

The Atlanta City Design

Aspiring to the Beloved Community

ATLANTA CITY DESIGN

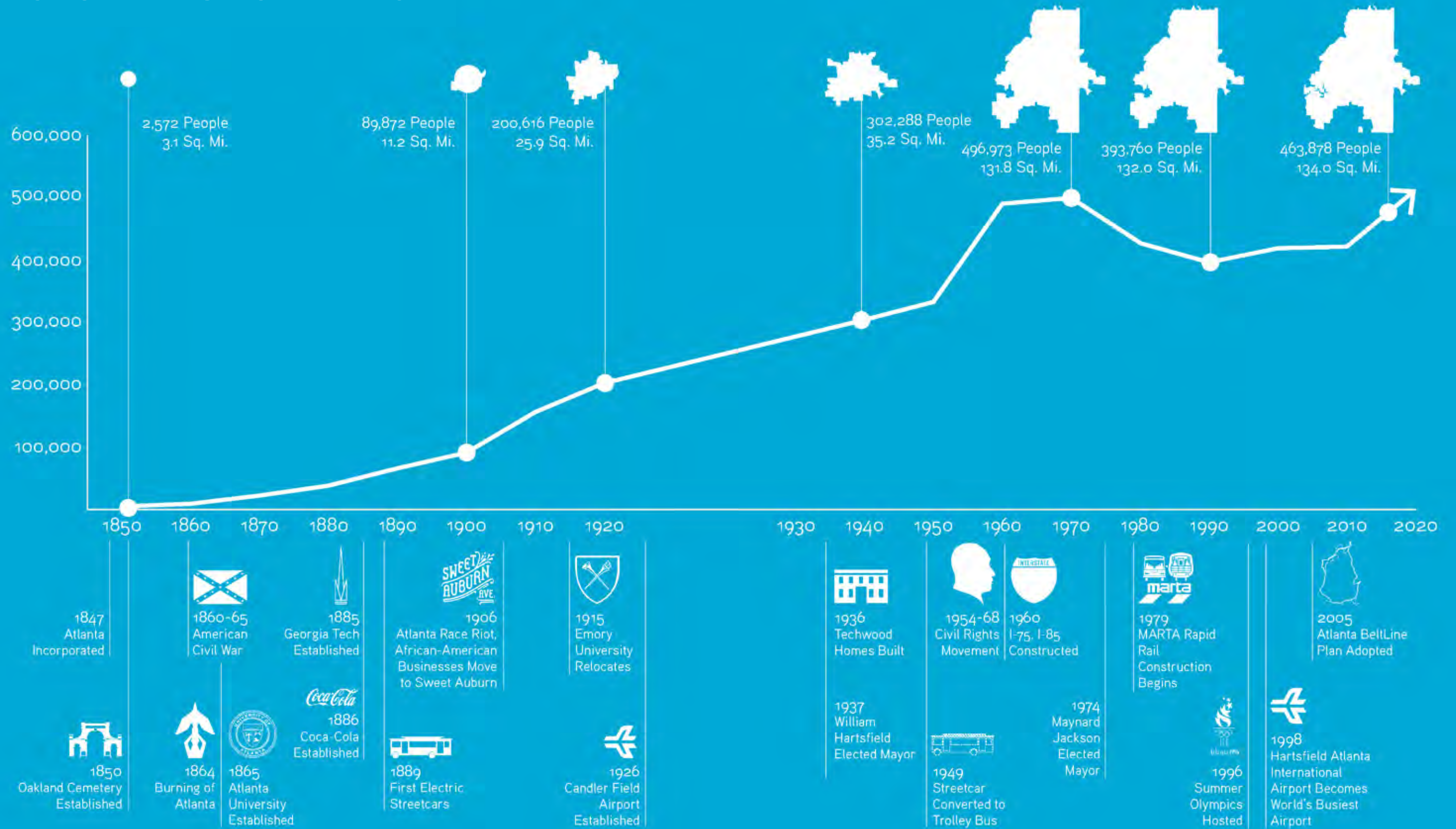
Process, Scenarios & Future Directions

GPA FALL CONFERENCE, OCTOBER 3, 2019

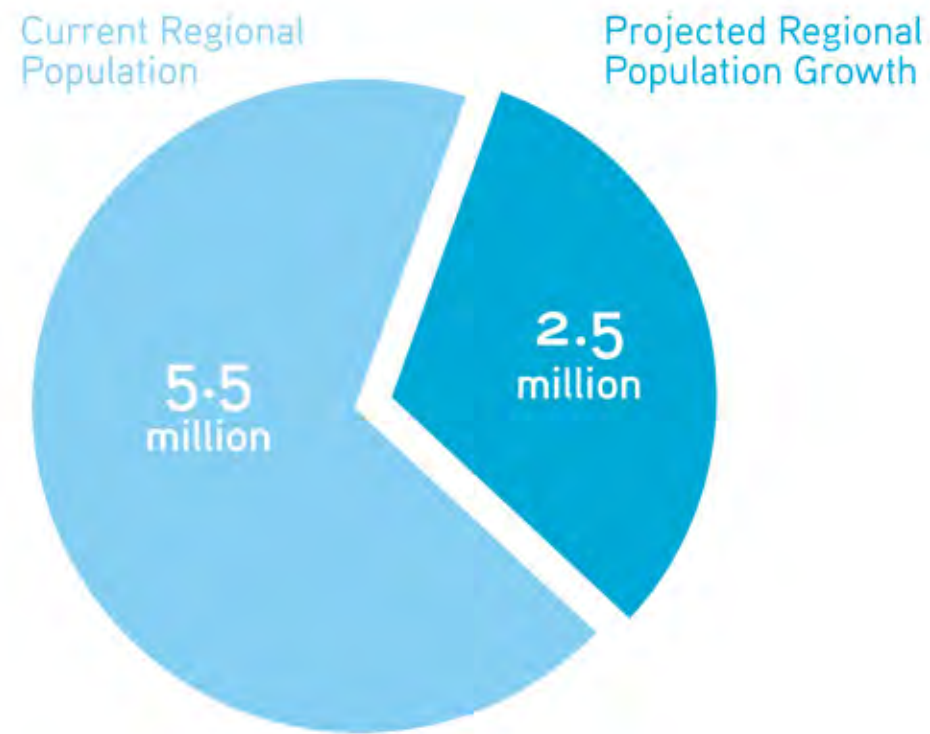


Department of
CITY PLANNING

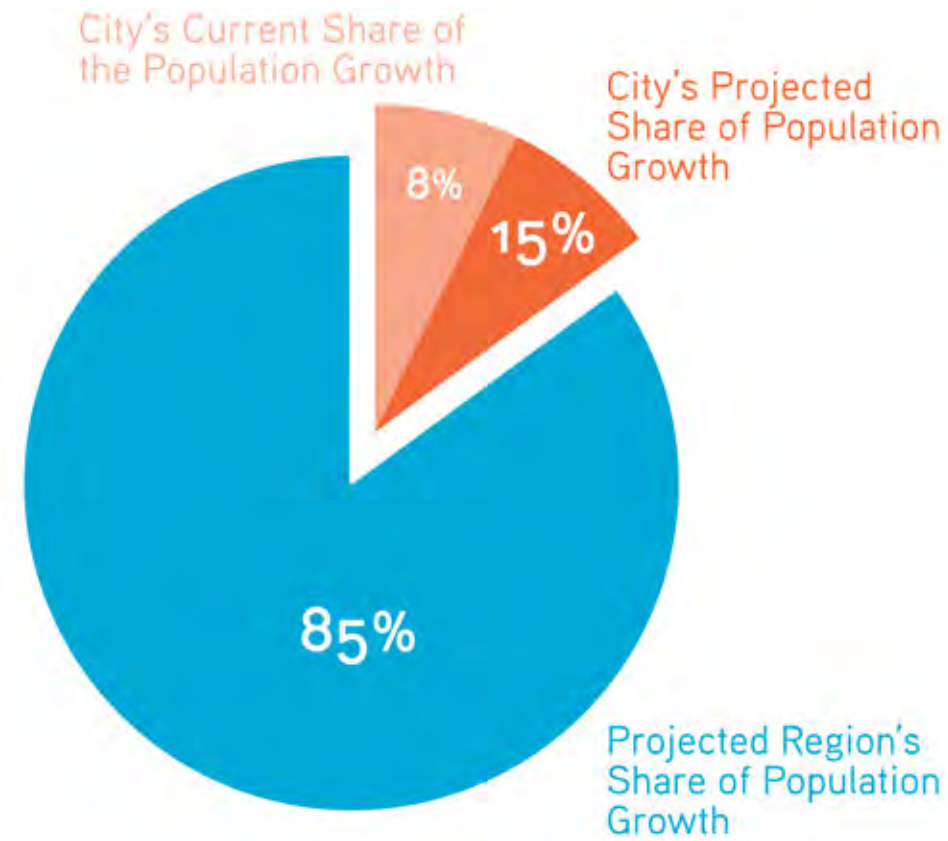
Our Growth Over Time



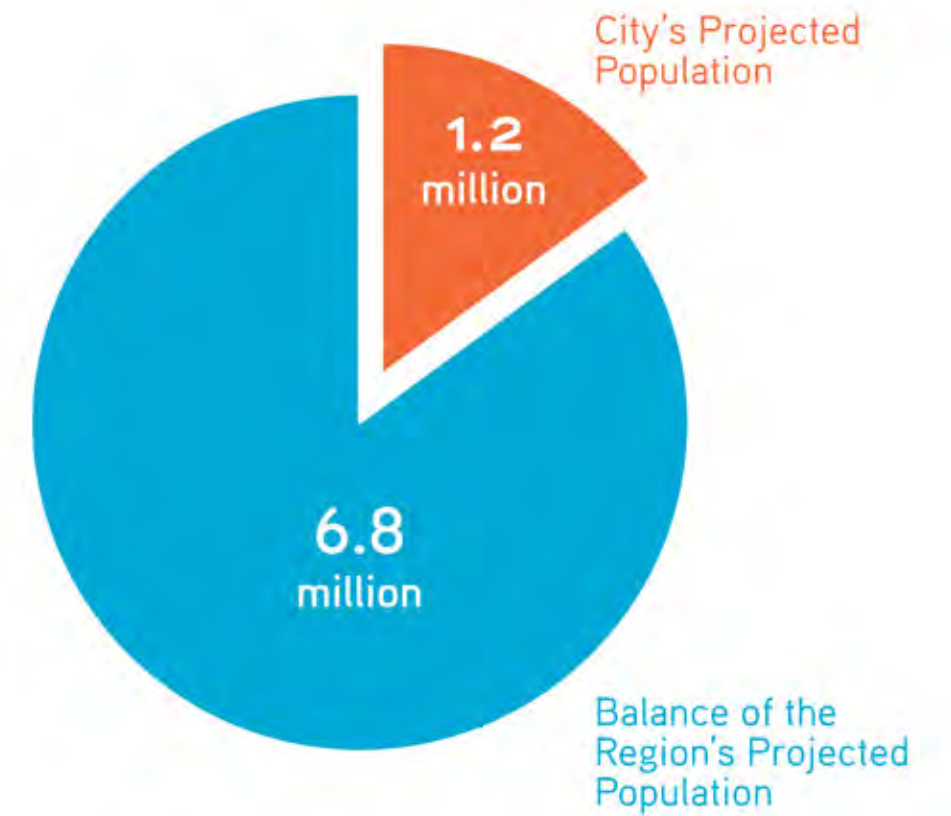
Urgency



A larger region.



