

# WELCOME

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comment on  
the drafts  
online



## Thank you for joining us to learn about the ‘discussion draft’ Site Development standards of Atlanta’s new Zoning Ordinance!

This process marks Atlanta’s first comprehensive update of its zoning regulations since the current code became effective in 1982. This meeting focuses on site development standards and general rules of interpretation. All standards are drafts and will only be finalized after Atlanta Stakeholders have reviewed them.

Whether you’ve attended every meeting or this is your first, we encourage you to share your thoughts on what you learned today either in person or through the project website, [www.atlzoning.com](http://www.atlzoning.com). There, you will find the draft codes, commenting tools, and more.

Your comments today and in the coming months will help shape Atlanta’s growth for decades to come. We look forward to hearing your ideas and to working with you over the next year.

## Today’s Meeting

This meeting includes an overview presentation followed by an open house. Its goal is to introduce the code and then let you review it on your own. **A follow-up Q&A meeting will occur on January 13th via Zoom.** Register at [www.atlzoning.com](http://www.atlzoning.com) by clicking “Participate” and “Meet and Contribute.”

Sign in and check out our welcome board

Begin to review boards with highlights of the draft Module II

Listen to a background and Module II overview presentation

Continue to review the boards or scan a QR code to read the draft Module II

Leave your feedback and let us know how we did!

## Future Meeting Opportunities

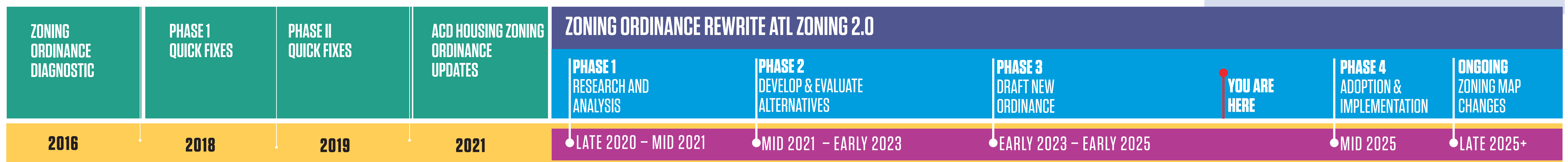
We encourage you to continue to participate in future community engagement activities. To stay engaged, please consider attending an upcoming event.

### Module II: Q&A Session January 13th (Zoom)

Ask your questions about Development Standards, including blocks and connectivity; streets and streetscapes; multi-modal access and parking; vehicle access and parking; transitions and screening; fences and walls; landscape standards; and outdoor lighting

### Module III: Administration February 3rd

Administration (approval processes, nonconformities, and enforcement); general standards and definitions





# CONVERSION OF EXISTING ZONING DISTRICTS - REVISED

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EXISTING DISTRICT	PROPOSED FORM DISTRICT	PROPOSED USE DISTRICT
O-I	CM	CV2
MR-1	N5B	R1
MR-2	UG3A	R1
MR-3	UG3A	RX1
MR-4A	UG5A	RX1
MR-4B	UG5A	RX1
MR-5A	UG15	RX2
MR-5B	UG15	RX2
MR-6	UG25	RX2
MR-MU	N5B	R1
MRC - 1	UG5A	MX11
MRC - 2	UG15	MX11
MRC - 3	UG25	MX11
NC General	UG3B or UG5A (based on the number of stories allowed today)	NX1
NC-1	UG5A	NX1
NC-2	UG5A	NX2
NC-3	UG5A	NX1
NC-4	UG5A	NX1
NC-5	UG5A	NX1
NC-6	UG5A	NX3
NC-7	UG5A	NX4
NC-8	UG3B	NX5
NC-9	UG5A	NX3
NC-10	UG5A	NX5
NC-11	UG5A	NX1
NC-12	UG5A	NX5
NC-13	UG3B	NX5
NC-14	UG3B	NX3
NC-15	UG3B	NX3
NC-16	UG5A	NX3
C1	UG5A	MX11
C2	UG15	MX11
C3	UG25	MX11
C4	UC1	MX14
C5	UC2	MX14
I-1	W1	I3
I-2	W2	I4
I-MIX	WX15	IX3
LW	UG5A	IX1
SPI-1 SA1	UC4	MX14
SPI-1 SA2	UC3	MX14
SPI-1 SA3	UC2	MX14
SPI-1 SA4	UC1	MX14
SPI-1 SA5	UC3	MX14
SPI-1 SA6	UC4	MX14
SPI-1 SA7	UC4	MX14

EXISTING DISTRICT	PROPOSED FORM DISTRICT	PROPOSED USE DISTRICT
SPI-2 SA1	S-FM	n/a
SPI-2 SA2	S-FM	n/a
SPI-2 SA3	S-FM	n/a
SPI-2 SA4	S-FM	n/a
SPI-2 SA5	S-FM	n/a
SPI-3 SA 1	N4A	R2
SPI-3 SA 2	N4B	R5
SPI-3 SA 3	N5B	RX1
SPI-3 SA 4	UG3B	MX9
SPI-3 SA 5	UG5B	MX9
SPI-3 SA 6	UG8B	MX11
SPI-3 SA 7	UG8B	MX11
SPI-3 SA 8	WX5	I2
SPI-3 SA 9 (based on height)	UG8A	MX11
SPI-3 SA 9 (based on height)	UG15	MX11
SPI-4 SA1 (Single-unit)	N3A	R2
SPI-4 SA1 (Two-unit)	N3B	R3
SPI-4 SA2	UG3A	RX2
SPI-4 SA3	UG5A	MX1
SPI-4 SA4	UG5A	MX4
SPI-4 SA5	UG8A	R1
SPI-4 SA6	UG5A	R1
SPI-4 SA7	UG3A	MX7
SPI-4 SA8	WX5	I1
SPI-4 SA9	N5B	R1
SPI-4 SA10	UG8B	MX7
SPI-4 SA11	UG3A	R1
SPI-4 SA12	CM	MX6
SPI-4 SA13 (other than Northside Dr)	UG8B	MX7
SPI-4 SA13 (Northside Dr)	UG25	MX7
SPI-5 - SA1	PK	CV1
SPI-5 - SA2	N3B	R3
SPI-5 - SA3	N3B	R3
SPI-6 - SA1	Deleted (unmapped)	Deleted (unmapped)
SPI-6 - SA2	Deleted (unmapped)	Deleted (unmapped)
SPI-6 - SA3	Deleted (unmapped)	Deleted (unmapped)
SPI-6 - SA4	Deleted (unmapped)	Deleted (unmapped)
SPI-7 - SA1	PK	CV1
SPI-7 - SA2A	N2A	R2
SPI-7 - SA2B	N2A	R2
SPI-7 - SA2C	N2A	R2
SPI-7 - SA3	N2B	R3
SPI-8	n/a	n/a
SPI-9 - SA1	S-BV	n/a

