



T1



T2



T3



T4



T5



T6

SMARTCODE v 10
MABLETON, GEORGIA

Agenda

- Approval Process
- Specifics on the Mableton SmartCode
- Challenges in SmartCode approval
- Implementation



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Create Mableton: Design
Workshop & SmartCode



Create Mableton: Design Workshop Overview



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Design Workshop

- June 14th to June 21st, 2010
- Dunay Plater-Zyberk & Company
- 5 small group meetings
- 6 public meetings/open houses



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Design Workshop Partnerships

Mableton Improvement Coalition	CDOT
South Cobb Arts Alliance	GDOT
South Cobb Business Association	Atlanta Regional Commission
Mableton Area Residents	Georgia Power
Lifelong Mableton	We Can! In Cobb
Governor Roy Barnes	Cobb-Douglas Public Health
State Senator Stoner	Land planners and brokers
Former Representative Wix	Senior Services
Private development interests	Community Development
Senior housing developers	Parks, Recreation & Cultural Affairs
Metropolitan Atlanta YMCA	Cobb Chamber of Commerce

Community buy-in is more important than a laundry list of partners!

Purpose of the Design Workshop

- Work the community, staff, and design experts on an Illustrative Master Plan
- Images for the vision of Mableton
- Incorporate concepts of Lifelong Communities to support people of all ages
- Create a town center for South Cobb