A larger city.



A lot more people.

Not changing is not an option.

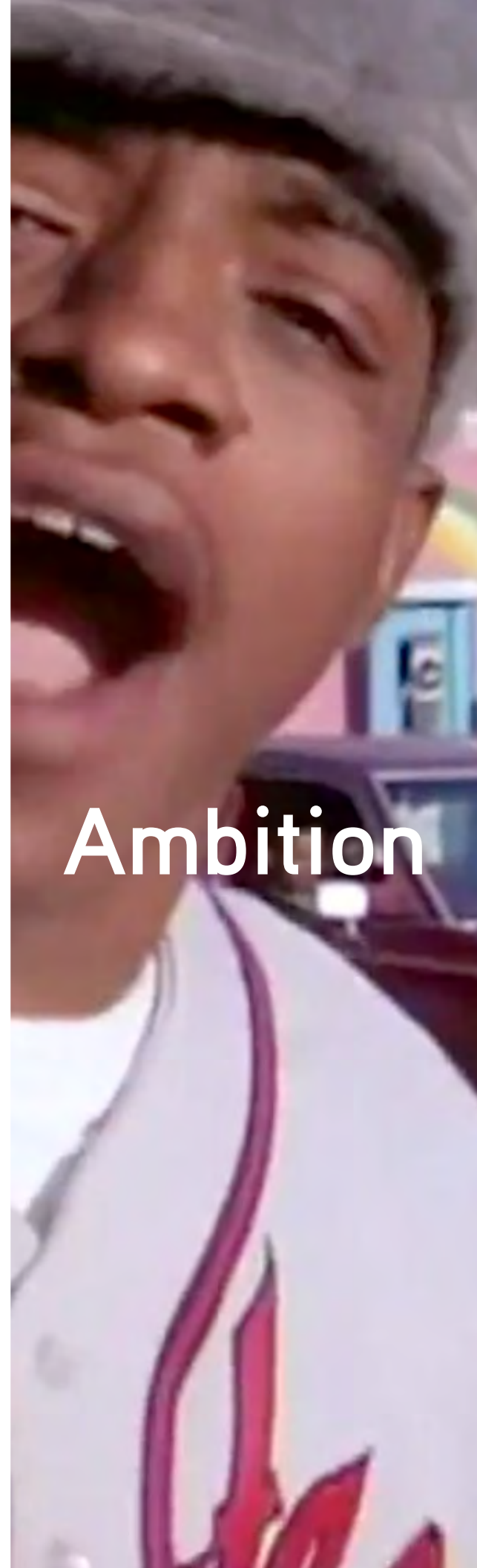
**The most strategic scenario for
growth includes everyone.**



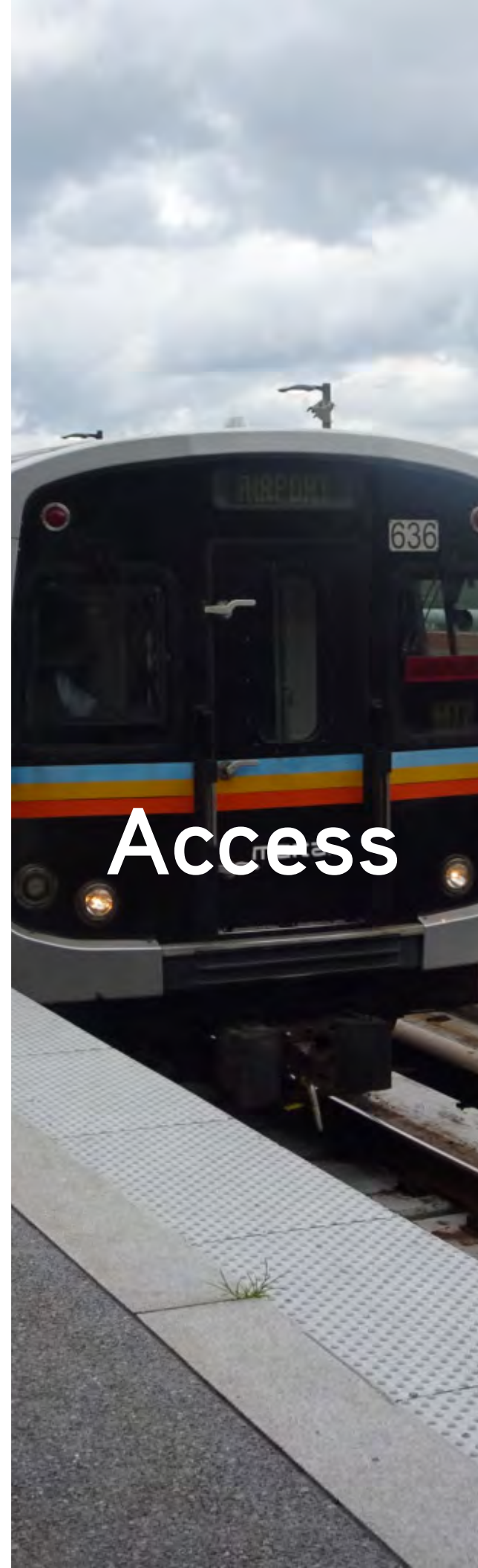
Equity



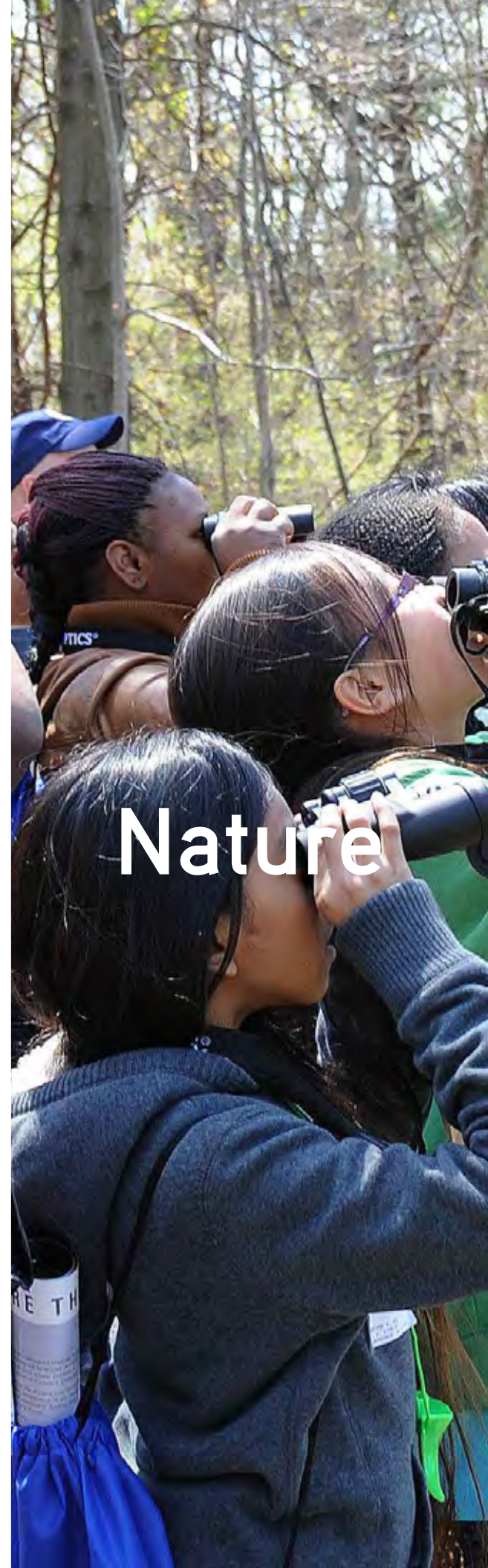
Progress



Ambition



Access



Nature



“The aftermath of nonviolence is reconciliation and the creation of the beloved community.”

