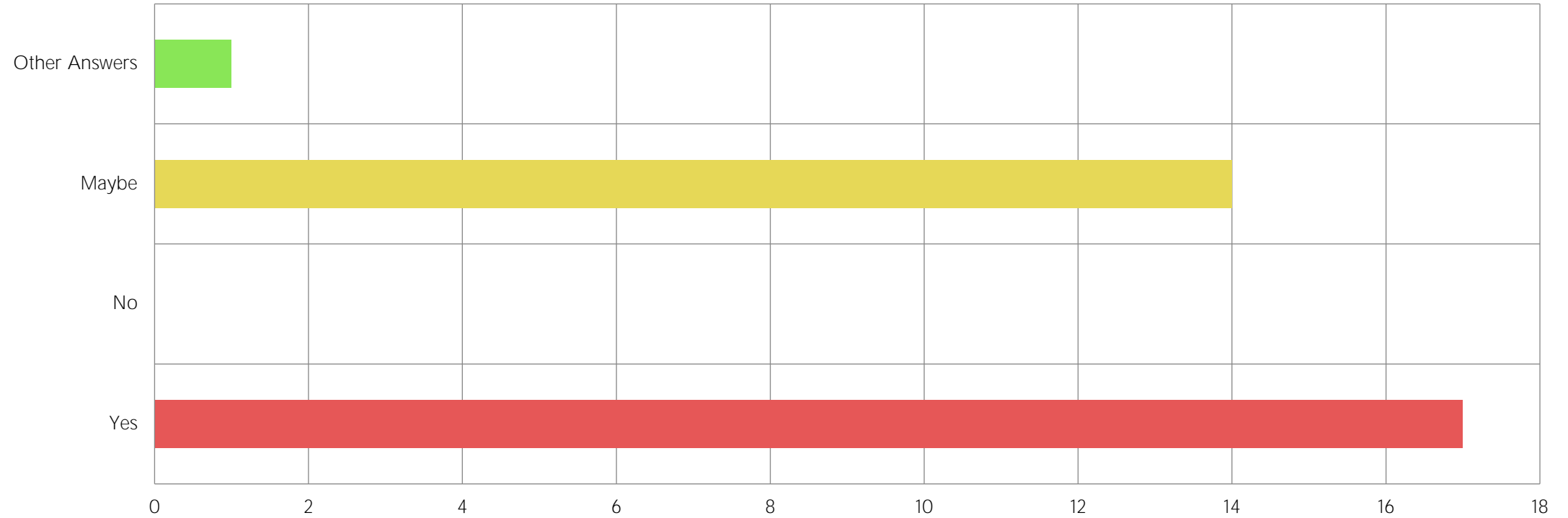
# CLARIFYING QUESTION: VEHICLE PARKING AND ACCESS | 5. KEEP DRIVEWAY AND CURB CUT STANDARDS



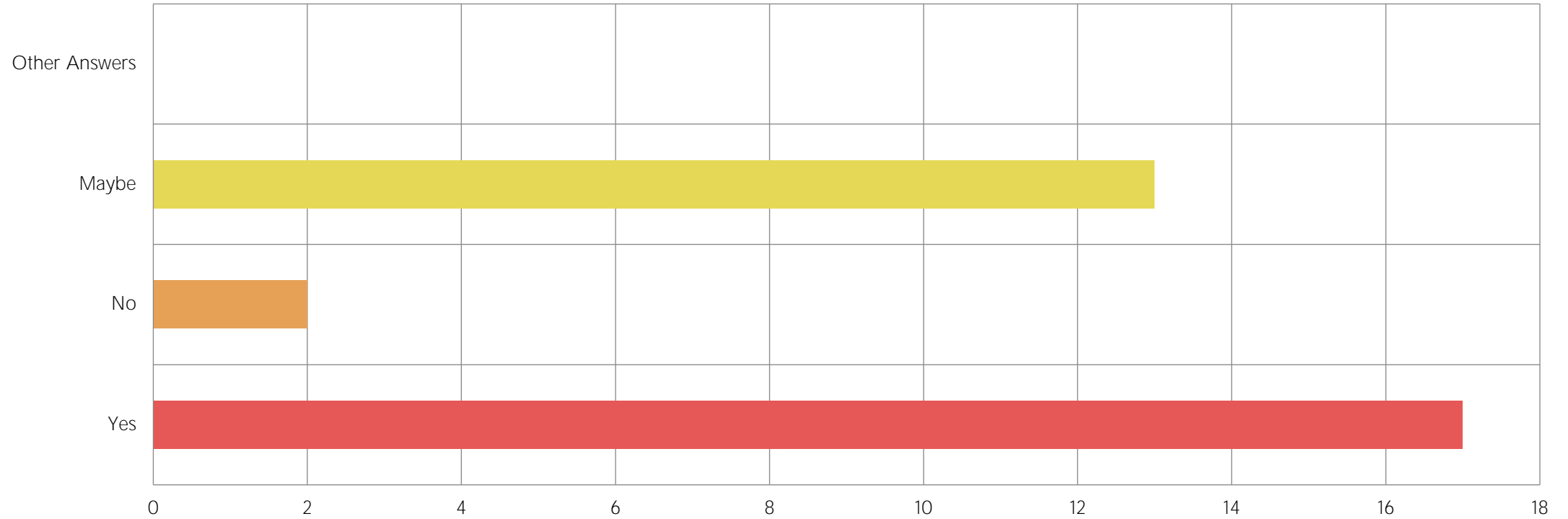
# CLARIFYING QUESTION: VEHICLE PARKING AND ACCESS | 6. KEEP AND EXPAND INCENTIVES FOR ALLEY USE