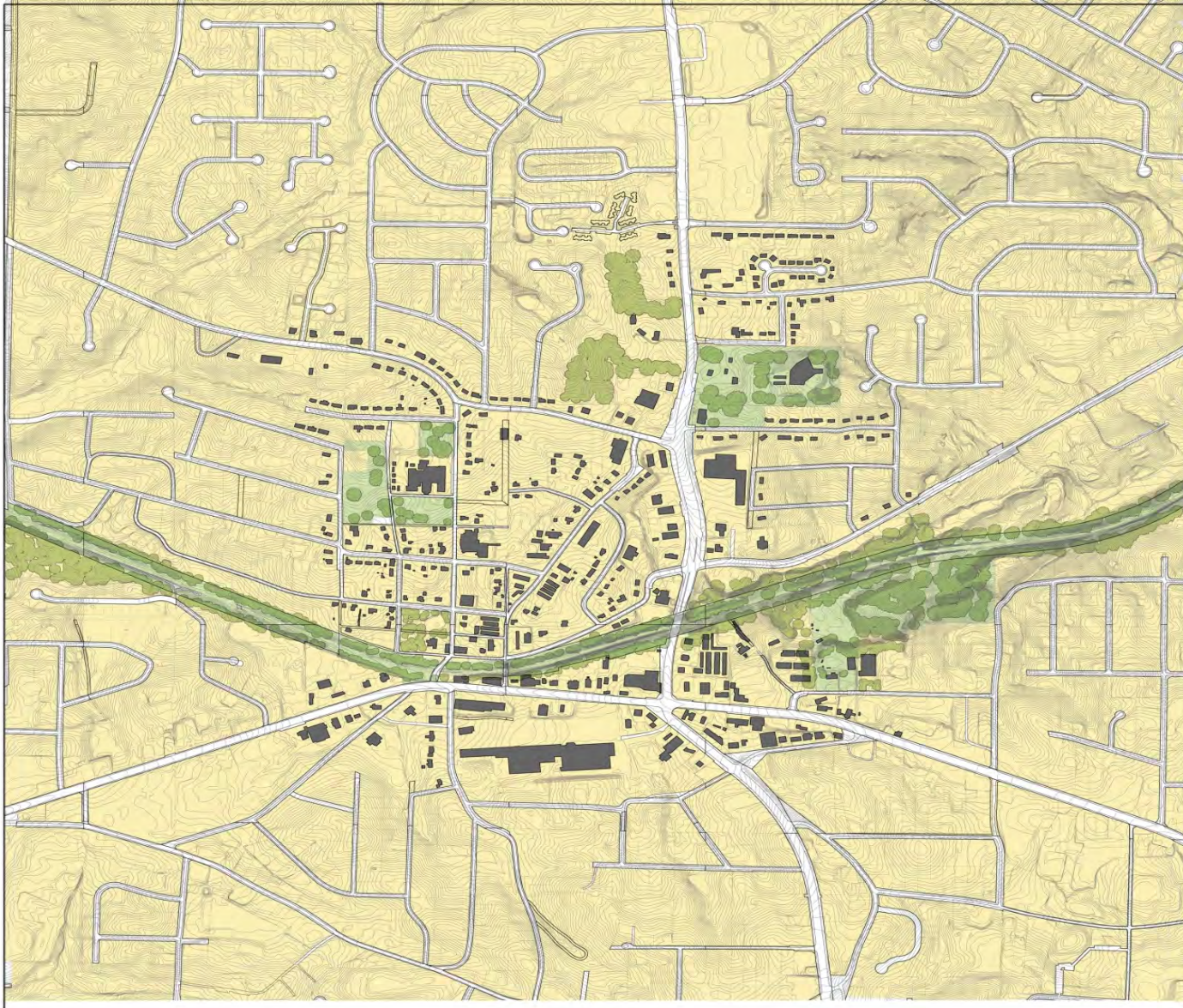


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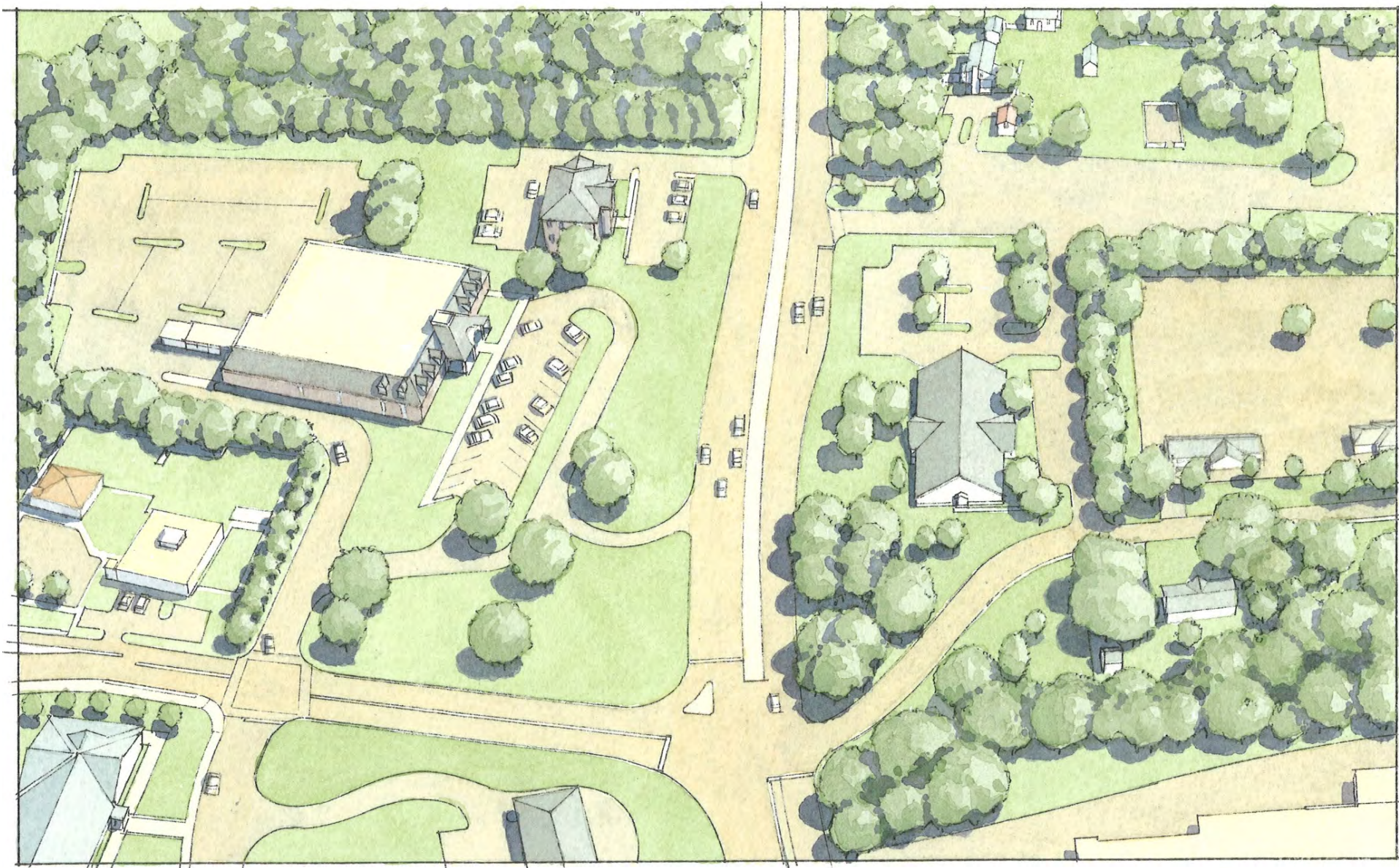
Mableton Existing Conditions



