

City Council
City of Atlanta

02-0-0602

**A SUBSTITUTE ORDINANCE
BY: UTILITIES COMMITTEE**

**AN ORDINANCE ENACTING STREET AND SIDEWALK
DESIGN STANDARDS FOR NEGOTIATED TRADITIONAL
NEIGHBORHOOD DEVELOPMENTS (NTND), AND FOR OTHER
PURPOSES.**

WHEREAS, it is the policy of the City Council, as expressed in the 2002 Comprehensive Development Plan of the City of Atlanta, to encourage the protection of neighborhoods and to encourage the development of new neighborhoods within the City; and

WHEREAS, it is further the policy of the City to encourage a pattern of neighborhood design that provides for safe and convenient sidewalks for pedestrians within neighborhoods and appropriate ways for bicyclists; and

WHEREAS, it is further the policy of the City to encourage traditional neighborhood development in mixed-use communities in which residents can walk to shops, schools and other neighborhood services; and

WHEREAS, it is essential that traffic-calming measures be utilized in the design of streets within such traditional neighborhoods,

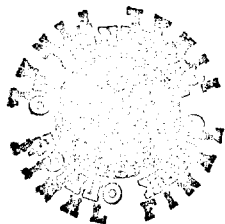
NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, AS FOLLOWS:

SECTION 1. That Section 138 entitled Streets, Sidewalks, and Other Public Places of the City of Atlanta Code be amended by adding the following Section 138-102.1 entitled Street and Sidewalk Standards for Negotiated Traditional Neighborhood Developments (NTND) to read as follows:

138-102.1 Negotiated Traditional Neighborhood Development (NTND)

(a) Intent:

The following street design standards, called the NTND Street Standards, are to be utilized by the City of Atlanta as optional street standards for new developments meeting the definition of a Negotiated Traditional Neighborhood Development (NTND). The primary purpose of these NTND streets is to create places that will be safe, pleasant, and useful for pedestrians and bicyclists. Providing mobility for cars and occasionally trucks is a secondary purpose. In general, NTND streets are narrow streets with low



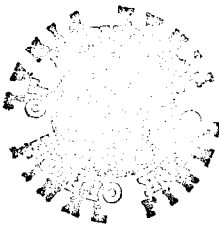
traffic speeds and low traffic volumes, designed naturally to slow traffic without the need for bumps, humps, or bulb-outs. NTND streets often are designed to require some degree of "Slow Flow" whereby cars must slow or even stop intermittently to allow oncoming traffic to pass.

Users of these standards are reminded that the street design regulations apply to communities and locations that conform to design features cited above. These NTND streets are not intended to carry large volumes of through traffic, and an adequate, separate system of arterial roadways is necessary to serve higher volumes and long distance travel.

(b) Definition, Negotiated Traditional Neighborhood Development

A development using the NTND Street Standards shall be required to receive approval from the Commissioner of the Department of Planning, Development and Neighborhood Conservation to ensure that the development is consistent with all of the following guidelines.

1. The NTND shall be compact and pedestrian-friendly.
2. The NTND shall contain at least 8 acres of property.
3. The NTND shall contain at least two land uses, including residential and commercial and/or office.
4. The NTND shall contain at least one internal public street.
5. Streets shall interconnect to form a grid or web-like pattern, rather than a dendritic (tree-like pattern).
6. The street network of the NTND shall connect to the existing public street network at least two points.
7. Within the gross area of the residential component of the NTND, residential unit density shall exceed 6 units per acre.
8. The NTND shall contain at least 5,000 square feet of non-residential floor area, of which no less than 2,000 square feet shall be used for retail uses including eating and drinking establishments.
9. A park that is accessible to the general public and is at least one-eighth acre in size shall be provided within 2,000 feet, as measured in a straight line from property line to property line, of all residences.
10. Garages shall not be located closer to the adjacent public or private street than the principal building.



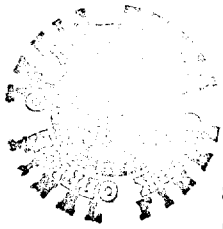
11. Sidewalks or pedestrian access shall be provided along all streets within the NTND.

(c) Applicability requirements:

1. A development using the NTND Street Standards must receive approval from the Commissioner of the Department of Planning, Development, and Neighborhood Conservation and the Commissioner of Public Works that it meets the definition of a Negotiated Traditional Neighborhood Development.
2. Streets for which these standards are applied must have posted speeds no greater than 25 m.p.h.
3. Maximum street grades shall not exceed 11%.