# CLARIFYING QUESTION: ALL SITES | 7. UPDATE EXISTING BLOCK LAYOUT AND CONNECTIVITY STANDARDS

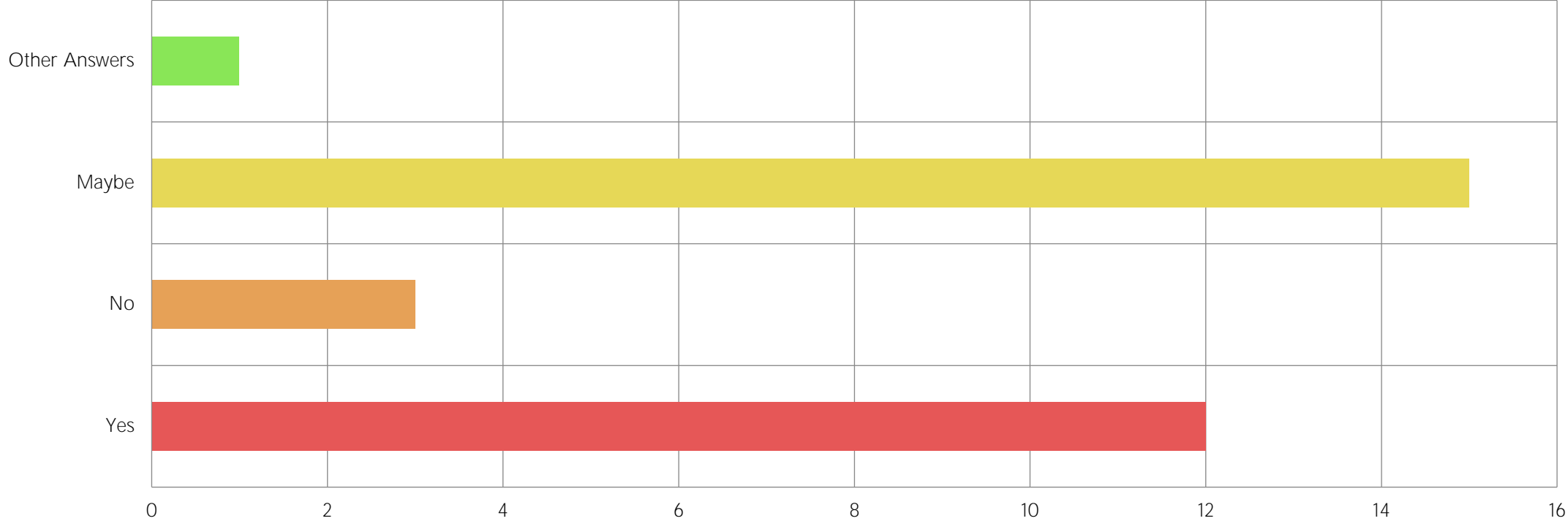


CLARIFYING QUESTION: ALL SITES | 7. A. DEFINE BLOCKS BY TRADITIONAL STREETS, SHARED SPACES, OR BICYCLE/PEDESTRIAN STREETS, BUT NOT DRIVEWAYS