Mableton Future Build-out



Mableton Town Square



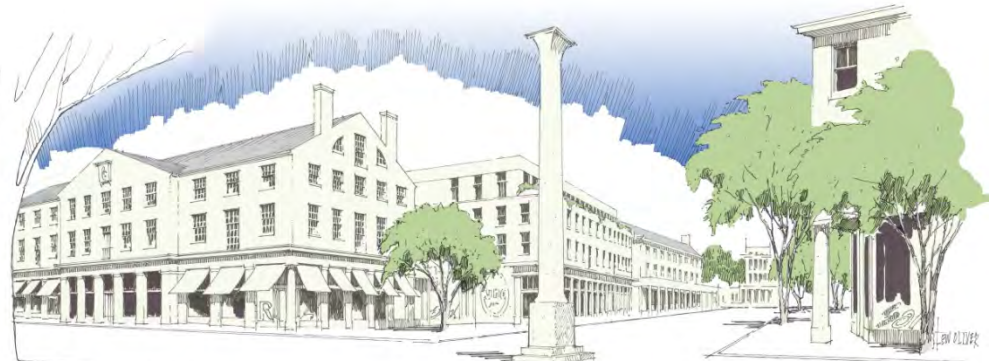
Mableton Town Square



Create Mableton: Housing

Goals

- Create a diversity of housing types for people of various stages of life
- Create a regulatory mechanism that will allow space to flex over time to meet market demand
- Build community integrated senior housing