(d) General Conditions:

1. On-street parking is allowed on one or both sides of a street. Such parking permission depends on the type and size of the street, as outlined in the following sections. Certain streets as herein designated require specific approval of the City of Atlanta Fire Department.
2. On residential streets where the primary function of the street is to provide access to adjacent development and foster a safe and pleasant environment, at least one unobstructed moving lane of not less than 12 feet must be ensured even where parking occurs on both sides. On-street parallel parking lane widths are assumed to be not less than 7 feet in width for purposes of calculating street sections.
3. Street lanes, including bicycle lanes, should not be striped.
4. Header curbs are required to be used to maximize pavement area and improve street appearance.
5. Streets that are within 1500 feet of a neighborhood collector or arterial street are not required to accommodate large-scale, public transit vehicles.
6. Special provisions are required to accommodate emergency, sanitation, and other special vehicular access. These provisions depend on the type and size of the street, as outlined in the following sections.
7. Curb Ramps shall be designed to meet ADA requirements and shall include a top and bottom landing of at least 48" in length and 36" in width. Maximum slope of 1:12 and maximum cross slope of 1:50 are permitted.
8. Driveway aprons shall end at the Sidewalk Clear Zone and be limited to the Street Furniture/Tree Planting Zone. Driveway aprons shall have a slope of between



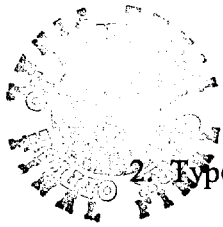
1:10 and 1:13. A minimum of 36" of landing area at sidewalk shall be required and sidewalk may be partially dropped to prevent apron from exceeding 1:13 slope.

9. Block lengths shall be no greater than 600 feet. Stop signs may be placed within the NTND to ensure that automobiles travel no greater than 600 feet without interruption.
10. Alleys must be privately owned and all drawings and plats issued for the NTND must contain an acknowledgement of that private ownership. Any improvements, maintenance and other similar actions to such alleys must be the responsibility of the private property owners.
11. The physical curb radii for intersections within NTND and between NTND streets and non-NTND streets shall be as follows:
 - a. The physical curb radii for intersections of 20 feet wide streets without parking shall be 20 feet,
 - b. The physical curb radii for intersections of 27 feet wide streets with parking on one side shall be 15 feet with mountable curbs. Mountable curbs shall be designed in accordance with criteria established by the Department of Public Works,
 - c. Physical curb radii for intersections of 34 feet wide streets with parking on two sides shall be 15 feet with mountable curbs. Mountable curbs shall be designed in accordance with criteria established by the Department of Public Works,
 - d. For conditions a, b, and c above, the full street width of all streets shall extend to the intersection and parking shall not be allowed within 30 feet of each intersection.

(e) Street Designations:

The following Street Designations and Design Standards are applicable to Negotiated Transitional Neighborhoods Development:

1. Type 2-C: Two-way street with no parking may be designed as follows:
 - a) Curb to curb street sections permitted: 20 feet.
 - b) Special Provision Required:
 1. To provide maximum vehicular space, there shall be no solid obstructions (includes trees, poles, etc.) within 18" of the face of curb on both sides of the street.



2. Type 2-D: Two-way street with parking on one side only may be designed as follows:

a) Curb to curb street sections permitted: 27 feet.

a) Special Provision Required:

1. To provide maximum vehicular space, there shall be no solid obstructions (includes trees, poles, etc.) within 18" of the face of curb on both sides of the street.

3. Type 2-E: Two-way street with parking on both sides may be designed as follows:

(a) Curb to curb street sections permitted: 34 feet.

(b) Special Provision Required:

1. To provide maximum vehicular space, there shall be no solid obstructions (includes trees, poles, etc.) within 18" of the face of curb on both sides of the street.

SECTION 2: That Section 15-08.002(g) of the Land Subdivision of the City of Atlanta that reads as follows to be deleted in its entirety:

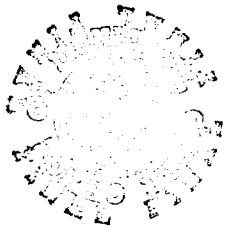
(g) Minimum street right-of-way with pavement widths shall be as follows:

Street Type	Right-of-Way	Pavement Width
Arterial street	114'	86'
Major collector street	80'	60'
Residential collector	50'	32'
Residential collector with bicycle lane	55'	37'
Residential access street and Residential subcollector	32'	28'

And the following Section 15-08.002(g) be substituted in lieu thereof:

Except as provided in Section 138-102.1 entitled Street and Sidewalk Standards for Negotiated Traditional Neighborhood Developments (NTND), Minimum street right-of-way and pavement widths shall be as follows:

Street Type	Right-of-Way	Pavement Width
Arterial street	114'	86'
Major collector street	80'	60'
Residential collector	50'	32'



Residential collector with Bicycle lane	55'	37'
Residential access street and Residential subcollector	32'	28'

SECTION 3: That the Commission of the Department of Public Works shall utilize the standards referred to in Section 1 and 2 above in the review and approval process for public streets in any Negotiated Traditional Neighborhood Development that has been certified by the Commissioner of the Department of Planning, Development, and Neighborhood Conservation.

SECTION 4: That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

A true copy,

Rhonda Daughkin Johnson
Municipal Clerk, CMC

ADOPTED by the Council
APPROVED by the Mayor

JULY 01, 2002
JULY 09, 2002

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