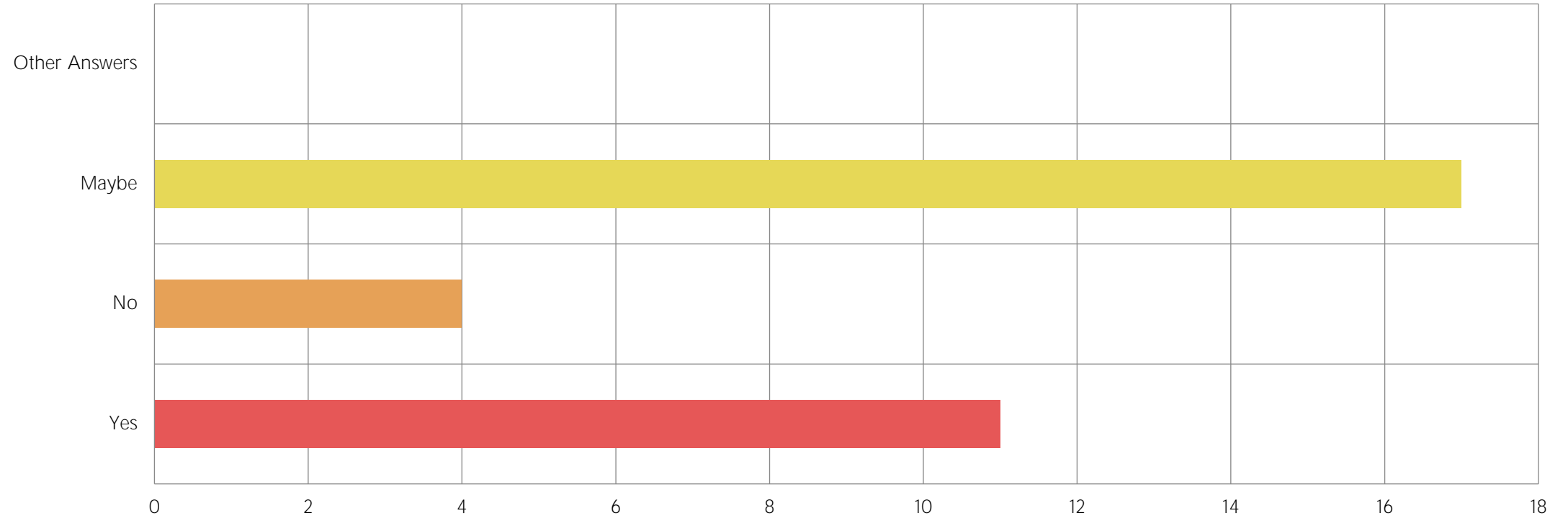




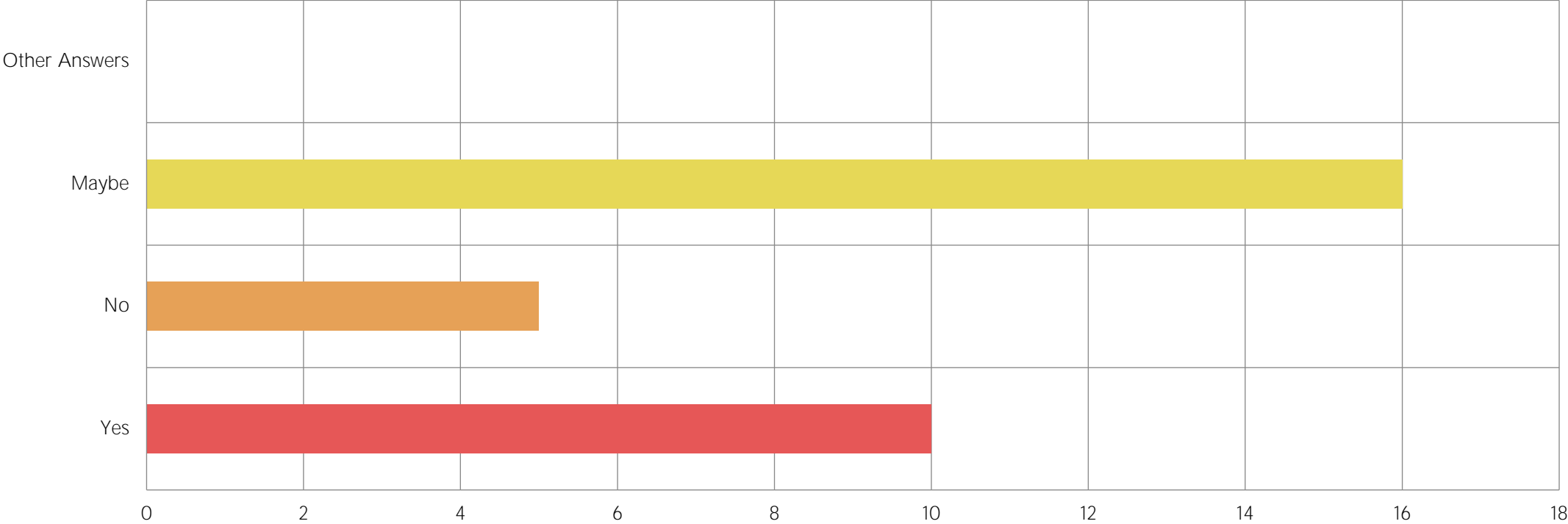
CLARIFYING QUESTION: ALL SITES | 8. EXPAND THE TYPES OF TRANSITIONS NEXT TO LESS INTENSE AREAS



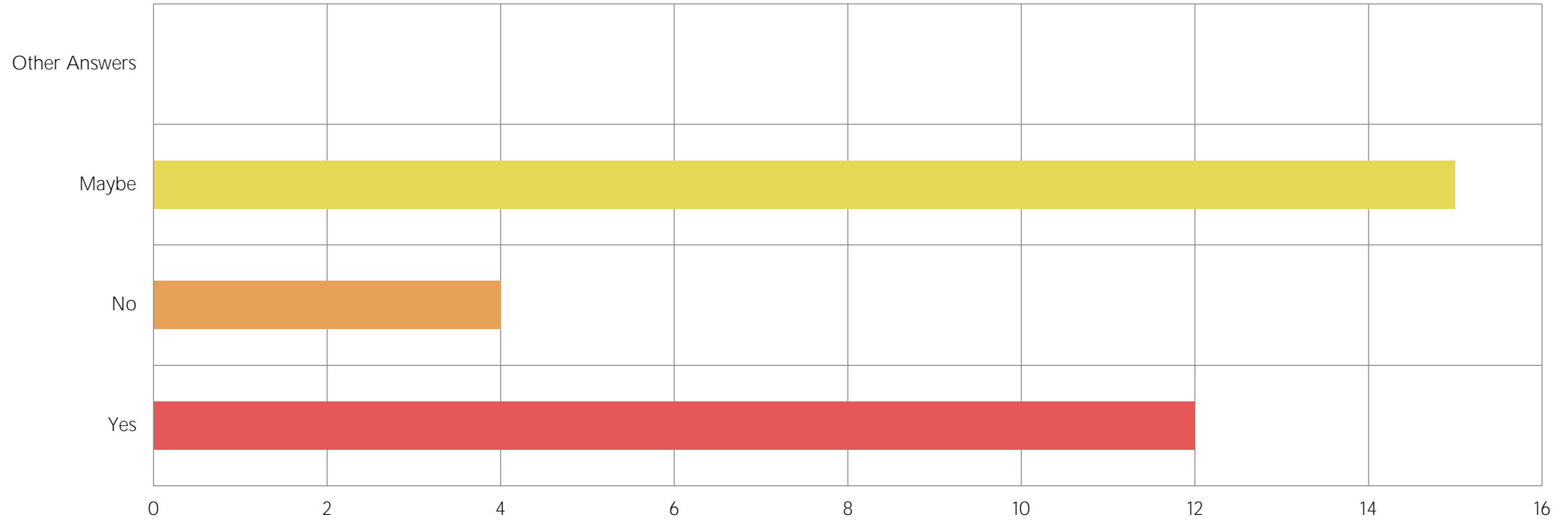
# CLARIFYING QUESTION: ALL SITES | 8. A. CONSOLIDATE HEIGHT TRANSITIONS WITH BUFFERS/SCREENING