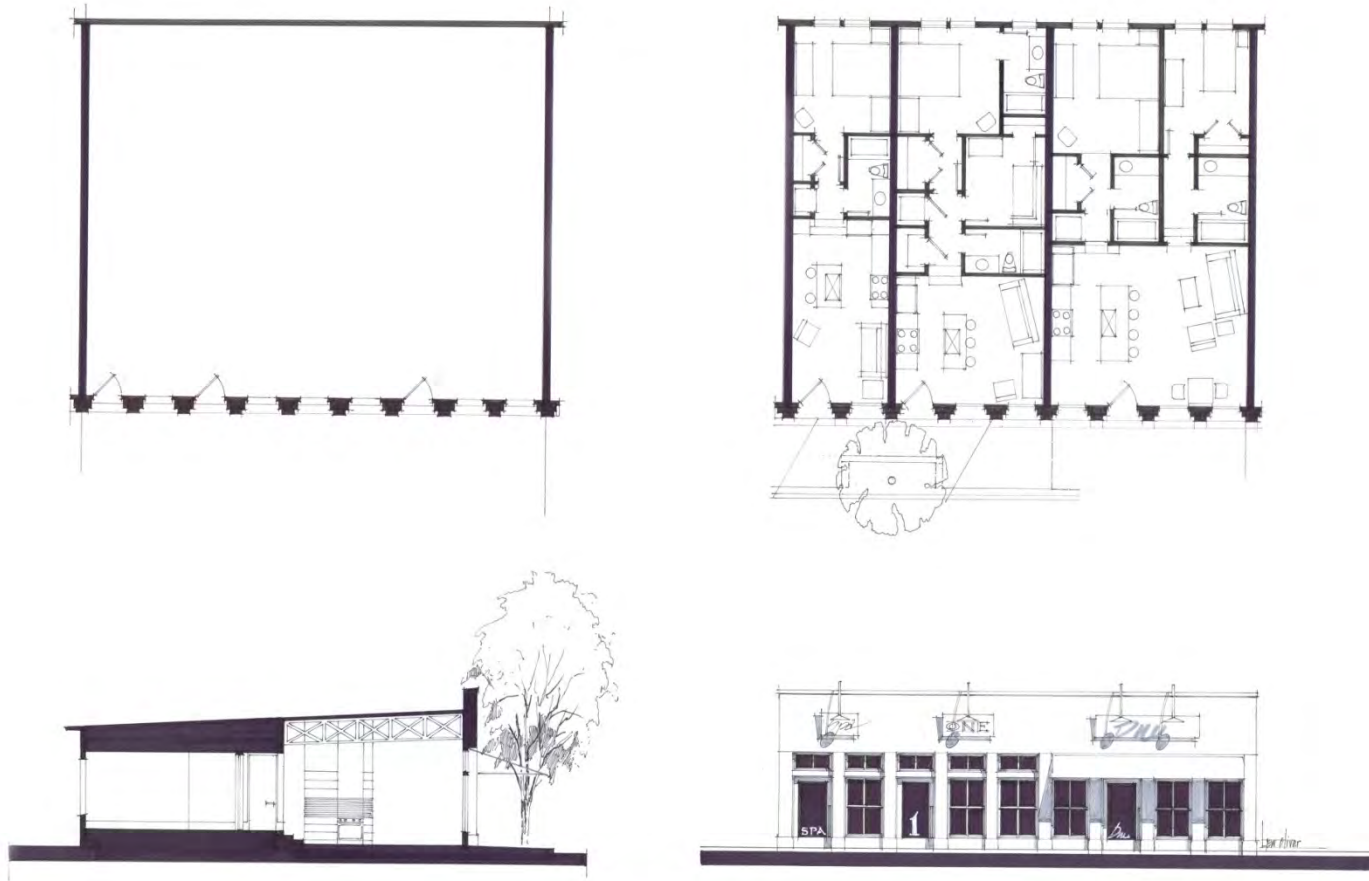


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Natural Building Evolution



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Transportation Connections

Goals

- Provide a variety of transportation options
- Expand the transportation grid to reduce block sizes
- Integrate squares and greenspace into the public realm
- Encourage walking to assist with health and wellness



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Pedestrian Sheds

Pedestrian shed to show comfortable walking distances

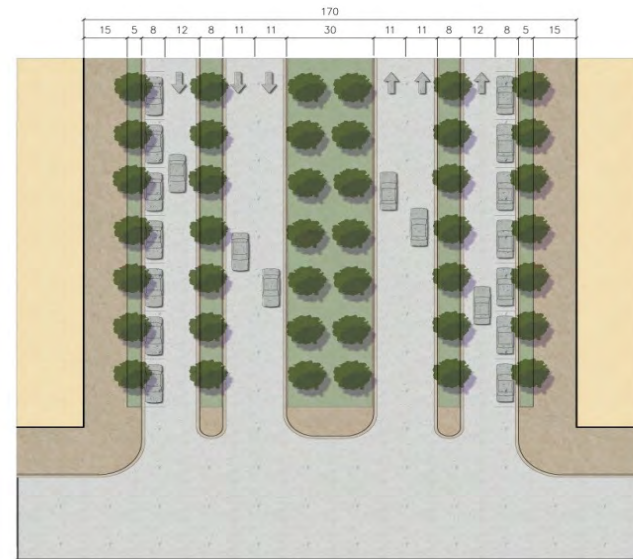
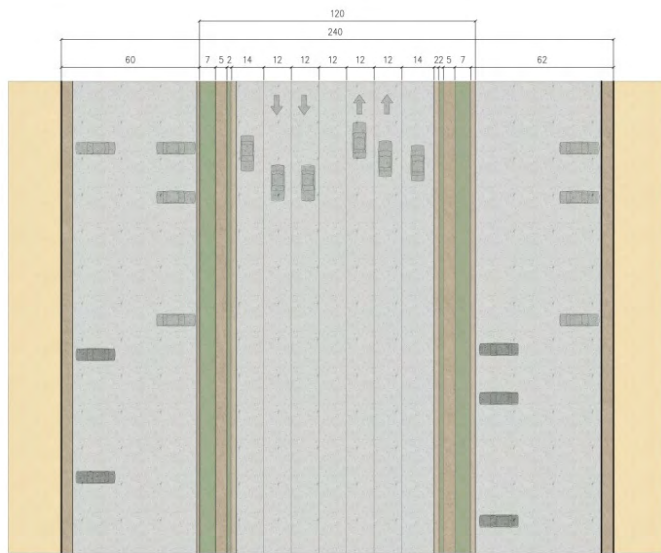
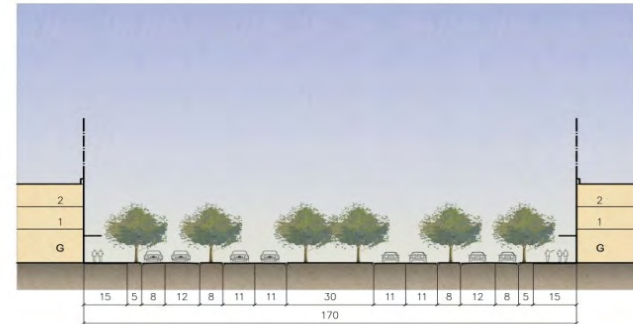
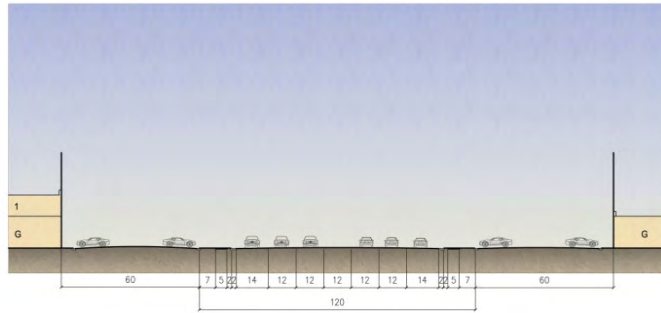