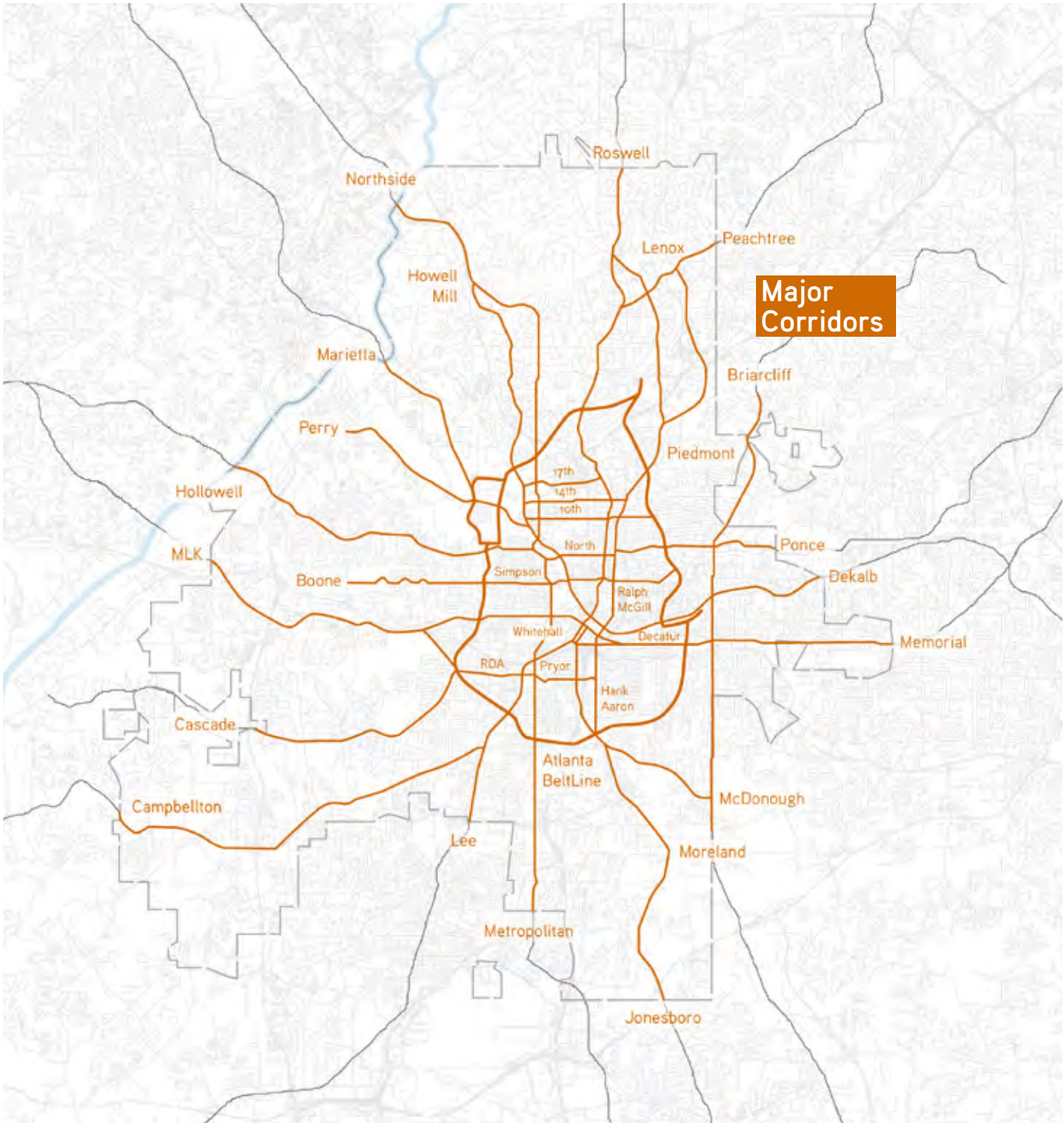
Dr. Martin Luther King, Jr., 1957

Design



When we talk about design, we're not merely describing the logical assembly of people, things and places. We're talking about intentionally shaping the way we live our lives.

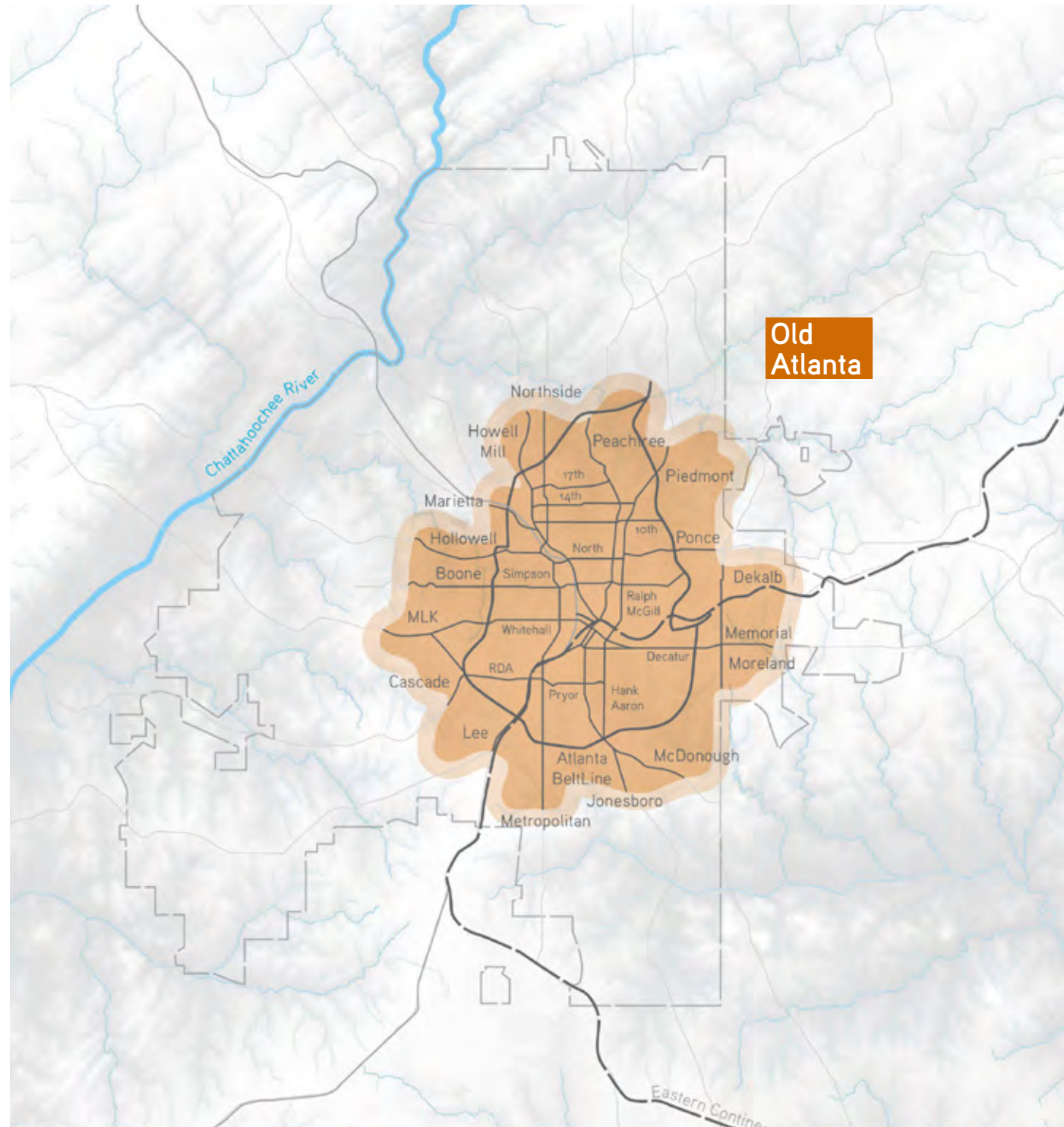
Our Approach



The conditions that framed growth in the City of Atlanta so far, have delivered a beautiful form.

