

SPI-16 URBAN PLANNING AND DESIGN GOALS AND PROPOSED CHANGES TO ACHIEVE THESE GOALS

BACKGROUND

Midtown SPI-16 Ordinance was adopted in 2001. Throughout the last 15 years, Midtown Alliance and the City of Atlanta Office of Zoning and Development have had the opportunity to learn what works and what does not work in the code. With community input and specific outreach to property owners and active developers in the Midtown market, Midtown Alliance and the City have identified revisions to make the code more effective and easier to use. To date, we have received broad support from the community, including the Midtown Neighbors Association and the Ansley Park Civic Association, with a unanimous vote of support from NPU-E.

The most important aspects of the existing regulations have been maintained: uses, densities, streetscape standards and street level appearance. The following proposed changes are in line with the stated goals.

MITIGATE THE IMPACT OF CARS

- Provide density incentives of 0.8 FAR for constructing less than 50% of the maximum allowable parking
- Reduce parking maximums including reducing office parking max from 2.5 to 2.0 to be more in-line with market demand and best practices
- Tighten Transportation Management Plan (TMP) language to ensure office developers are connected to our Midtown Transportation demand management programs and resources

CREATE MORE CONNECTIVITY TO REDUCE CONGESTION AND INCREASE ACCESSIBILITY

- Add density incentive of 2.0 FAR for creating either new streets, pedestrian paths or shared vehicular accesses (alley)

CREATE A SAFER ENVIRONMENT FOR PEDESTRIANS AND BIKES BY LIMITING CONFLICTS WITH VEHICLES

- Install loading and curb cuts away from bike lanes and retail streets whenever possible. Loading and curb cuts are required on type “C” streets when that is an option, followed by type “B” streets and as a last resort, type “A” streets as identified on the street typology map
- Disallow exterior (unenclosed) drive-throughs
- Require installation of streetscapes within 18 months of demo when not moving forward with a new development

CREATE A MORE VIBRANT STREET LEVEL ENVIRONMENT TO SUPPORT OF RETAIL, PROMOTE WALKING AND INCREASE PUBLIC SAFETY

- Enable outdoor merchandising in front of retail establishments in the supplemental zone
- Change fenestration requirements for street-level uses based on street typology (A, B and C streets)
 - Increase fenestration from 65% to 75% on Peachtree Street from 5th to 15th Streets (listed as an “A1” street)
 - Maintain 65% fenestration on other retail streets (listed as “A2” streets)
 - Adjust fenestration requirements to 50% for non-residential and 30% for residential on other active use street (listed as B streets)
 - Provide fenestration of 30% on all other streets (listed as “C” streets)
- Require 10 feet of visibility into all ground floor non-residential spaces
- Define a 40 foot minimum depth for non-residential spaces at the ground floor and 20 foot depth for residential
- Require new development to bury utilities on “A” and “B” streets

- Create setback of 30 feet maximums on most streets; On Peachtree Street 50 feet maximums south of 14th Street and 70 feet maximums north of 14th Street
- Refine allowable ground floor uses on all street types (See attached table)
- Restrict large-scale entertainment venues (as defined as Lounges and Nightclubs in alcohol code) that are over 6,000 square feet to the ground floor on “B” and “C” streets and only by Special Use Permit (SPU)
- Allow for and encourage through a 2.0 FAR density bonus and enable the use Transfer of Development Rights (TDR) a limited number of public parking decks that provide 400+ spaces for general public use
- Provide a 3.0 FAR density bonus for buried parking that is located below grade
- Eliminate confusion about the desired appearance of parking decks with revised guidelines for screening. Active uses are required at the ground floor. Above 20 feet, the deck must be wrapped with another use (i.e. residential) or set back a minimum of 20 feet with openings on all streets screened

INCREASE AFFORDABLE HOUSING, PUBLIC ART, PUBLIC PARKS, SUSTAINABILITY AND HISTORIC PRESERVATION

- Eliminate FAR cap for affordable housing, buried parking and/or a public park, and via a Special Use Permit (SUP) for the Transfer of Development Rights (TDR).