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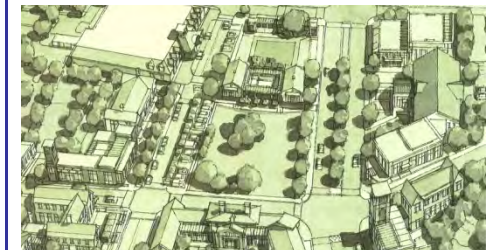


Floyd Road Improvements



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Specifics on the Mableton SmartCode



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Mableton Form-based Redevelopment District

- ❑ All information contained in two document
 - Mableton Form-based Redevelopment District
 - What it is?
 - How is it administered?
 - Can it be replicated in other areas of the county?
 - Implementation of the Mableton Form-based Redevelopment District
 - Specific Transect Zone standards



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Municipality










Compliance with Community Unit (CU) Size as set forth in Section 4.4.1b and 4.4.2b

Community Unit 1 = TND @ 161.148 acres

Community Unit 2 = TND @ 113.866 acres

Community Unit 3 = RCD @ 108.306 acres

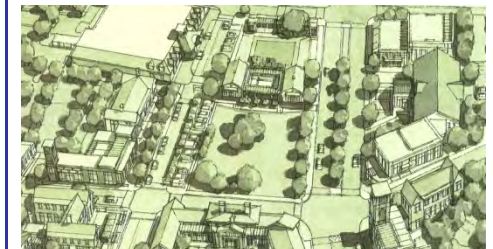
Compliance with Allocation of Land Outside Community Units as set forth in Section 4.2.2

-  EXISTING REGIONAL INFRASTRUCTURE
-  T3 - SUB-URBAN ZONE
-  T4 - GENERAL URBAN ZONE
-  T5 - URBAN CENTER ZONE
-  T6 - URBAN CORE ZONE
-  CZ - CIVIC ZONE
-  SPECIAL AREA PLAN



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SMARTCODE **ARTICLE 5. FORM-BASED BUILDING SCALE STANDARDS FOR TND**
Mableton, Georgia

SECTION 5. FORM-BASED BUILDING SCALE STANDARDS FOR TND

5.1 INTENT

- 5.1.1 In accordance with the intent of this Code, this Article regulates the development and modification of buildings and other elements of the built environment within the private *lot*, based on the following premises:
- That building regulations should equitably balance the rights of the individual and the interests of the community as a whole.
 - That building form individually and collectively defines and supports the public realm.
 - That building configuration should support walkability, safe streets, and safe public spaces, creating pedestrian friendly neighborhoods.
 - That building scale should define streets and public spaces as rooms, and should vary by context and intensity in coordination with neighboring properties.