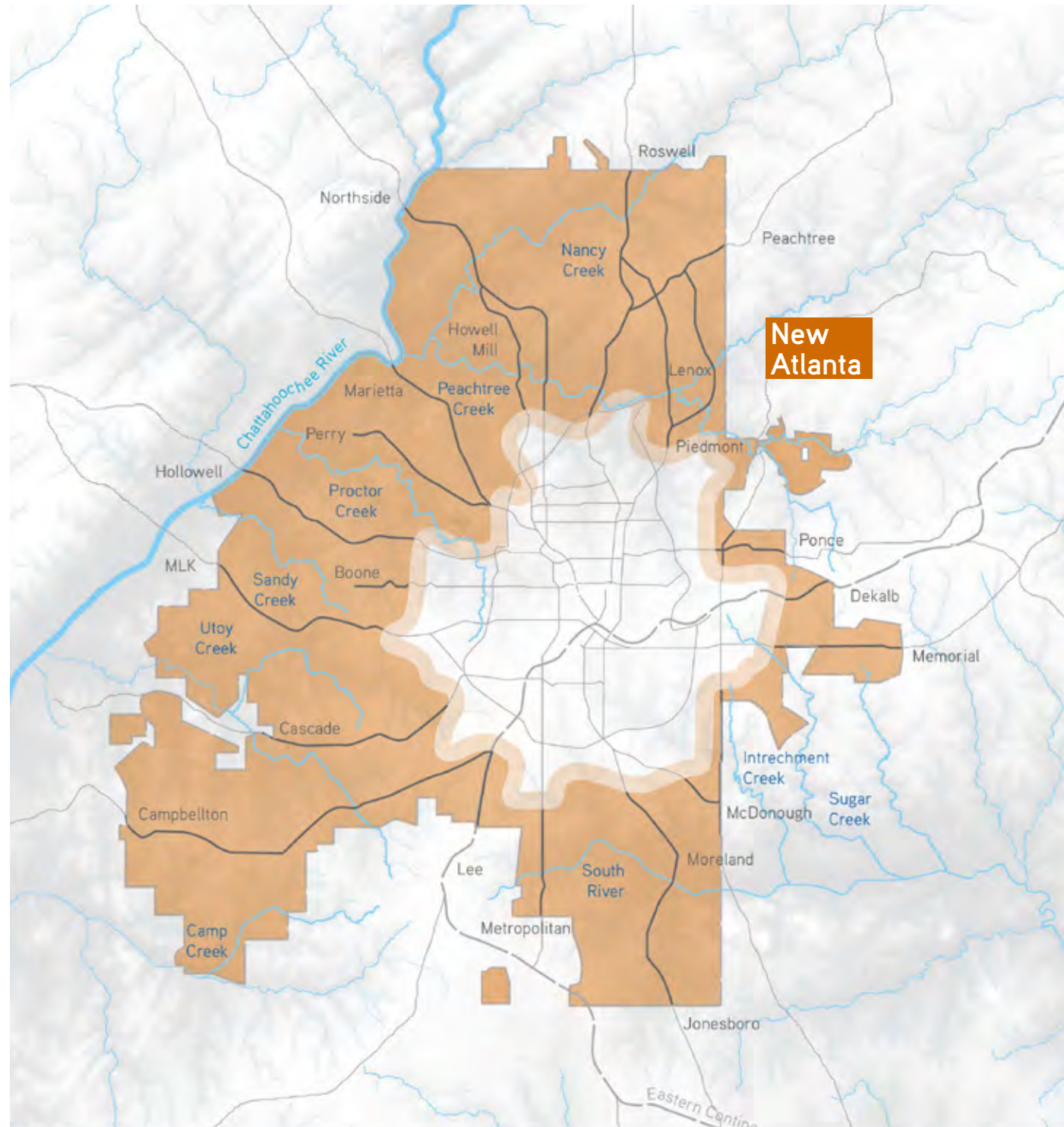


Our Approach



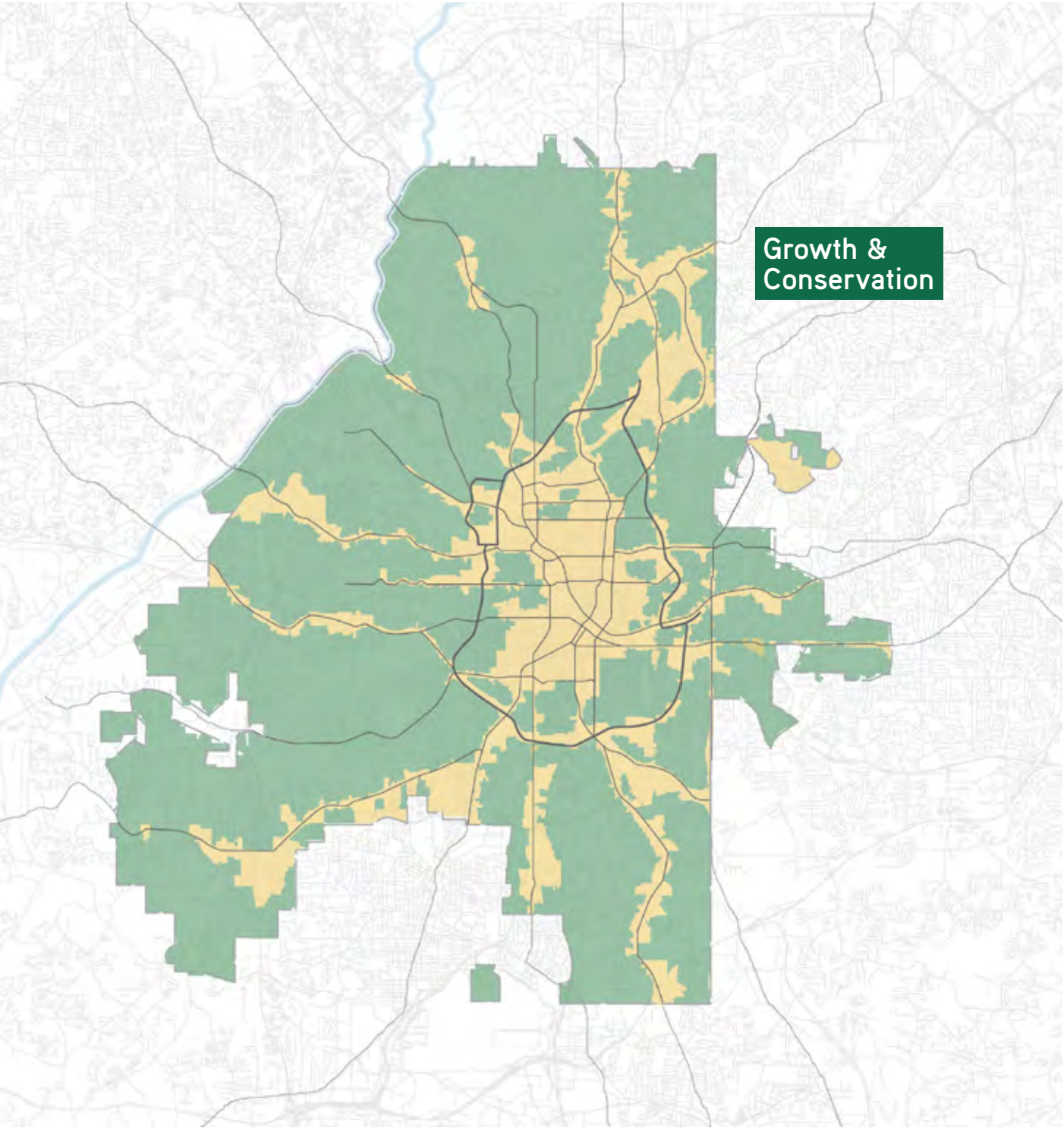
Old Atlanta was built on a hill, a ridgeline far from the Chattahoochee River.

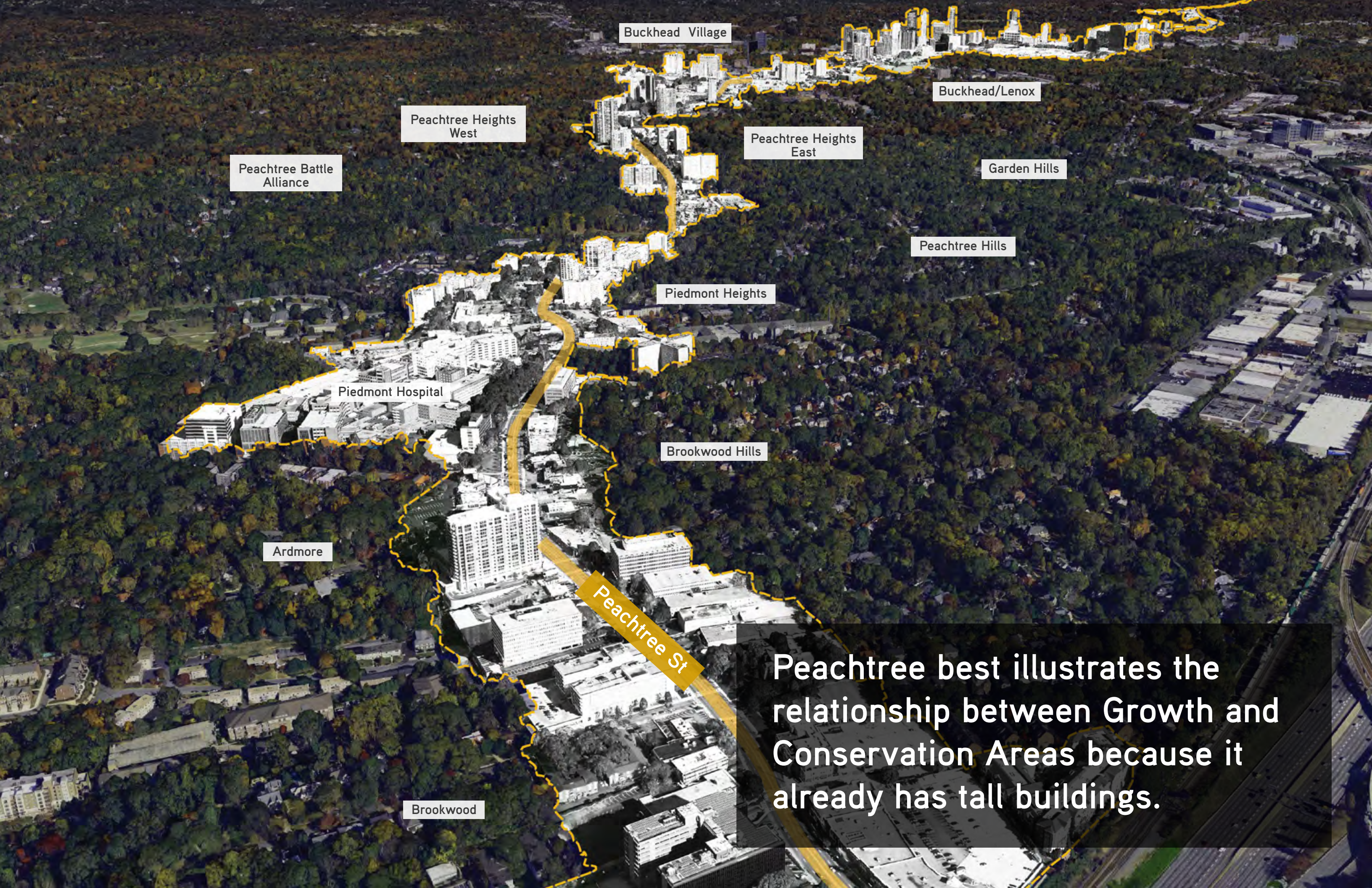
Our Approach



New Atlanta flows from the city's ridgeline like water along streets in every direction.