EXISTING DISTRICT	PROPOSED FORM DISTRICT	PROPOSED USE DISTRICT
SPI-9 - SA2	S-BV	n/a
SPI-9 - SA3	S-BV	n/a
SPI-9 - SA4	S-BV	n/a
SPI-11-SA1	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA2	UG3B	MX4
SPI-11-SA3	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA4	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA5	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA6	N3A	R1
SPI-11-SA7	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA8	UG3A	RX2
SPI-11-SA9	UG3B	MX3
SPI-11-SA10	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA11	Deleted (unmapped)	Deleted (unmapped)
SPI-11-SA12	Deleted (unmapped)	Deleted (unmapped)
SPI-12 - SA1	S-BS	n/a
SPI-12 - SA2	S-BS	n/a
SPI-12 - SA3	S-BS	n/a
SPI-12 - SA4	S-BS	n/a
SPI-14	n/a	n/a
SPI-15-SA1	WX5	IX2
SPI-15-SA2	UG15	MX13
SPI-15-SA3	UG25	MX13
SPI-15-SA4	UG25	MX13
SPI-15-SA5	UG15	RX2
SPI-15-SA6	UG3A	RX2
SPI-15-SA7	UG5A	RX2
SPI-15-SA8	UG5A	RX1/RX2
SPI-15-SA9	UG25	MX13
SPI-16-SA1	S-M	n/a
SPI-16-SA2	S-M	n/a
SPI-16-SA3	S-M	n/a
SPI-17-SA1	N6A	R1/CV1
SPI-17-SA2	N6B	RX3
SPI-17-SA3 (E of Piedmont)	N6A	MX2
SPI-17-SA3 (W of Piedmont)	N6B	MX2
SPI-17-SA4	N6A	R1
SPI-18-SA1	UG8A	MX12
SPI-18-SA2	UG8A	MX12
SPI-18-SA3	UG8A	NX1
SPI-18-SA4	UG3A	R1
SPI-18-SA5	N4A	R2
SPI-18-SA6	N4B	R3
SPI-18-SA7	W1	I2
SPI-18-SA8	W2	I1
SPI-18-SA9	UG5A	IX1

EXISTING DISTRICT	PROPOSED FORM DISTRICT	PROPOSED USE DISTRICT
SPI-18-SA10	UG5A	RX2
SPI-19-SA1	UG5A	MX6
SPI-19-SA2	UG5A	MX6
SPI-19-SA3	CM	MX5
SPI-19-SA4	UG8B	MX8
SPI-19-SA5	UG3A	R1
SPI-19-SA6	N4A	R2
SPI-19-SA7	UG3A	RX2/MX1
SPI-19-SA8	UG5B	MX8
SPI-19-SA9	UG3A	MX8
SPI-19-SA10	UG3A	MX8
SPI-19-SA11	UG5B	MX8
SPI-20-SA1	S-G	n/a
SPI-20-SA2	S-G	n/a
SPI-20-SA3	S-G	n/a
SPI-20-SA4	S-G	n/a
SPI-20-SA5	S-G	RX2
SPI-20-SA6	S-G	R1
SPI-21-SA1	UG15	MX12
SPI-21-SA2	UG8A	MX12
SPI-21-SA3	UG3B	NX1
SPI-21-SA4	UG3B	MX12
SPI-21-SA5	UG5B	RX2
SPI-21-SA6	Deleted (unmapped)	Deleted (unmapped)
SPI-21-SA7	N3A	R2
SPI-21-SA8	CM	NX1
SPI-21-SA9	UG8A	I2
SPI-21-SA10	UG25	I2
SPI-22-SA1	UG25	MX10
SPI-22-SA2	UG5A	MX10
SPI-22-SA3	UG8A	MX10
SPI-22-SA4	UG5B	MX10
SPI-22-SA5	PK	CV1
SPI-24	N1	n/a
SPI-25	H2	n/a
SPI-21-SA7	RN3	U2
SPI-21-SA8	CM	U11
SPI-21-SA9	MX8	U41
SPI-21-SA10	MX25	U41
SPI-22-SA1	MX25	U30
SPI-22-SA2	MX5	U30
SPI-22-SA3	MX8	U30
SPI-22-SA4	MX8	U30
SPI-22-SA5	PK	U45
SPI-24	RN1	n/a
SPI-25	RH2	n/a



# RULES OF INTERPRETATION

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## Various Terms



- » Keep and clarify terms and requirements with user-friendly text and graphics:
  - Average Grade
  - Coverage
  - Enclosure
  - Floor Area
  - Frequency
  - Lot Line
  - Net and Gross Lot Area
  - Project Activity
  - Site, Lot, and Sublot Designation
  - Story
  - Street Designation
  - Street-Facing Facade
  - Walking Distance
  - Yard

## Streetscapes



- » Keep requirement to replace and widen streetscapes with redevelopment
- » Coordinate terms
  - Pedestrian zone (for walking)
  - Amenity zone (for trees, bike racks, bus shelters, etc.)