5.2 INSTRUCTIONS

- 5.2.1 This Article sets forth the standards applicable to the development and modification of buildings and other elements of the built environment within private *lots*, by *transect zone*, in the *community units* to which it applies.
- 5.2.2 Plans required by this Section are subject to administrative approval by the CRC.
- 5.2.3 Building and site plans submitted for approval shall demonstrate compliance with:
- Lot standards* (Section 5.3)
 - Building disposition* (Section 5.4)
 - Building configuration* (Section 5.5)
 - Frontage standards* (Section 5.6)
 - Building function* (Sections 5.7)
 - Parking standards* (Section 5.8)
 - Landscape standards* (Section 5.9)
 - Signage standards* (Section 5.10)
 - Nonconformities, if any* (Section 5.11)
 - Special requirements, if any* (Section 5.12)
 - Building materials and configuration* (Section 5.13)
 - Supplementary standards, if any* (Section 5.14)

5.3 LOT STANDARDS

- 5.3.1 For the purposes of this Code, each lot shall be composed of three layers according to Table 5B.
- 5.3.2 The portion of a *lot* *fronting* a *thoroughfare* or a *passage* shall be designated its *principal frontage*. *Corner lots* shall have designated a *principal frontage* along the *thoroughfare* or *passage* of higher pedestrian importance and a *secondary frontage* along the remaining *frontage*. *Lots*, other than *corner lots*, *fronting* more than one *thoroughfare* or *passage* shall have their frontages determined by *warrant* and may be subject to more than one *principal frontage*.
- 5.3.3 Any portion of a *lot* mapped with a mandatory or recommended *infill thoroughfare* shall consider the new right-of-way as an access easement. Right-of-ways of mandatory or recommended *infill thoroughfares* may qualify as *frontages*. The planning office may determine a discretionary *thoroughfare* designation as an easement and *frontage*.



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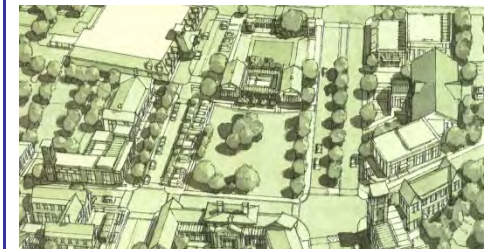
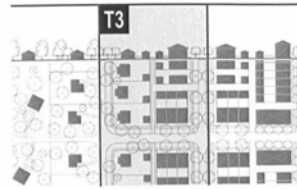


TABLE 5B. T3 BUILDING DISPOSITION AND CONFIGURATION



BUILDING FUNCTION	
Residential	restricted use
Lodging	restricted use
Office	restricted use
Retail	restricted use

BUILDING CONFIGURATION	
Principal Building	2 stories max.
Outbuilding	2 stories max.
Structured Parking	not applicable

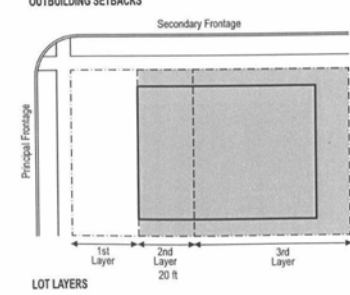
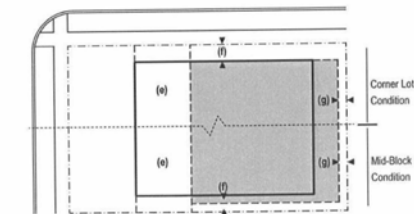
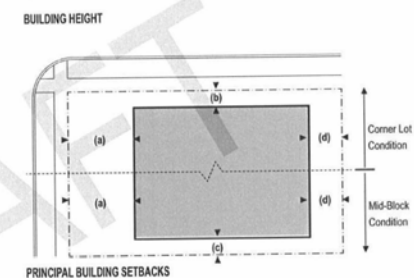
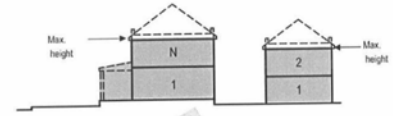
LOT OCCUPATION	
Lot Width	54 ft min 260 ft max
Lot Coverage	60% max

BUILDING DISPOSITION	
Edgeyard	permitted
Sidyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback Principal	24 ft. min., 36 ft. max.
(b) Front Setback Secondary	12 ft. min.
(c) Side Setback	12 ft. min.
(d) Rear Setback	12 ft. min.*
Frontage Buildout	40% min at setback

SETBACKS - OUTBUILDING	
(e) Front Setback	20 ft. min. + bldg. setback
(f) Side Setback	3 ft. min. or 6 ft at corner
(g) Rear Setback	3 ft. min

*or 15 ft. from center line of alley
 *N stands for any Stories above those shown, up to the maximum.
 Refer to metrics for exact minimums and maximums



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TABLE 5C - PRIVATE FRONTAGES