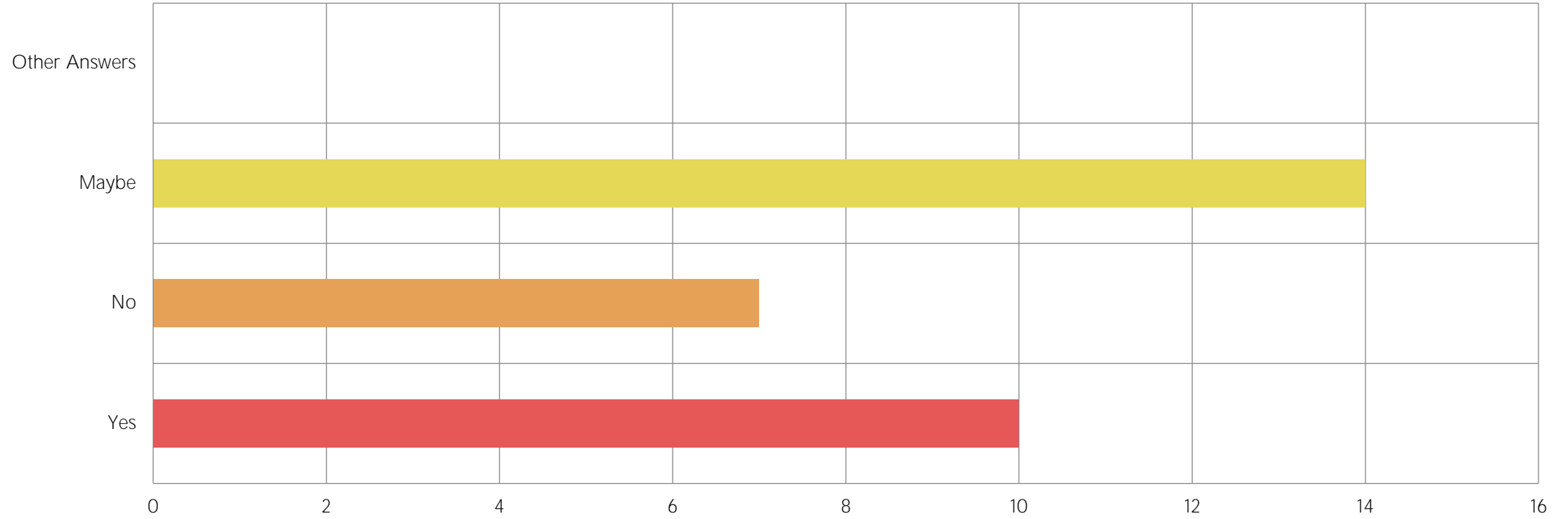
CLARIFYING QUESTION: ALL SITES | 8. B. USE THE EXISTING TRANSITIONAL HEIGHT PLANE, WHERE APPROPRIATE



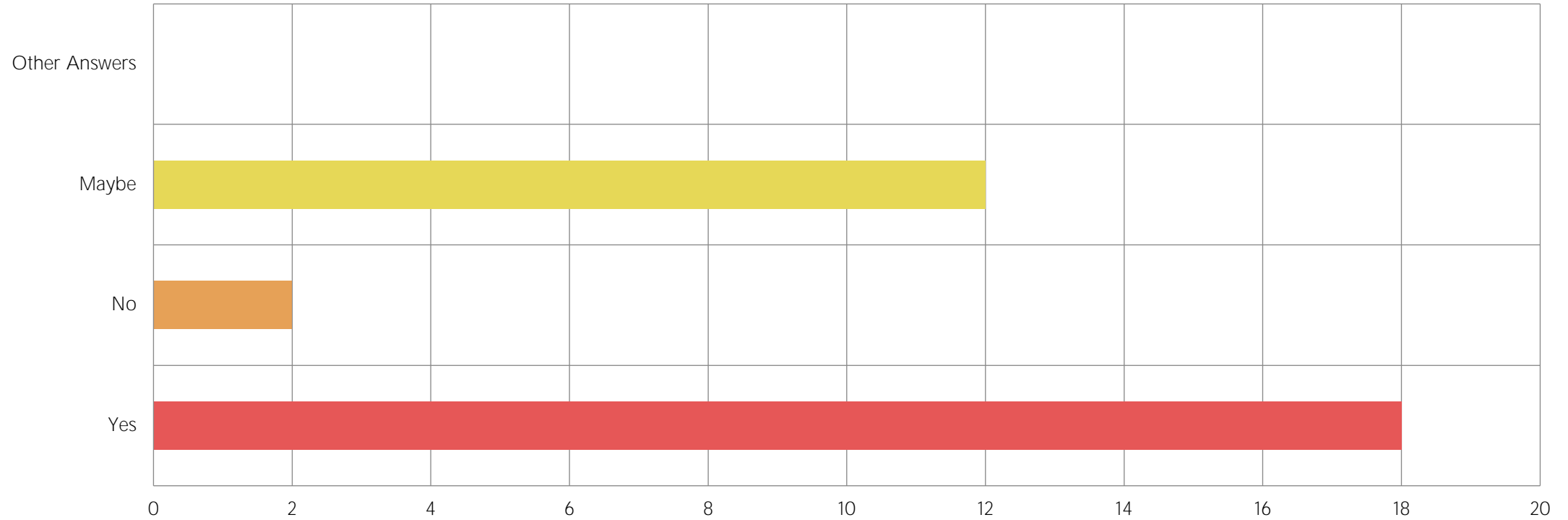
CLARIFYING QUESTION: ALL SITES | 8. C. USE OTHER STEP BACKS STANDARDS WHERE A HEIGHT PLANE IS NOT APPROPRIATE