CHAPTER 3. RULES FOR ZONING DISTRICTS  
**STREETSCAPE**

Street Type	Width (min)		
	Amenity Zone	Pedestrian Zone	Total
<b>Major</b>			
House-Scale (H-) districts	None	None	None
Neighborhood-Scale (N-) districts, except N6A and N6B	3'	5'	8'
All other districts	5'	10'	15'
<b>Local</b>			
House-Scale (H-) districts	None	None	None
Neighborhood-Scale (N-) districts, except N6A and N6B	3'	5'	8'
All other districts	5'	6'	11'
<b>Special</b>			
Special A	3'	5'	8'
Special B	5'	6'	11'
Special C	4'	6'	10'
Special D	5'	10'	15'
Special E	7'	10'	17'
Special F	7'	15'	20'
Special G	5'	15'	20'
Special H	Match existing	Match existing	Match existing

d. Where an official City project uses an alternative streetscape design, the streetscape must conform to the design found in the official City project, subject to the approval of the Atlanta Department of Transportation, provided the total width of the streetscape is not less than 15 feet.

e. Where the existing right-of-way is wider than the width needed to accommodate the roadway and required streetscape, the Director may determine a wider amenity zone or pedestrian zone is required.

f. Where the existing right-of-way is too narrow to accommodate the roadway and required streetscape, the Director may determine that additional right-of-way must be dedicated to facilitate the required streetscape improvements.

g. Streetscapes must comply with applicable engineering details in the [Streets Atlanta: A Design Manual for Multimodal Streets](#), [City of Atlanta Public Right-of-Way Manual](#), and [Article II - Tree Protection](#).

**2. Amenity Zone**

The area between the street curb and the pedestrian zone that generally includes street trees, landscaping, street furniture, and utilities.

In addition to the general standards for streetscapes, amenity zones must meet the following requirements:

a. A continuous amenity zone must be provided along all existing and future streets.

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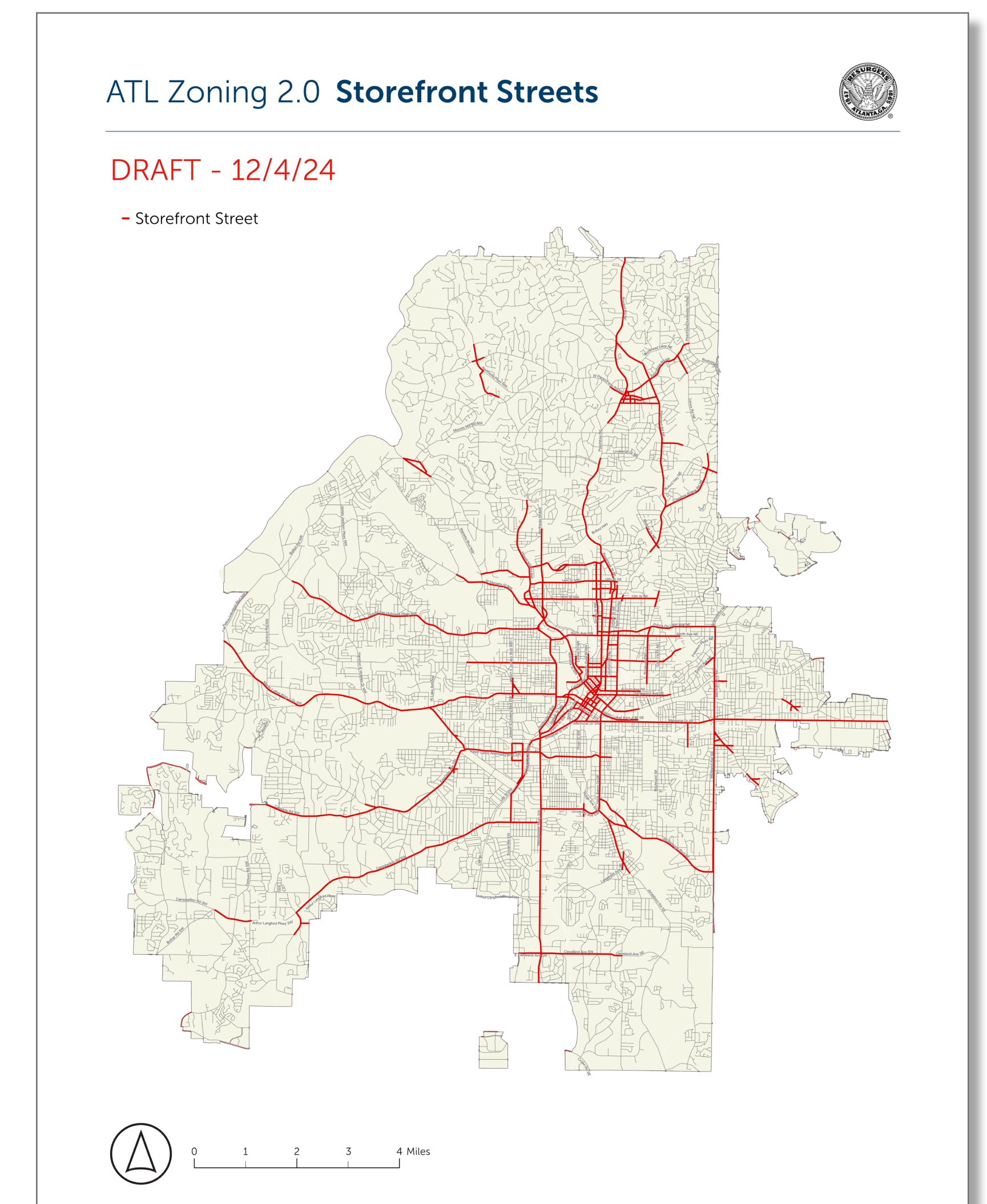