This is how Atlanta grows anyway.
We're just going to be more intentional about it.





Buckhead Village

Buckhead/Lenox

Peachtree Heights West

Peachtree Heights East

Garden Hills

Peachtree Battle Alliance

Peachtree Hills

Piedmont Heights

Piedmont Hospital

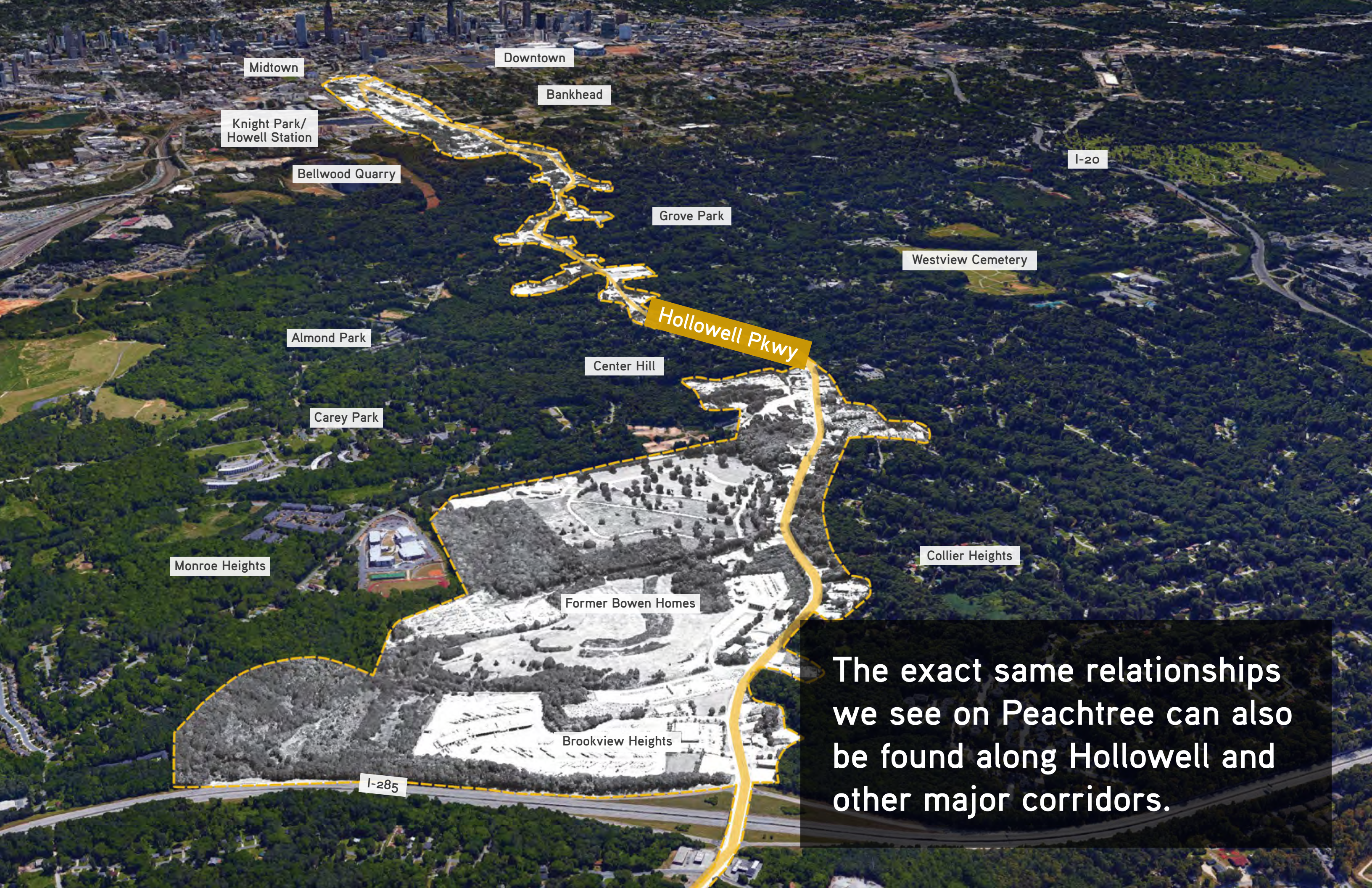
Brookwood Hills

Ardmore

Peachtree St

Brookwood

Peachtree best illustrates the relationship between Growth and Conservation Areas because it already has tall buildings.



Midtown

Downtown

Bankhead

Knight Park/
Howell Station

Bellwood Quarry

Grove Park

I-20

Westview Cemetery

Almond Park

Center Hill

Hollowell Pkwy

Carey Park

Collier Heights

Monroe Heights

Former Bowen Homes

Brookview Heights

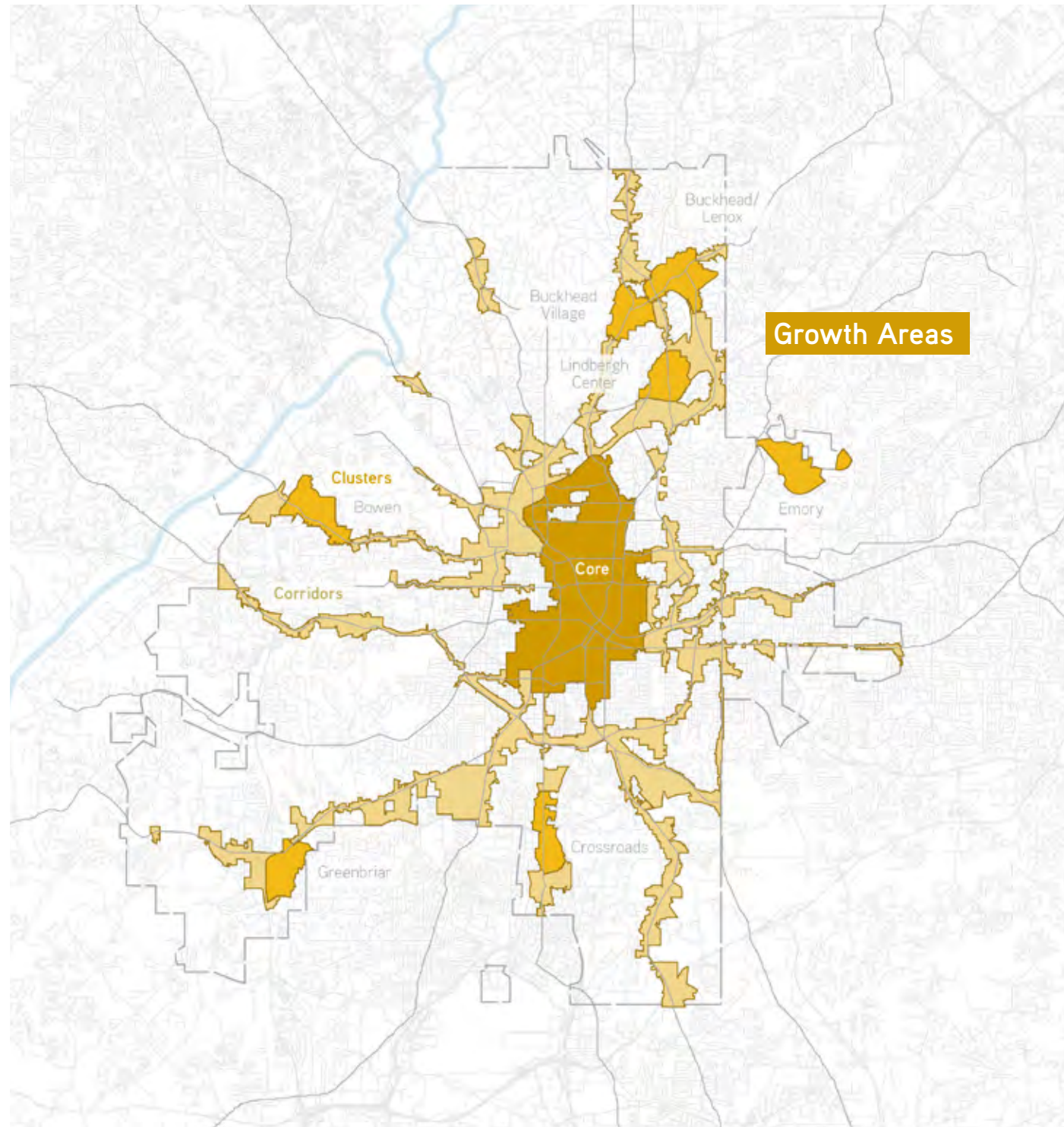
I-285

The exact same relationships we see on Peachtree can also be found along Hollowell and other major corridors.