		SECTION		PLAN	
		PRIVATE FRONTAGE	PUBLIC FRONTAGE	PRIVATE FRONTAGE	PUBLIC FRONTAGE
T2	a. Common Yard: A planted <i>frontage</i> wherein the <i>facade</i> is set back substantially from the <i>frontage line</i> . The front yard created remains unfenced and may be visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.				
T3	b. Porch & Fence: A planted <i>frontage</i> wherein the <i>facade</i> is set back from the <i>frontage line</i> with an attached porch permitted to encroach. A fence at the <i>frontage line</i> maintains street spatial definition.				
T4	c. Terrace or Lightwell: A <i>frontage</i> wherein the <i>facade</i> is set back from the <i>frontage line</i> by an elevated terrace or a sunken Lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment.				
T4	d. Forecourt: A <i>frontage</i> wherein a portion of the <i>facade</i> is close to the <i>frontage line</i> and the central portion is set back. The <i>forecourt</i> created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other <i>frontage</i> types.				
T4	e. Stoop: A <i>frontage</i> wherein the <i>facade</i> is aligned close to the <i>frontage line</i> with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing but may be recessed into the volume of the building in where setbacks are shallow.				
T4	f. Shopfront: A <i>frontage</i> wherein the <i>facade</i> is aligned close to the <i>frontage line</i> with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk.				
T4	g. Gallery: A <i>frontage</i> wherein the <i>facade</i> is aligned close to the <i>frontage line</i> with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk.				
T5	h. Arcade: A colonnade supporting habitable space that overlaps the sidewalk, while the <i>facade</i> at sidewalk level remains at or behind the <i>frontage line</i> .				



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SMARTCODE **ARTICLE 5.FORM-BASED BUILDING SCALE STANDARDS FOR TND**
Mableton, Georgia

TABLE 5E. SPECIFIC FUNCTION AND USE											
	T2	T3	T4	T5	SD		T2	T3	T4	T5	SD
a. RESIDENTIAL						f. OTHER: AUTOMOTIVE					
MIXED USE BUILDING	□	■	■	□		GAS STATION	□		□	■	
MULTI-FAMILY ATTACHED		■	■	□		AUTOMOBILE SERVICE				□	■
MULTI-FAMILY DETACHED	□	■	■	□		TRUCK MAINTENANCE				□	■
SINGLE FAMILY ATTACHED		■	■			DRIVE-THROUGH FACILITY				□	■
SINGLE FAMILY SEMI-DETACHED	■	■	■			REST STOP	■				□
SINGLE FAMILY DETACHED	■	■	■			ROADSIDE STAND	■				□
ACCESSORY UNIT	■	■	■	■		BILLBOARD					□
b. LODGING						f. OTHER: CIVIL SUPPORT					
HOTEL (NO ROOM LIMIT)				■	□	CEMETERY	■	□	□		■
INN (UP TO 12 ROOMS)	□		■			FUNERAL HOME				■	■
BED & BREAKFAST (UP TO 5 ROOMS)	□	■	■	■		HOSPITAL				□	■
S.R.O. HOSTEL	□	□	□	□	□	MEDICAL CLINIC				■	■
SCHOOL DORMITORY			■	■	■	f. OTHER: EDUCATION					
c. OFFICE						COLLEGE				□	■
OFFICE BUILDING			■	■	□	HIGH SCHOOL				□	■
LIVE-WORK UNIT	■	■	■	□		TRADE SCHOOL				□	■
d. RETAIL						ELEMENTARY SCHOOL	□	■	■	■	■
OPEN-MARKET BUILDING	■	■	■	■	■	CHILD CARE CENTER	■	■	■	■	□
RETAIL BUILDING			■	■	□	f. OTHER: INDUSTRIAL					
DISPLAY GALLERY			■	■	□	HEAVY INDUSTRIAL FACILITY					■
RESTAURANT			■	■	□	LIGHT INDUSTRIAL FACILITY				□	■
KIOSK			■	■	□	TRUCK DEPOT					■
PUSH CART				■	□	LABORATORY FACILITY				□	■
LIQUOR SELLING ESTABLISHMENT				■	□	WATER SUPPLY FACILITY					■
ADULT ENTERTAINMENT					□	SEWER AND WASTE FACILITY					■
e. AGRICULTURE						ELECTRIC SUBSTATION	□	□	□	□	■
GRAIN STORAGE	■				□	WIRELESS TRANSMITTER	□			□	■
LIVESTOCK PEN	□				□	CREMATION FACILITY					■
GREENHOUSE	■	□			□	WAREHOUSE					■
STABLE	■	□			□	PRODUCE STORAGE					■
KENNEL	■	□	□	□	□	MINI-STORAGE					■
GARDEN (PRIVATE FRONTAGE)			■	■	□	HEAVY MANUFACTURING					■
BEE KEEPING	■	■	■		□	LIGHT MANUFACTURING			□	■	■