- » Consolidate widths
  - When existing standards have <2 ft. difference, use wider standard
- » Create variable standards
  - Vary by Form District and streetscape classification (not functional classification)
  - Local, major
- » Create uniform standards for key streets
  - Do not vary
  - Special A through Special H
  - Includes historic district standards, as needed
- » Keep streetscapes optional in existing R1-R3 districts
- » Increase the amenity zone width in existing R4-R5 areas (from 2 ft. to 3 ft.)
- » Require streetscapes to conform with official City projects
- » Keep required bus stop upgrades for developments >1 acre

## Storefront Streets



- » Require large buildings to provide ground-story "retail ready" space in some locations
  - Form Districts provide specifics
- » Allow ground-story residential uses
- » Define two types
  - Mapped and unmapped





# ATL Zoning 2.0 Street Type Map



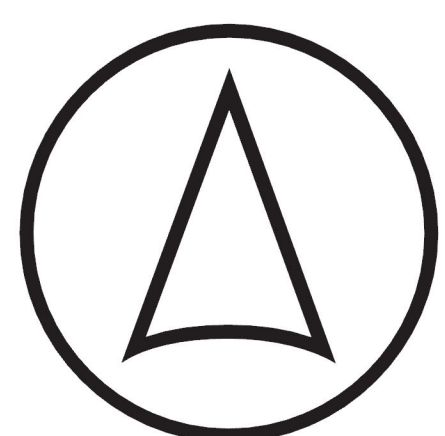
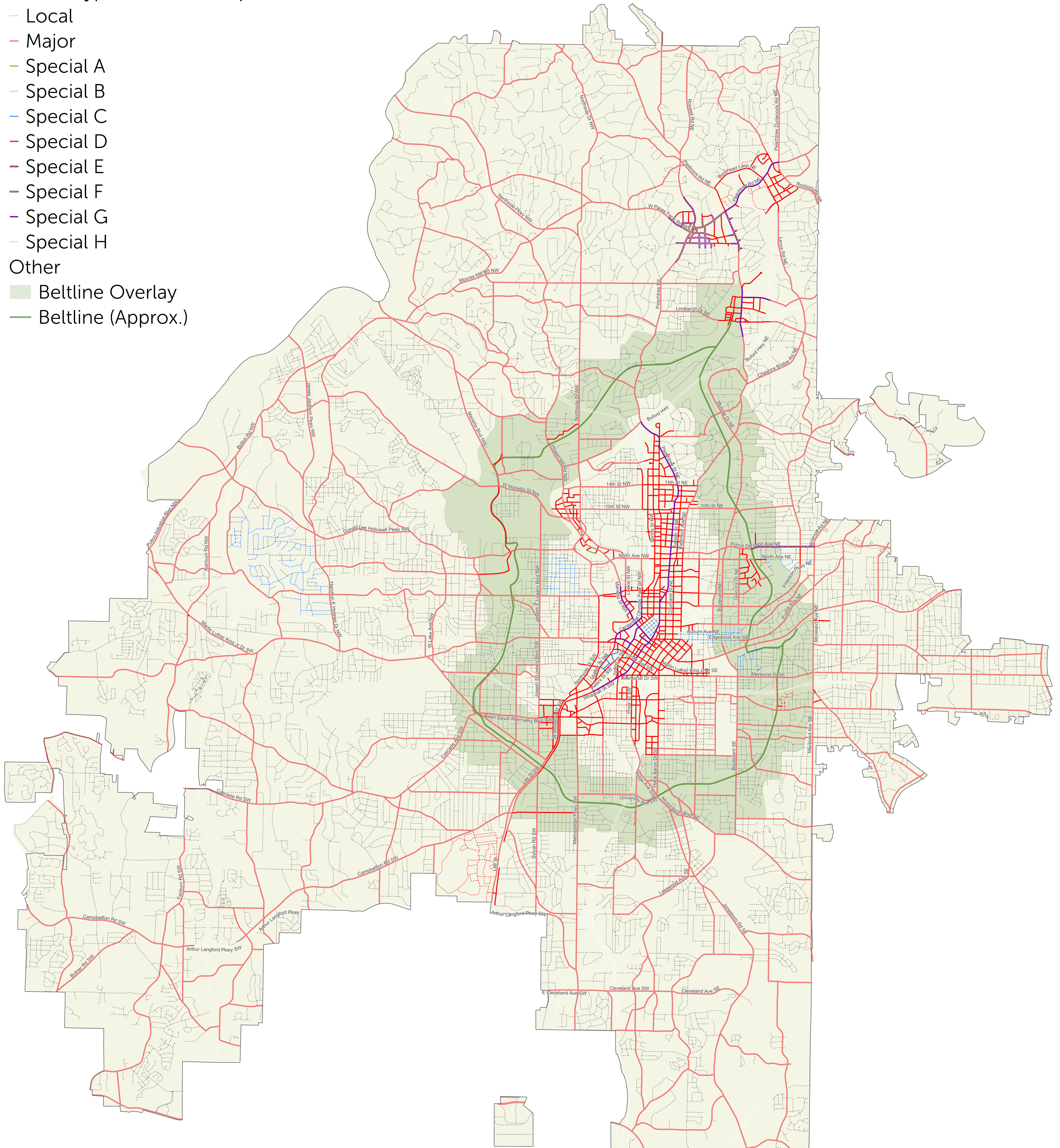
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## Streets Type (for Streetscapes)

- Local
- Major
- Special A
- Special B
- Special C
- Special D
- Special E
- Special F
- Special G
- Special H

## Other

- Beltline Overlay
- Beltline (Approx.)