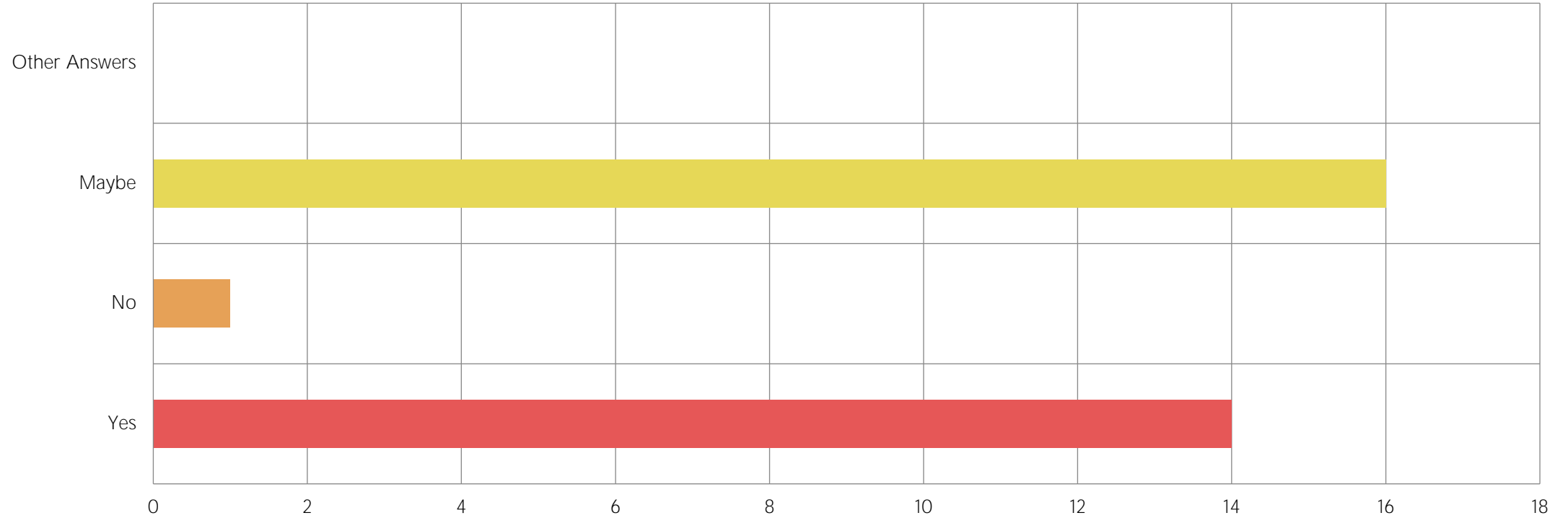
# CLARIFYING QUESTION: ALL SITES | 9. CONTINUE TO PROHIBIT SOME USES IN TRANSITIONS