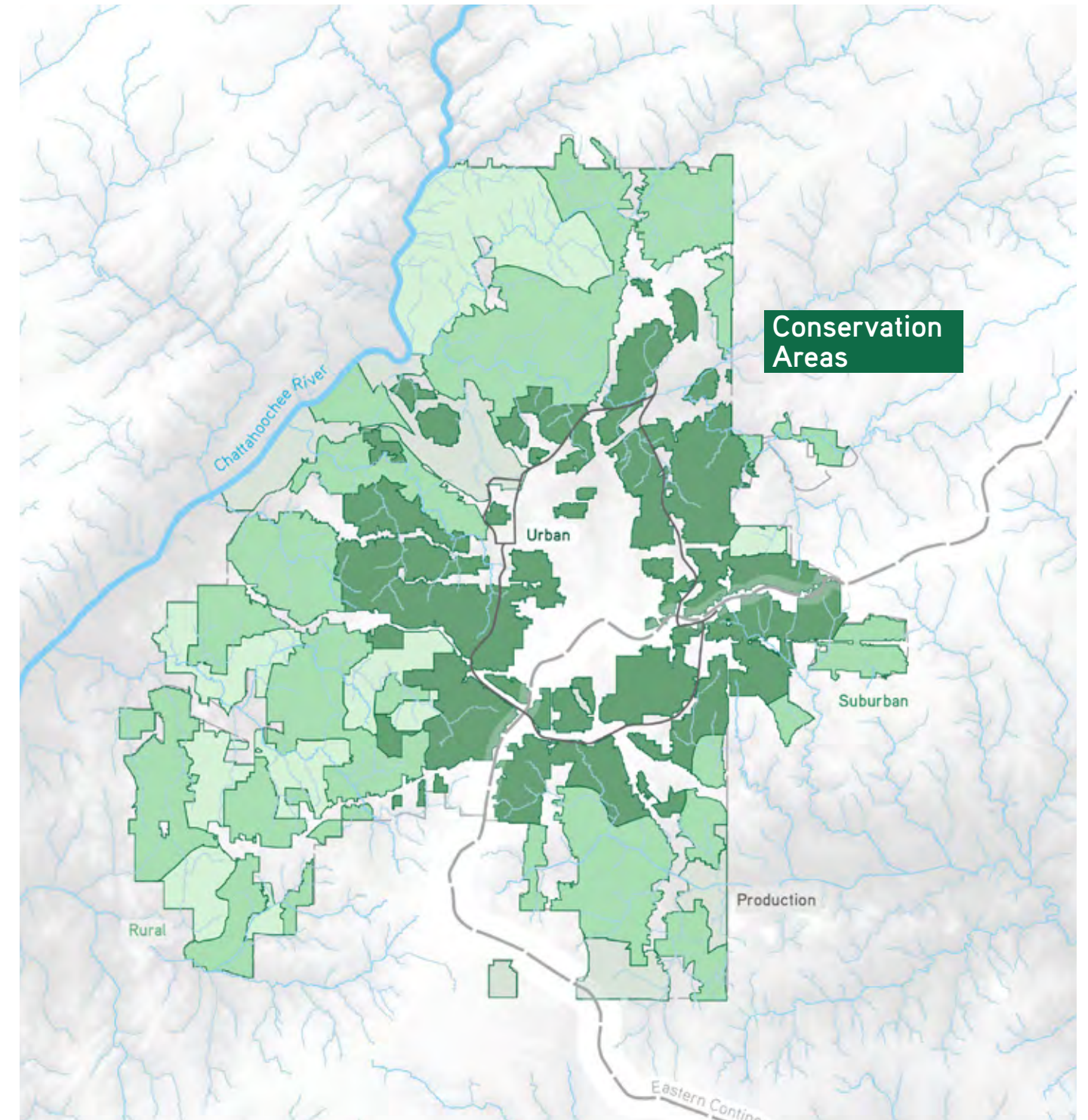


It's the same along Metropolitan. Each of the City's radial corridors connect business centers, shopping, schools, social life, and other nodes of civic activity. Each one will deliver its own style, rhythm, and collection of places to go.

Our Approach



Growth Areas will be designed to connect people and accommodate growth.



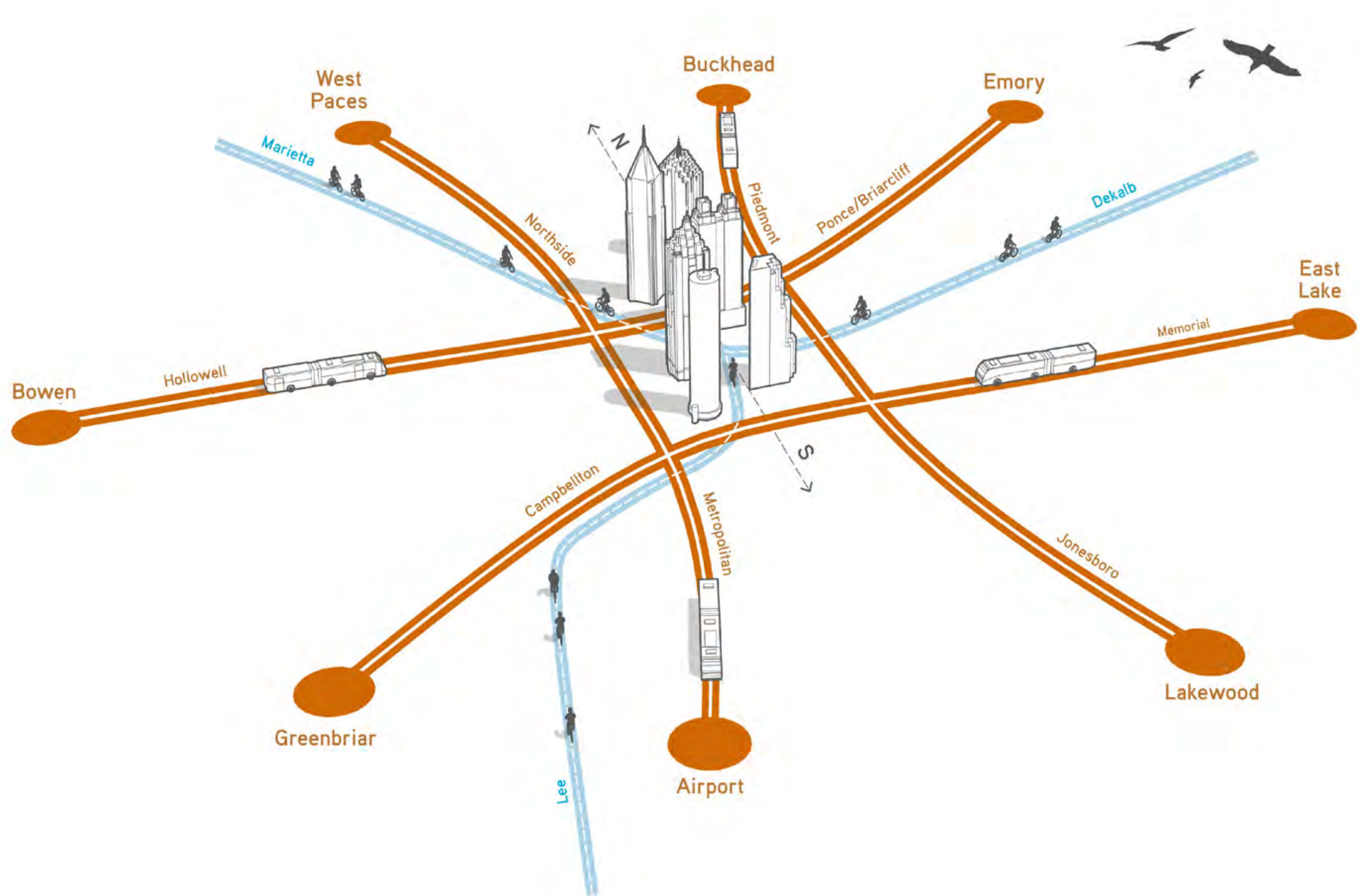
Conservation Areas will be designed to connect nature and protect other things that we value.

We're going to design for people.

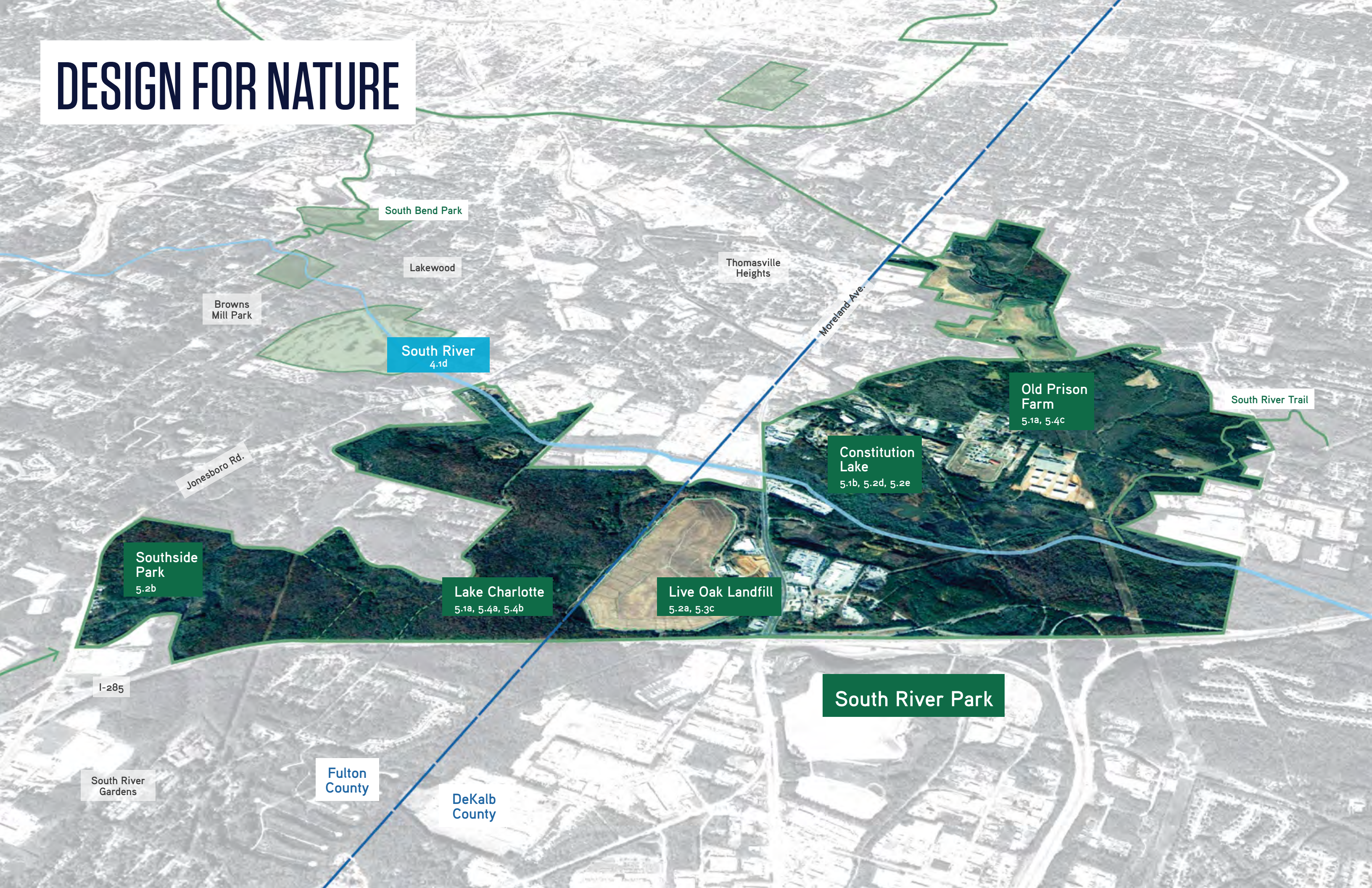
We're going to design for nature.