■ BY RIGHT
□ BY WARRANT



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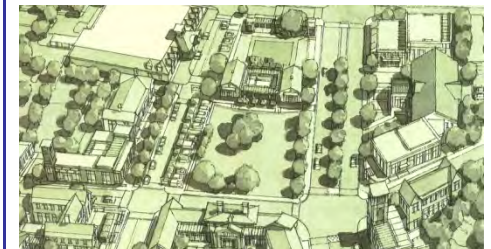


TABLE 3F. THOROUGHFARE ASSEMBLIES

KEY ST-57-20-BL

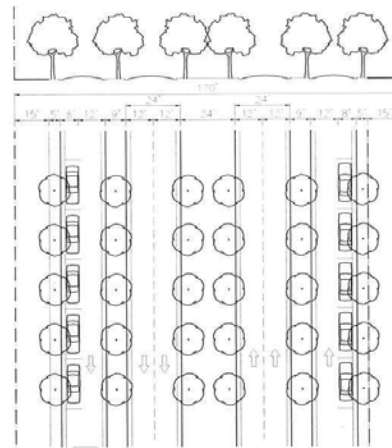
Thoroughfare Type
Right of Way Width
Pavement Width
Transportation

THOROUGHFARE TYPES

Highway: HW
Road: RD
Street: ST
Drive: DR
Avenue: AV
Commercial Street: CS
Boulevard: BV
Rear Alley: RA
Rear Lane: RL
Path: PT
Passage: PS
Bicycle Trail: BT
Bicycle Lane: BL
Bicycle Route: BR

BIKEWAY TYPES
See Bicycle Module

TRANSITWAY TYPES
See Transit Module



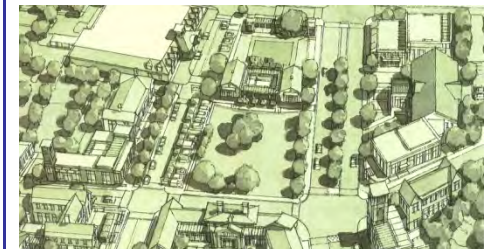
ASSEMBLY DESIGNATION	
Thoroughfare Type	
Right-of-Way Width	
Pavement Width	
Transect Zone Assignment	
PUBLIC FRONTAGE	
Drainage Type	
Curb Radius	
Walkway Type	
Planter Type	
Landscape Type	
Median Width	
VEHICULAR LANES	
Traffic Lane Width	
Parking Lane Width	
Target Speed	
Pedestrian Crossing Time	
BIKEWAY TYPE	
Transitway Type	

BV-170-88	
Thoroughfare Type	Boulevard
Right-of-Way Width	170 feet
Pavement Width	88 feet
Transect Zone Assignment	T4, T5, T6
E	
Drainage Type	Curb
Curb Radius	20 feet inside 15 feet slip lanes
Walkway Type	15 foot Sidewalk
Planter Type	5 foot planter
Landscape Type	Trees @ 30' o.c. avg.
Median Width	24 feet inside 9 feet slip lanes
VEHICULAR LANES	
Traffic Lane Width	3 lanes @ 12 feet each way
Parking Lane Width	Both sides @ 8 feet marked
Target Speed	35 MPH inside 28 MPH slip lanes
Pedestrian Crossing Time	5.7 seconds 6.9 seconds 6.9 seconds 5.7 seconds
BIKEWAY TYPE	
Transitway Type	See Bicycle Module
Transitway Type	See Transit Module



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Challenges in SmartCode adoption

- Notification
 - Staff was asked by legal to send out notices to ALL property owner just as if it were a “normal” zoning, 1, 500 parcels in all
- Opposition from people outside of the Mableton community
- Fire Marshall and Civil Engineers
- Changing Departmental operating procedures for plan approval



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Implementation

- ❑ You will never stop with implementation and it is the most difficult
 - Create code
 - Approve code
 - Change permitting and procedures
 - Develop incentives
 - Build public infrastructure
 - Marketing to developers/investors
 - **KEEP THE COMMUNITY ENGAGED**



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Questions?



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