0 1 2 3 4 Miles

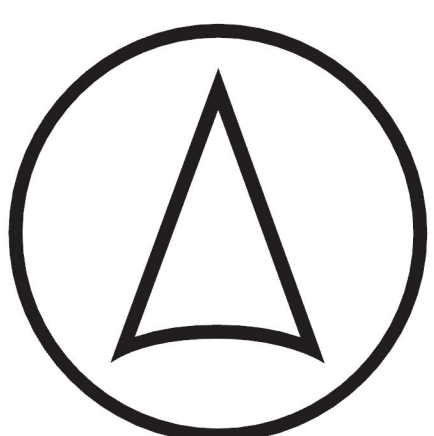
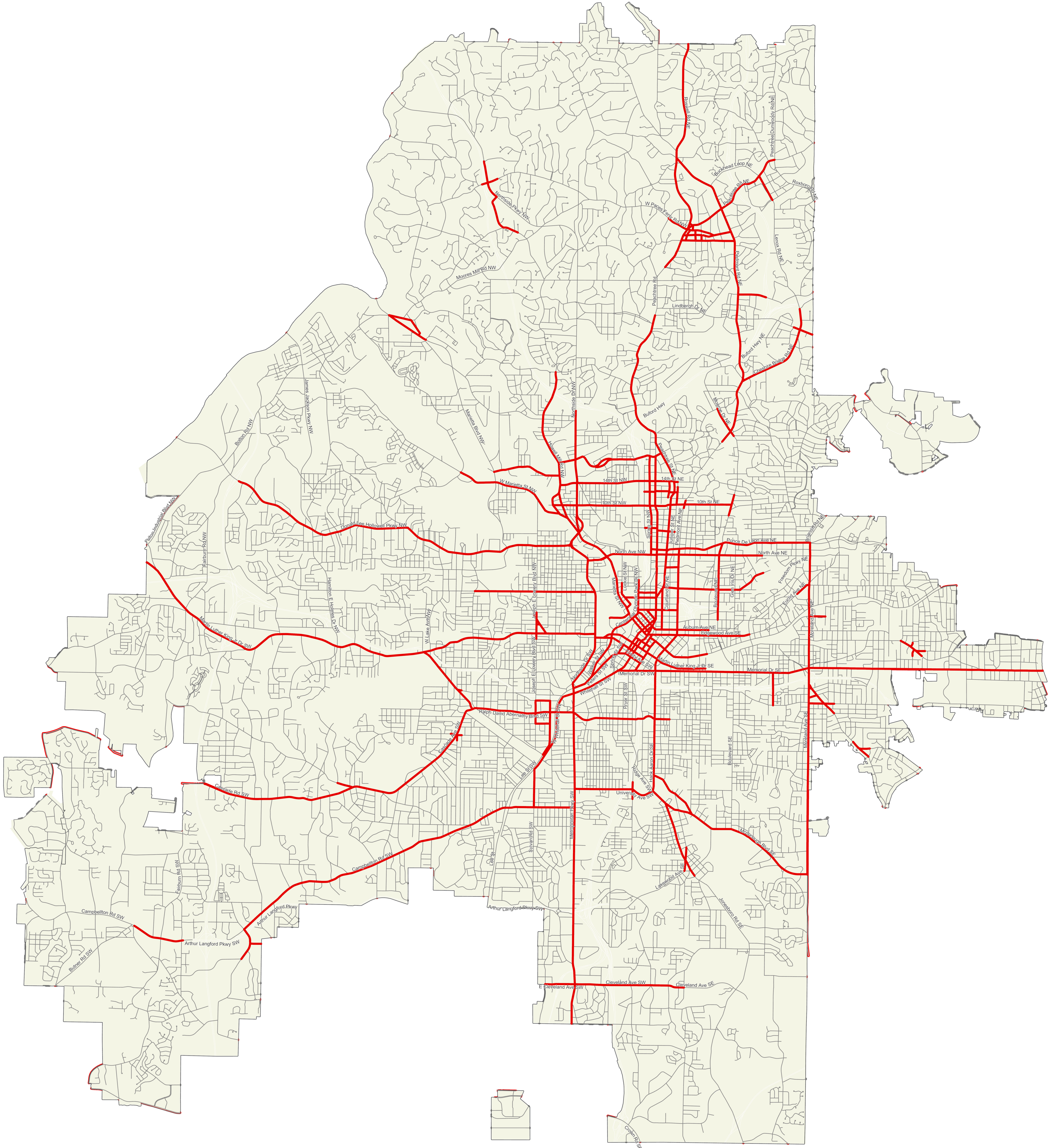


# ATL Zoning 2.0 Storefront Streets



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- Storefront Street



0 1 2 3 4 Miles



# DEVELOPMENT STANDARDS - ASSORTED HIGHLIGHTS

Review and comment on the drafts online



## Applicability



- » Clarify and expand when development standards apply to increase clarity and improve compliance

## Blocks and Connectivity



- » Keep requirement for new blocks in large developments and connections between them
- » Require new streets, whether public or private, to be treated like a public street
- » Create mid-block passageway standards

## Vehicular Parking



- » Update parking ratios
- » Decouple parking requirements from zoning districts
- » Keep parking exception for buildings built before 1965
- » Provide context-based parking requirements

## Bicycle Parking



- » Remove cap on the number of bicycle parking spaces required per building
  - Currently, large buildings are capped at 50 bicycle parking spaces

CHAPTER 8. DEVELOPMENT STANDARDS  
GENERAL PROVISIONS

### DIVISION 8.1. GENERAL PROVISIONS

#### Sec. 8.1.1. Applicability

A. Development standards apply based on the proposed project activity, as specified in the table below. The development standards apply to all zoning districts as conveyed in the table below:

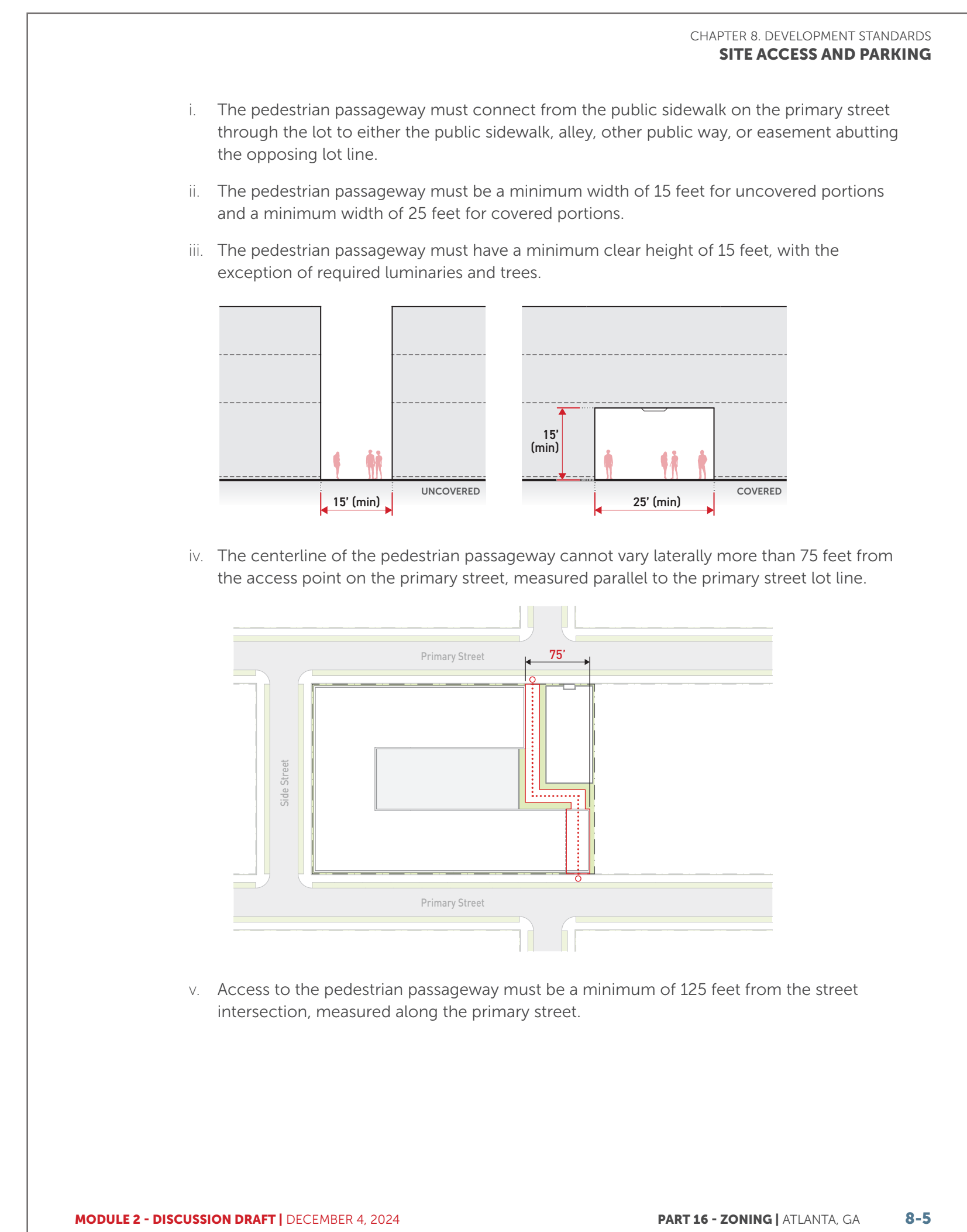
Development Standards	Project Activity						
	New Construction	Addition	Site Modification	Facade Modification	Change of Use	Renovation	Maintenance and Repair
<b>Development Bonuses</b>							
Affordable Housing	Sec. XX	●	●	○	○	●	○
Open Space	Sec. XX	●	●	○	○	●	○
<b>Site Access and Parking</b>							
Blocks and Connectivity	Sec. XX	●	○	○	○	○	○
Vehicle Access	Sec. XX	●	○	○	○	○	○
Pedestrian Access	Sec. XX	●	○	○	○	○	○
Vehicle Parking	Sec. XX	●	●	○	○	○	○
Vehicle Parking Design	Sec. XX	●	●	○	○	○	○
Vehicle Use Areas	Sec. XX	●	●	○	○	○	○
Bicycle Parking	Sec. XX	●	●	○	○	○	○
<b>Transitions and Screening</b>							
Transitions	Sec. XX	●	●	○	○	○	○
Frontage Screening	Sec. XX	●	●	○	○	○	○
Site Element Screening	Sec. XX	●	●	○	○	○	○
Fences and Walls	Sec. XX	●	○	○	○	○	○
Retaining Walls	Sec. XX	●	○	○	○	○	○
Plants and Plant Material	Sec. XX	●	●	○	○	○	○
Signs	Div. XX	●	○	○	○	○	○
Lighting	Div. XX	●	○	○	○	○	○

KEY: ● = Standards generally apply ○ = Standards do not apply

B. Where a standard is listed as applying, all applicable standards must be met. The applicable standards may be further modified by the applicability provisions for each development standard. For existing buildings and uses, applicability may also be modified by Chapter 9. Nonconformities.

C. Project activity is defined in Chapter 10. General Standards and Definitions.

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- **Parking Zone 1 (PZ1):** No parking minimums. Incorporate parking maximums. Includes areas with no existing parking requirement, plus minor edge adjustments
- **Parking Zone 2 (PZ2):** Same as PZ1, except parking is required for lounges, nightclubs, bars, and party houses. Includes the Beltline and Buckhead Parking Overlays, plus minor edge adjustments.
- **Parking Zone 3 (PZ3):** Reduced parking minimums, not maximums. Includes corridors with frequent existing and proposed bus services, plus areas within lower existing requirements.
- **Parking Zone 4 (PZ4):** Standard parking minimums, no maximums.