We're going to design for people
in nature.

DESIGN FOR PEOPLE



DESIGN FOR NATURE



South Bend Park

Lakewood

Thomasville Heights

Browns Mill Park

South River
4.1d

Moreland Ave.

Old Prison Farm
5.1a, 5.4c

South River Trail

Jonesboro Rd.

Constitution Lake
5.1b, 5.2d, 5.2e

Southside Park
5.2b

Lake Charlotte
5.1a, 5.4a, 5.4b

Live Oak Landfill
5.2a, 5.3c

South River Park

I-285

South River Gardens

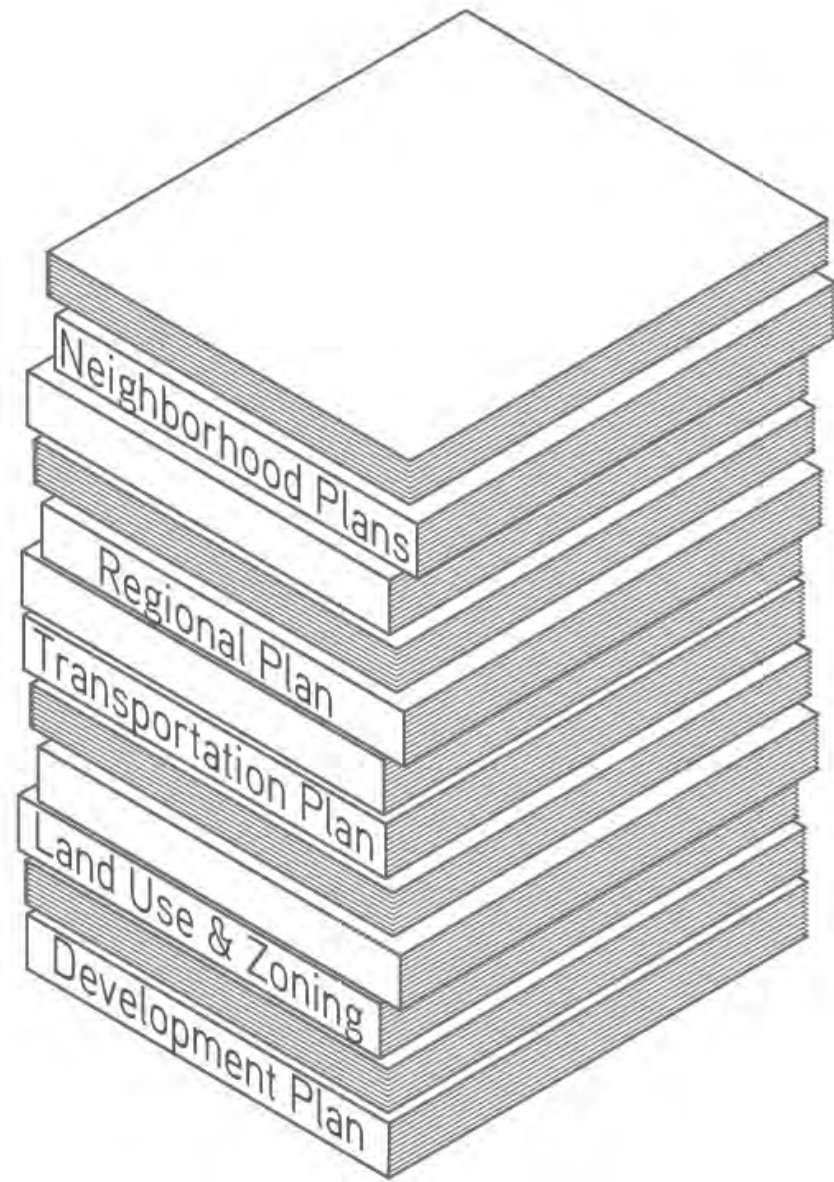
Fulton County

DeKalb County

DESIGN FOR PEOPLE IN NATURE



Implementation



Detailed Plans

Following through on this aspiration is the next phase of the City Design. Over the next generation, we will operationalize its actions and ideas. This will require the work of the Department of City Planning, the Mayor and City Council as partners, other divisions of City Hall, and many external partners, including everyday community members.

**Modeling Atlanta's Growth:
Smart Design Through Advanced
Planning**

MODELING ATLANTA'S GROWTH

SMART DESIGN THROUGH ADVANCED PLANNING

ATLANTA CITY DESIGN

TONY GIARRUSSO

ASSOCIATE DIRECTOR

CENTER FOR SPATIAL PLANNING ANALYTICS AND VISUALIZATION

CREATING THE NEXT



PROJECT BEGINNINGS

The collaboration between the City of Atlanta and Georgia Tech was borne out of desire for novel planning tools that facilitate the urban design process. The result of this partnership is a set of interactive applications that extend the utility of geospatial data and incorporate advanced modeling techniques – allowing for dynamic visualization of build-out scenarios in a browser-based 3D environment



ATLANTA INTERACTIVE 3D DESIGN TOOL

[HTTP://GEOSPATIAL.GATECH.EDU/ATLANTACITYDESIGN/](http://geospatial.gatech.edu/atlantacitydesign/)

Designed to explore different growth scenarios and build-out possibilities in 3D and view resulting statistics



BASELINE ESTIMATES AND INPUTS

All future scenarios begin with baseline estimates of population and job capacity given the current building stock. These estimates are based on four inputs.

SUMMARY	
Population Capacity	511,469
Employment Capacity	737,230

Building Square Footage



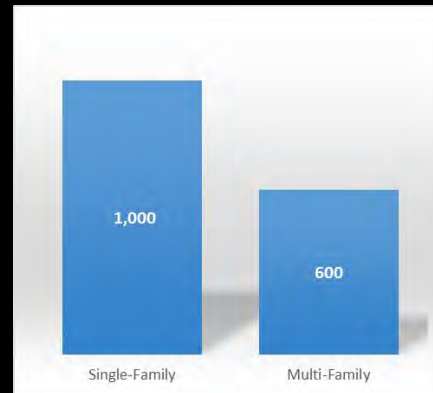
Building Footprints

Building Height (Floors)



LIDAR – 3D Models

Square Footage Per Person



Provided by the City

Square Footage Per Employee

Sq Ft	LU Code	Land Use
600	312	Hotel Full Service
567	321	Restaurant
567	327	Bar/Lounge
500	331	Auto Dealer
920	342	Community Shopping Center
600	349	Medical Office Building
400	350	Telecommunications Office Bldg
400	351	Bank
400	352	Savings Institution

Based on Land Use – Various Sources

DEVELOPMENT OF ALTERNATIVES AND FUTURE SCENARIOS

Scenarios focusing on various aspects of development and conservation are designed. Scenarios are focused on altering zoning parameters, targeting of specific areas for development, and promoting infill.



Conservation Area Build-Out

- Scenario 1 -

Vacant land and buildings in the Conservation areas (Urban, Suburban, Rural, and Production) are built out and totals added to the baseline estimates.



Growth Area Build-Out

- Scenario 2 -

Vacant land and buildings in both Growth (Core, Corridor, Clusters) and Conservation areas are built out and population and job totals are added to the baseline estimates.



Align Density with Transit

- Scenario 3 -

Scenario two, with increased transit-driven densities in Growth Areas (Core, Corridor, Clusters).