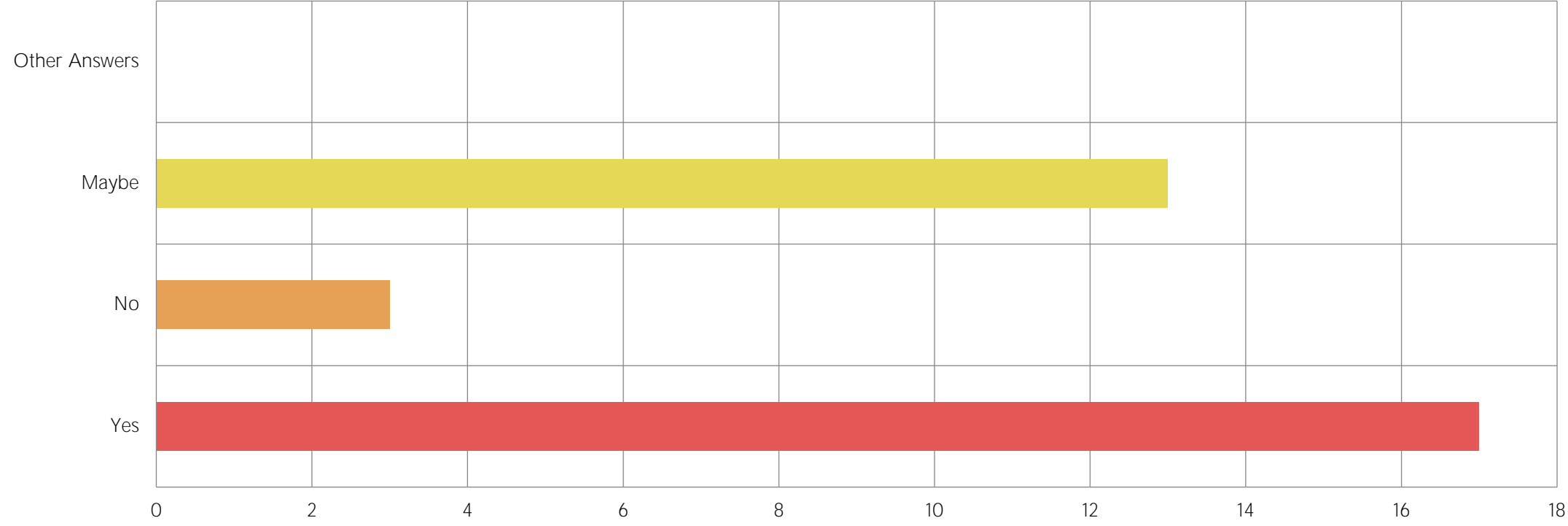
# CLARIFYING QUESTION: ALL SITES | 9. A. SPECIFICALLY, PROHIBIT DRIVE-THRU LANES AND SERVICE WINDOWS, VEHICULAR REPAIRS, ETC. IN TRANSITIONS