CHAPTER 8. DEVELOPMENT STANDARDS  
SITE ACCESS AND PARKING

### Sec. 8.3.7. Bicycle Parking

#### A. Intent

To promote bicycling as an alternative to automobile transportation and help ensure safe, secure, accessible, and convenient storage of bicycles for all users.

#### B. Applicability

- Bicycle parking standards apply to all lots and the allowed uses in Ch. XX. Use Districts.
- Projects with up to 4 dwelling units are not required to provide short or long-term bicycle parking.
- Dwelling units with individually accessed private garages are not required to provide long-term bicycle parking.

#### C. Standards

- Required Bicycle Parking**  
Bicycle parking must be provided in accordance with the following table:

Uses	Spaces Required (min)	
	Short-Term Spaces	Long-Term Spaces
<b>Residential</b>		
All residential uses	1 per 5 dwelling units, 2 min	1 per 10 dwelling units, 2 min
<b>Nonresidential</b>		
Office uses	1 per 8,000 SF, 2 min	1 per 8,000 SF, 2 min
All other uses	1 per 4,000 SF, 2 min	None

- Bicycle Facilities**
  - General**
    - Bicycle parking must be directly accessible from a street lot line without the use of an elevator or stairs.
    - Bicycle parking must consist of bicycle racks that support the bicycle frame at two points.
    - Racks must allow for the bicycle frame and at least one wheel to be locked to the rack.
    - If bicycles can be locked to each side of the rack, each side can be counted as a required space.
    - Spacing of bicycle racks must provide clear and maneuverable access.
    - Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3%. Racks must be securely anchored to a permanent surface.

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# ATL Zoning 2.0 Parking Zones



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## Parking Zones

■ Zone 1 (PZ1)

■ Zone 2 (PZ2)

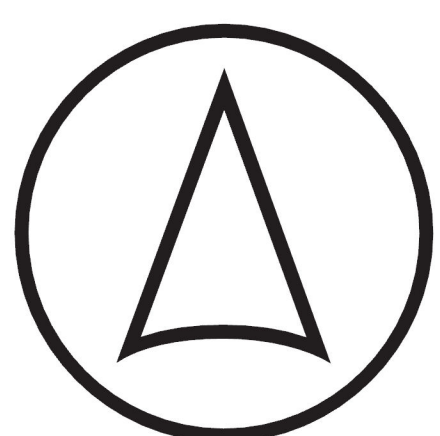
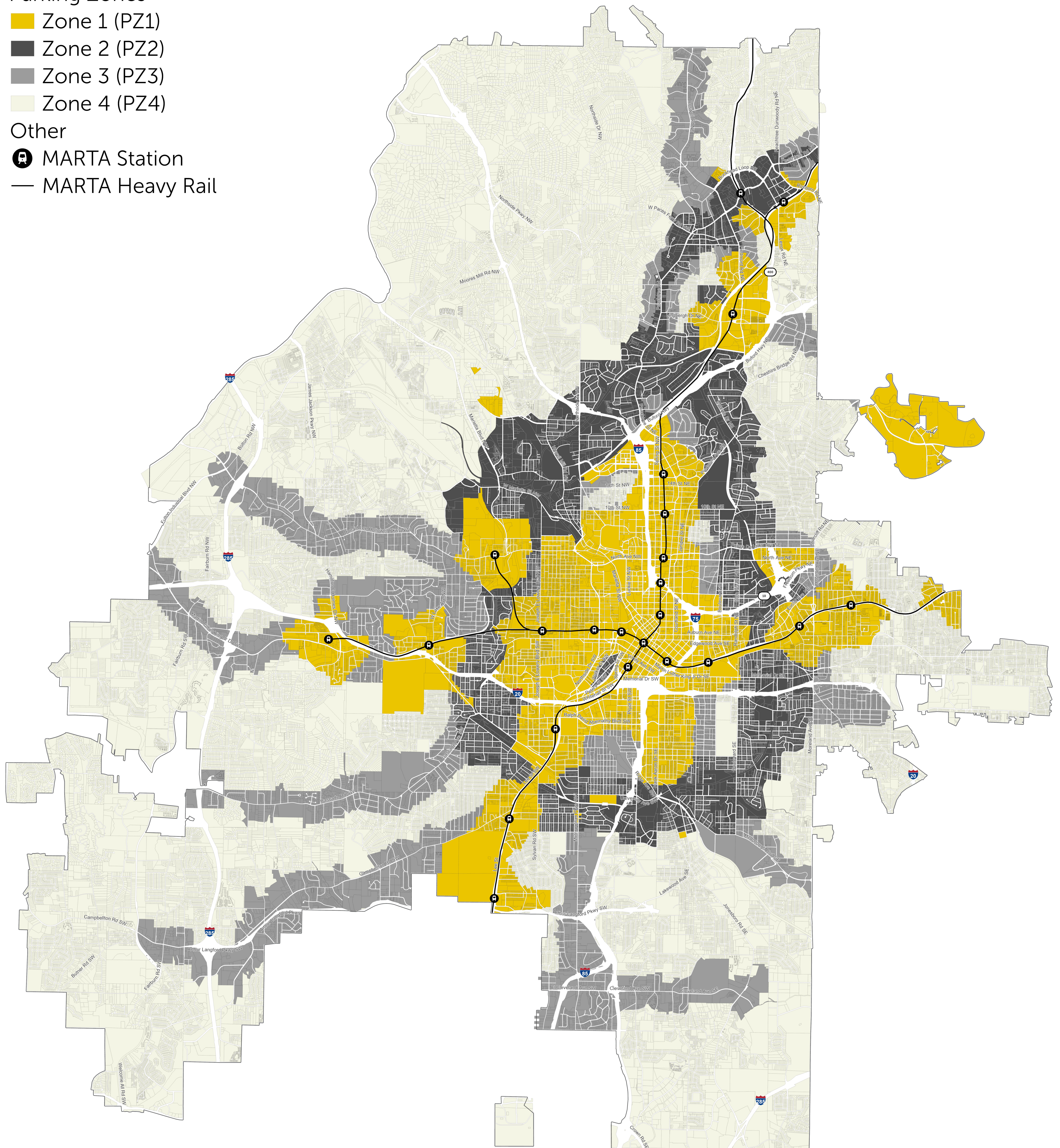
■ Zone 3 (PZ3)