Affordable Housing

- Refine the definitions of affordable housing in the code and align density bonus incentive requirements with the City/Invest Atlanta’s definitional criteria for affordable housing.
- Enable development projects that include affordable housing to exceed the allowable FAR per approved Special Use Permit (SUP)

Public Parks & Public Art

- Enable the use Transfer of Development Rights (TDR) for publically accessible open space (min. ½ acre)
- Provide a density bonus for public parks that are a min. area of 20,000 square feet. Park bonus is limited to one location for each of 4 areas shown on bonus incentive map. Development receiving bonus must be a minimum distance of 1,000 feet from any other similar site. Bonus defined as 1 square foot public park = 8 square feet of density bonus not to exceed an additional FAR of 2.0
- Allow publicly accessible park space to count towards the open space requirements at a rate 4 times the size of the park.
- Allow public art pad to count to count towards the open space requirements at a rate 10 times the size of the art pad provided
- No longer count private “diving board balconies” as open space

Sustainable Building Practices and Historic Preservation

- Add density bonus of 0.5 FAR for green building. Requires LEED Gold or equivalent certification, a 10% reduction of energy use and use of non-potable water for outdoor watering
- Add density bonus to encourage the reuse of existing building as part of a larger development on the site. Bonus defined as 1 square feet reused building = 2 square feet density bonus. Existing re-used building does not count toward FAR
- Maintain existing transfer of development allowance for designated historic buildings

ALLOWABLE STREET-FACING GROUND FLOOR USES BY STREETS TYPE

Street Typology	Location	Permitted Active Uses (as further regulated in Table 1: SPI-16 Table of Uses)	Min. Fenestration (as % of street level façade)
A1 Street	Peachtree St from 5th St to 15 th St	Churches/Religious Facilities, Eating & Drinking Establishments, Hotels & Motels ¹ , Multi-family/ Duplexes/ Single-Family Dwellings ¹ , Museums/Galleries/Libraries, Offices ¹ , Medical/Dental Offices ¹ , Retail Establishments	75% for all uses
A2 Street	North Ave, 5th St, 10th St, 12th St from Williams St to Juniper St, 14th St from Williams St to Juniper St, 17th St, Spring St from North Ave to 17th St, West Peachtree St from North Ave to 17th St, Crescent Ave, Peachtree St from North Ave to 5 th St, Peachtree from 15th St to I-85	All uses allowed on type A1 Streets, Banks/Financial Institutions, Barber Shops & Beauty Shops, Business/Commercial Schools, Childcare Centers, Clubs/Lodges, Commercial Recreation, Institutions of Higher Learning, Laundry/Dry Cleaning, Professional/ Personal Services, Public & Private Schools, Sales & Repair Establishments	65% of all uses
B1 Street	Juniper St from 13th St to 14th St, Juniper St from North Ave to 10th St	All uses allowed on type A Streets, Dormitories/Fraternities/Sororities, Nightclub/Lounge, Fuel Service Stations, Mortuary/Funeral Homes, Nursing Homes/ Personal Care Homes/Assisted Living Facilities/Rehabilitation Centers, Printing, Service Stations, Shelters, Supportive Housing	50% for non-residential uses, 30% for residential uses
B2 Street	Ponce De Leon Ave, 3rd St, Biltmore Pl, 6th St, 7th St, Peachtree Pl, 12th St from Juniper St to Piedmont Ave, 14th St from Juniper to Piedmont Ave, 15th St from Spring St to Peachtree Cir, Spring St from 17th to Peachtree, West Peachtree St from 17th St to Peachtree St, Beverly Rd to Inwood Cir, Peachtree Walk from 10th St to 13th St, Cypress St from 3rd St to Peachtree Pl, Piedmont Ave from Ponce de Leon Ave to 3rd St		
C Street	Other existing streets not listed above; all alleys	Active Uses not required	30% for all uses

¹ Limited 40 feet of street frontage for each use, provided that the sum of all such uses shall not exceed 50% of the overall street fronting façade length along a type A1 street.

Attachment C: Street Typology