# CLARIFYING QUESTION: ALL SITES | 10. EXPAND EXISTING SCREENING STANDARDS FOR CERTAIN SITE FEATURES CITYWIDE

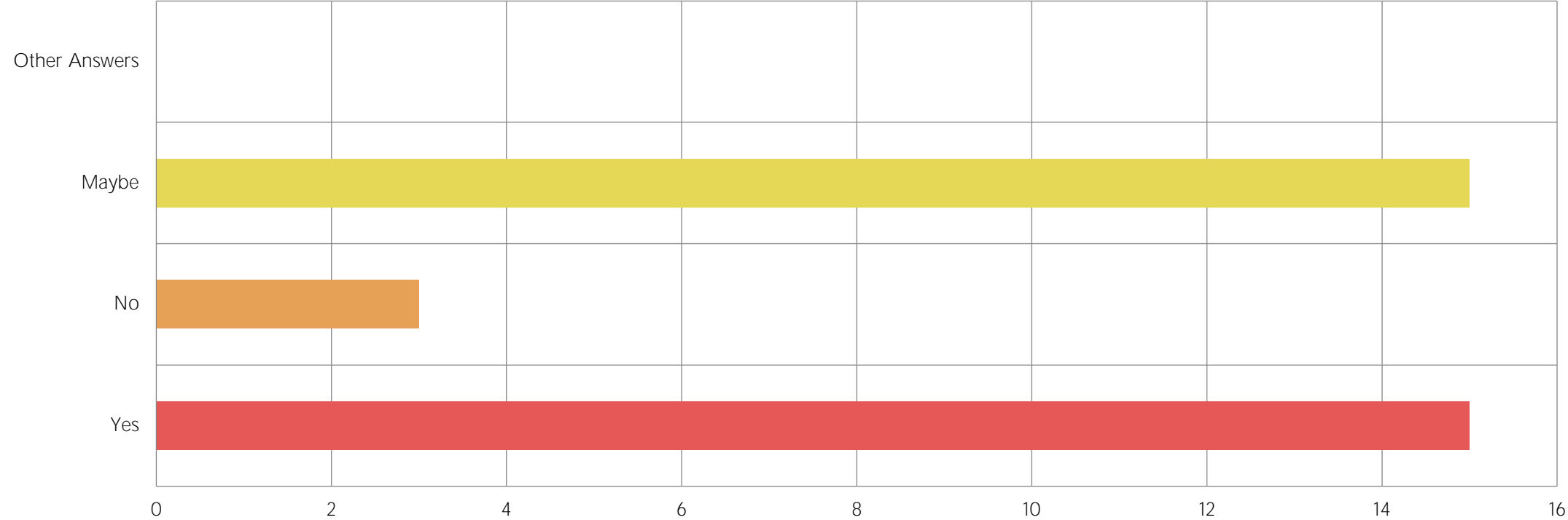


CLARIFYING QUESTION: ALL SITES | 10. A. SCREEN DUMPSTERS

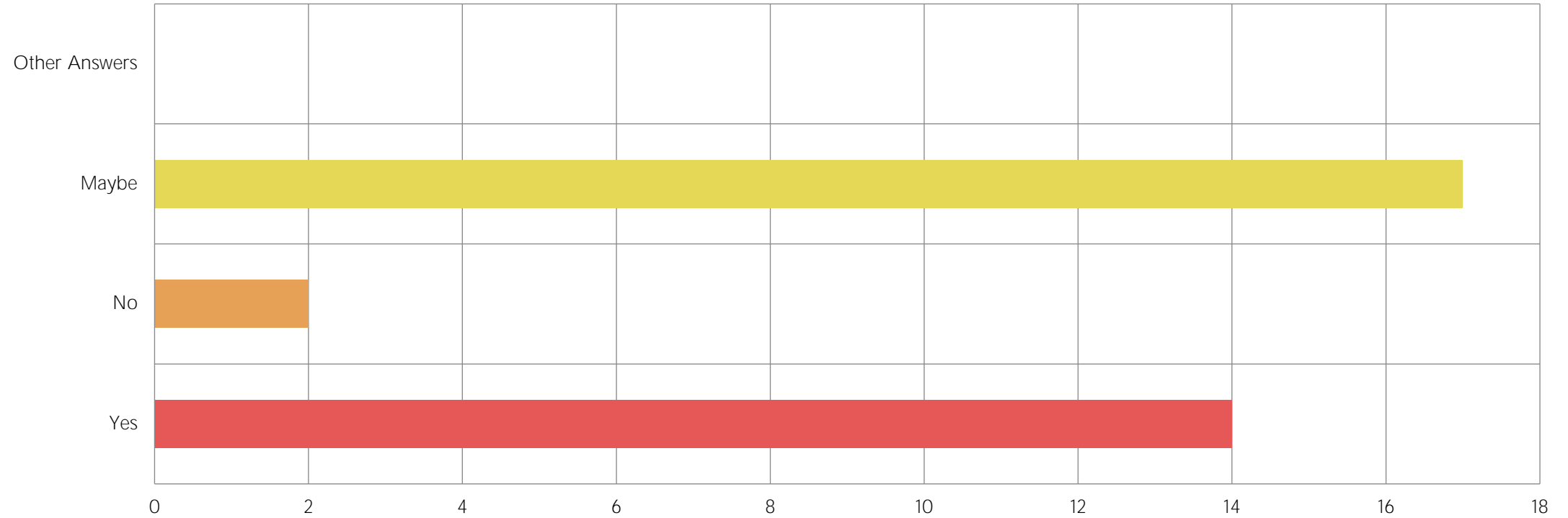




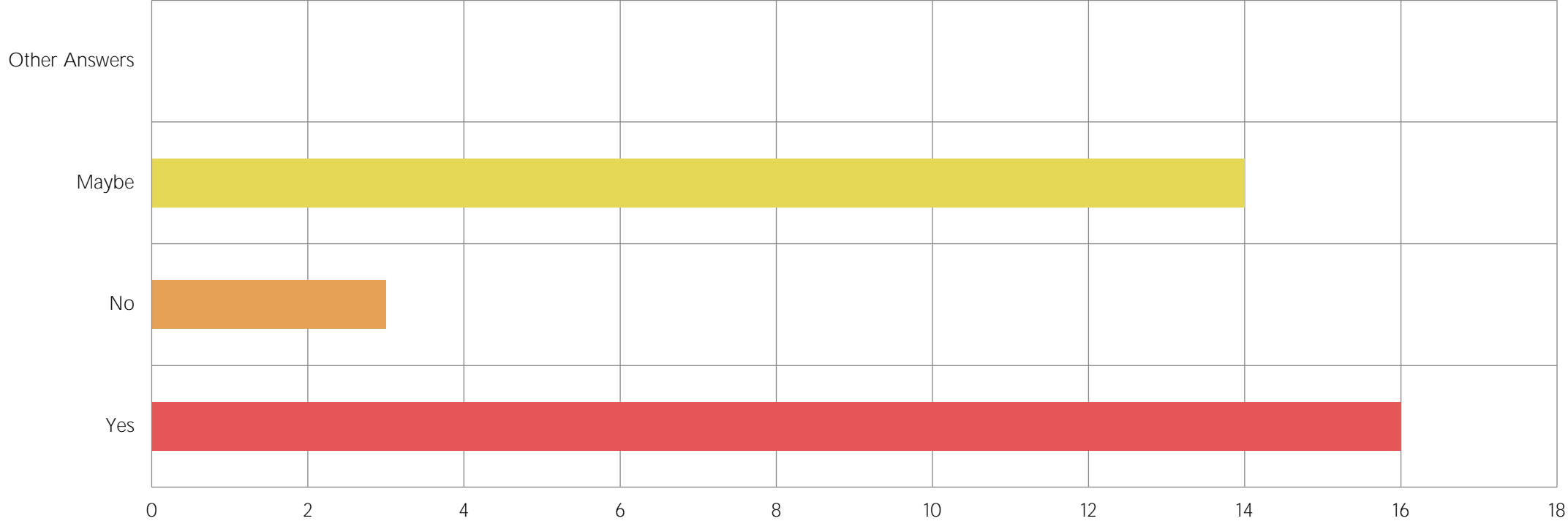
CLARIFYING QUESTION: ALL SITES | 10. B. SCREEN LOADING DOCKS



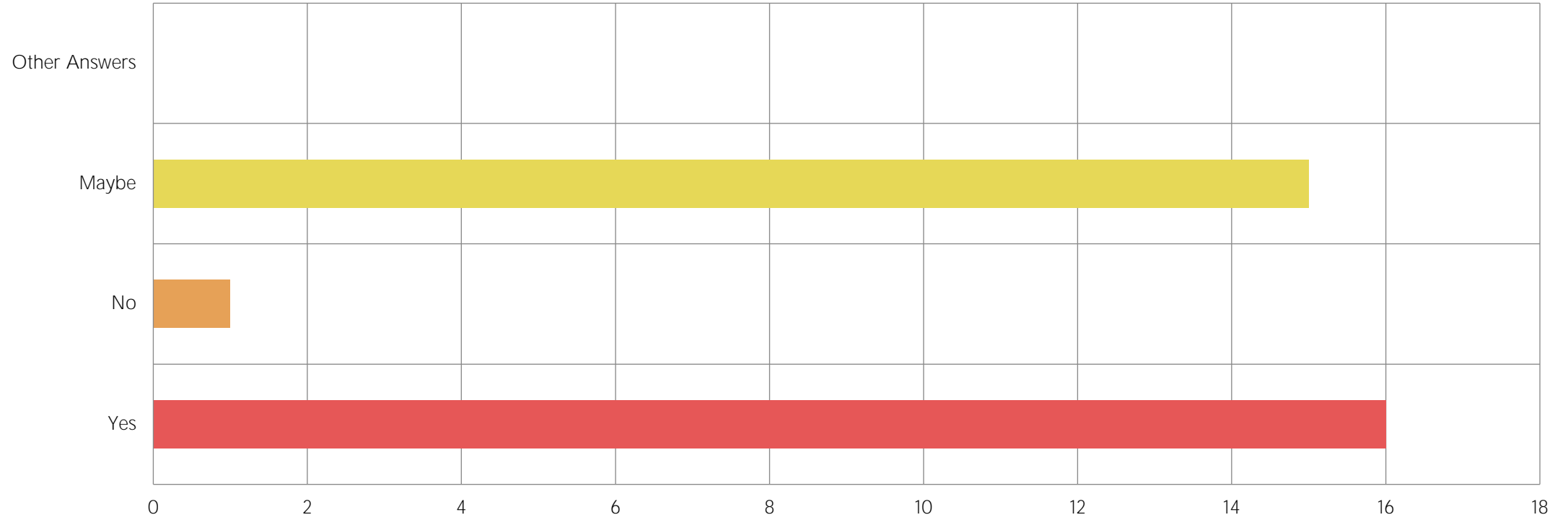
## CLARIFYING QUESTION: ALL SITES | 10. C. SCREEN MECHANICAL FEATURES



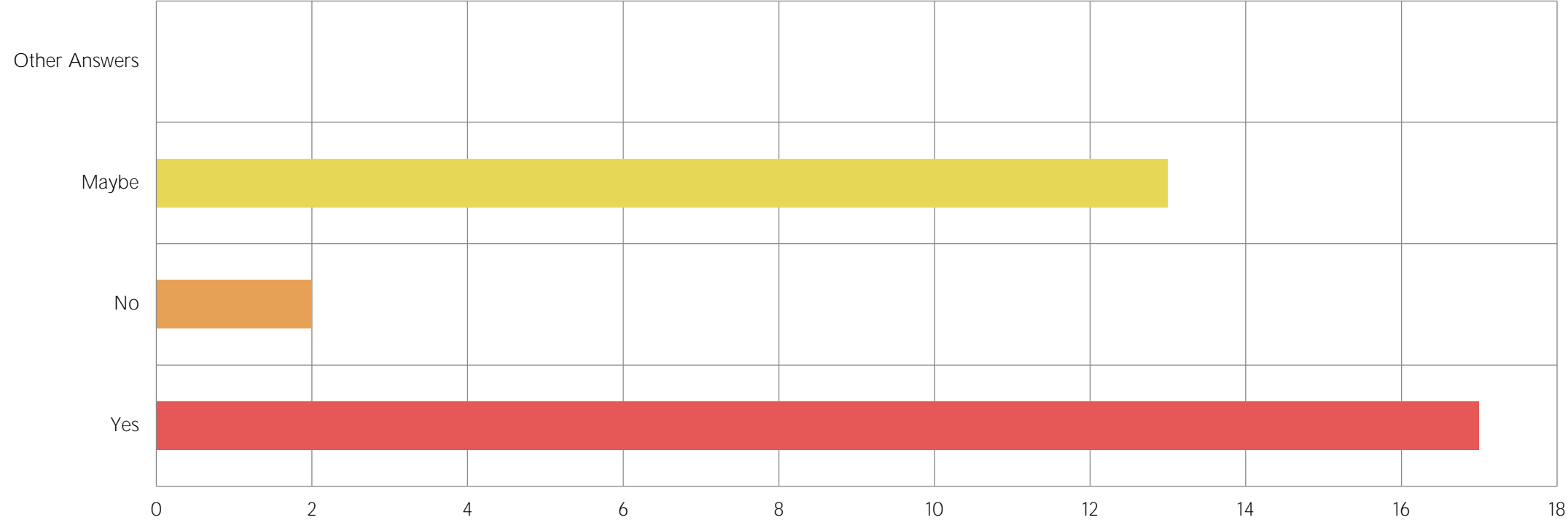
# CLARIFYING QUESTION: ALL SITES | 10. D. SCREEN OUTDOOR STORAGE AREAS, INCLUDING VEHICLE FLEETS



# CLARIFYING QUESTION: ALL SITES | 11. CREATE CONSISTENT OUTDOOR LIGHTING STANDARDS



CLARIFYING QUESTION: ALL SITES | 11. A. INCLUDE STANDARDS FOR PARKING LOT (AS PART OF CREATING LIGHT STANDARDS)



# CLARIFYING QUESTION: ALL SITES | 11. B. INCLUDE STANDARDS FOR LIGHTS DIRECTED TOWARDS RESIDENTIAL USES (AS PART OF CREATING LIGHT STANDARDS)