■ Zone 4 (PZ4)

## Other

● MARTA Station

— MARTA Heavy Rail



0 1 2 3 4 Miles



# DEVELOPMENT STANDARDS - TRANSITION HIGHLIGHTS

Review and comment on the drafts online



## Overview



- » Combine existing transitional yard and height plane standards into predefined "transitions"
- » Keep requirement for transitions when different zoning districts are contiguous (i.e., touching) or noncontiguous (i.e., not touching, including across a street) (see table below)

- » Increase transition requirements in some situations but decrease them in others -- especially within the same Form District, such as a small corner store within a Neighborhood-Scale district
- » Exempt single lots with multiple zoning districts from any **internal** transition requirements
- » Allow applicants to choose between providing wider landscaped transition screening or providing narrower screening plus an opaque fence
- » Allow applicants to construct a building that matches the scale and setbacks of the adjacent zoning district in lieu of a transition, such as developing a single-unit house adjacent to a House-Scale district

### Important Note

The transition type names used in Module II are different from the older names used in Module I. Please refer to the Module II table (at left) for the most up to date naming.

## Transition Types

CHAPTER 8. DEVELOPMENT STANDARDS  
TRANSITIONS AND LANDSCAPING

### 2. Transition Types

#### TRANSITION TYPE A CONTIGUOUS

TRANSITION YARD		TRANSITION HEIGHT	
Transition screening	Medium	① THP height (min)	35'
② Building setback (min)	20'	③ THP angle	45°

#### TRANSITION TYPE A NONCONTIGUOUS

TRANSITION YARD		TRANSITION HEIGHT	
Transition screening	None	① THP height (min)	15'
② Building setback (min)	20'	③ THP angle	45°

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CHAPTER 8. DEVELOPMENT STANDARDS  
TRANSITIONS AND LANDSCAPING

#### TRANSITION TYPE C

TRANSITION YARD		TRANSITION HEIGHT	
Transition screening	Medium	① Height before first stepback (max stories/feet)	3 / 40'
② Building setback (min)	20'	③ Stepback depth (min)	60'
Contiguous	20'	④ Height before second stepback (max stories/feet)	5 / 70'
Noncontiguous	20'	⑤ Stepback depth (min)	80'

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CHAPTER 8. DEVELOPMENT STANDARDS  
TRANSITIONS AND LANDSCAPING

#### TRANSITION TYPE C

TRANSITION YARD		TRANSITION HEIGHT	
Transition screening	Medium	① Height before first stepback (max stories/feet)	3 / 40'
② Building setback (min)	20'	③ Stepback depth (min)	60'
Contiguous	20'	④ Height before second stepback (max stories/feet)	5 / 70'
Noncontiguous	20'	⑤ Stepback depth (min)	80'

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CHAPTER 8. DEVELOPMENT STANDARDS  
TRANSITIONS AND LANDSCAPING

#### TRANSITION TYPE D

TRANSITION YARD		TRANSITION HEIGHT	
Transition screening	High	① Height before first stepback (max stories/feet)	3 / 40'
② Building setback (min)	20'	③ Stepback depth (min)	80'
Contiguous	20'	④ Height before second stepback (max stories/feet)	5 / 70'
Noncontiguous	20'	⑤ Stepback depth (min)	100'
		⑥ Height before third stepback (max stories/feet)	8 / 115'
		⑦ Stepback depth (min)	120'

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CHAPTER 8. DEVELOPMENT STANDARDS  
TRANSITIONS AND LANDSCAPING

g. Transitions are required as specified in the following table:

District of Subject Lot	Protected District		
	House-Scale (H-)	Neighborhood-Scale (N-)	All Other Districts
<b>House-Scale (H-)</b>			
All districts	--	--	--
<b>Neighborhood-Scale (N-)</b>			
All districts	--	--	--
<b>Urban General (UG-)</b>			
UG-3, UG-5	Type A	Type A or Type B	--
UG-8	Type A	Type A or Type C	--
UG-15, UG-25	Type A	Type A or Type D	--
<b>Urban Core (UC-)</b>			
All districts	Type A	Type A or Type D	--
<b>Workplace Flex (WX-)</b>			
WX-5	Type A	Type A or Type B	--
WX-15	Type A	Type A or Type D	--
<b>Workplace (W-)</b>			
All districts	Type A	Type A or Type D	Type A or Type D
<b>Special</b>			
All districts	Type A	Type A or Type B	--

MODULE 2 - DISCUSSION DRAFT | DECEMBER 4, 2024 PART 16 - ZONING | ATLANTA, GA 8-35



# GIVE US YOUR FEEDBACK

Review and  
comment on  
the drafts  
online



On a sticky note, record your comments, suggestions, and questions for the project team to review. **We're especially interested in knowing if there are proposed standards that you really like or dislike, or that need more explanation and discussion.** Then, use a dot sticker to tell us how we did.


I'm still not sure I understand how the next zoning code will work.

I understand some of the new zoning code, but I find many parts confusing.

I have a good high-level understanding of the new zoning code.

I feel confident I understand the new zoning code, and could summarize what I've learned to a friend.