MODEL ASSUMPTIONS FOR FUTURE SCENARIOS

1. Residential: Non-Residential Ratio

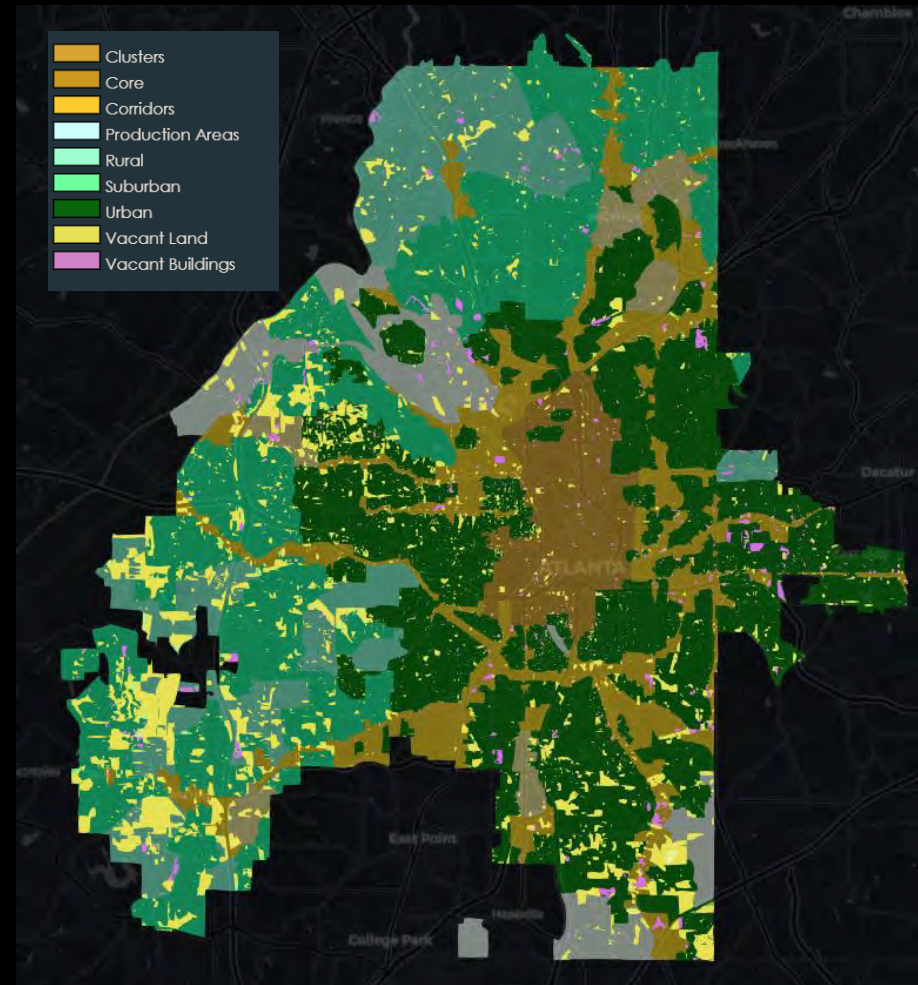
Design Area	Residential	Non-Residential
Cluster	10%	90%
Core	20%	80%
Corridor	30%	70%
Production Area	10%	90%
Rural	100%	0%
Suburban	80%	20%
Urban	80%	20%

2. Vacant Land and Vacant Buildings

Land Use Code	Land Use
100	Residential vacant
200	Low Income Housing Tax Credit Apts
300	Vacant Commercial Land
400	Vacant Industrial Land
600	Vacant Exempt Land
700	Utility Vacant Land

9,754 Vacant Land Parcels – 7,000 acres

3,275 Vacant Parcels with Buildings – 2,800 acres



MODEL ASSUMPTIONS FOR FUTURE SCENARIOS

3. Lot Coverage by Design Area

Design Area	Max. Lot Coverage
Cluster	70%
Core	53%
Corridor	72%
Production Area	75%
Rural	88%
Suburban	86%
Urban	76%

5. Square Footage by Population and Employee

Design Area	Sq. Ft per Person	Sq Ft Employee	Scenario
Cluster	555**	250**	2,3
Core	555**	250**	2,3
Corridor	555**	250**	2,3
Production Area	920	350	2,3
Rural	920	350	1,2,3
Suburban	590	300	1,2,3
Urban	590	250	1,2,3

** Does not include density bonuses

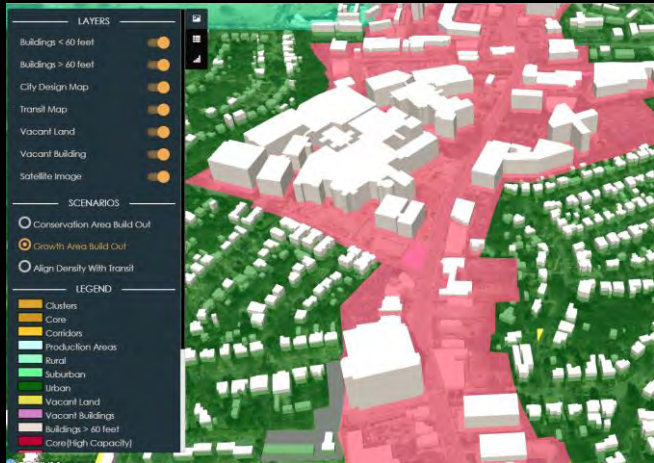
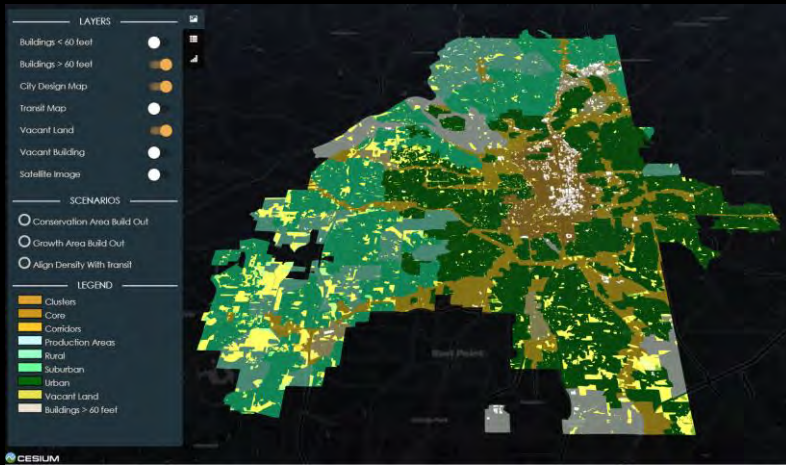
4. Number of Stories per Building

Estimate future building heights

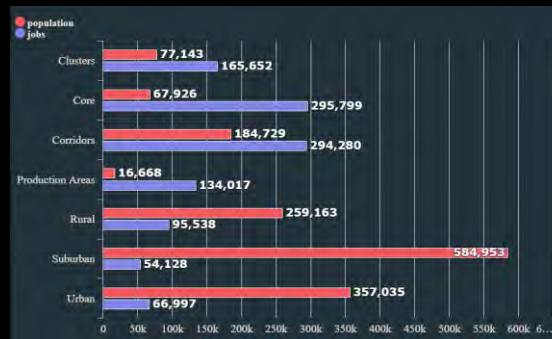


DESIGN TOOL IN ACTION

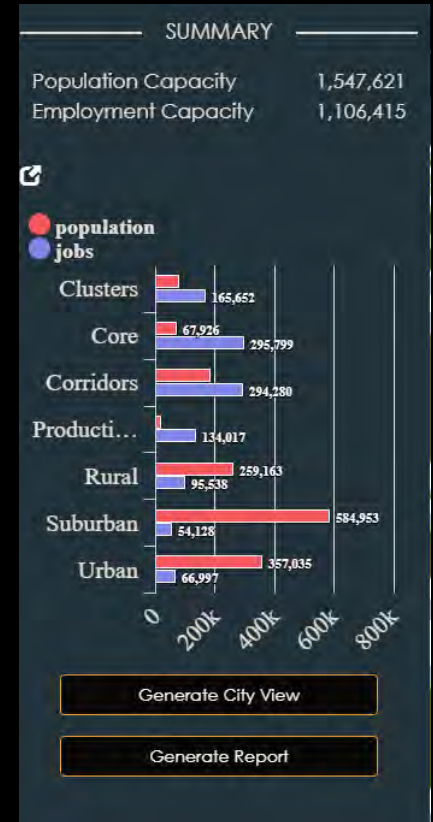
Viewer



Scenario Settings



Scenario Results



SCENARIO RESULTS

1. Conservation Area Build Out

SUMMARY	
Population Capacity	1,383,001
Employment Capacity	976,116

2. Growth Area Build Out

SUMMARY	
Population Capacity	1,547,621
Employment Capacity	1,106,415

3. Align Density with Transit

SUMMARY	
Population Capacity	1,586,651
Employment Capacity	1,130,239

DYNAMIC SCENARIO BUILDING

SCENARIO SETTINGS

Urban Area

Square Feet/Population 590

Square Feet/job 250

Lot Coverage 0.76



SUMMARY

Population Capacity 1,547,621

Employment Capacity 1,106,415

Growth Area Build Out

SCENARIO SETTINGS

Urban Area

Square Feet/Population 500

Square Feet/job 225

Lot Coverage 0.7



SUMMARY

Population Capacity 1,562,259

Employment Capacity 1,107,116

GENERATE CITY VIEW AND REPORT

SUMMARY

Population Capacity 1,562,259
 Employment Capacity 1,107,116

population
 jobs

Zone	Population	Jobs
Clusters	67,926	165,652
Core	67,926	295,799
Corridors	67,926	294,280
Producti...	67,926	134,017
Rural	259,163	95,538
Suburban	584,953	54,128
Urban	371,672	67,698

Generate City View

Generate Report



Report

Scenario Name : (Required)
 Modified Growth Area Build-Out

Description :
 Increased density in Corridors and Core by 25%

Download

Scenario Name: Modified Growth Area Build-Out
 Description: Increased density in Corridors and Core by 25%

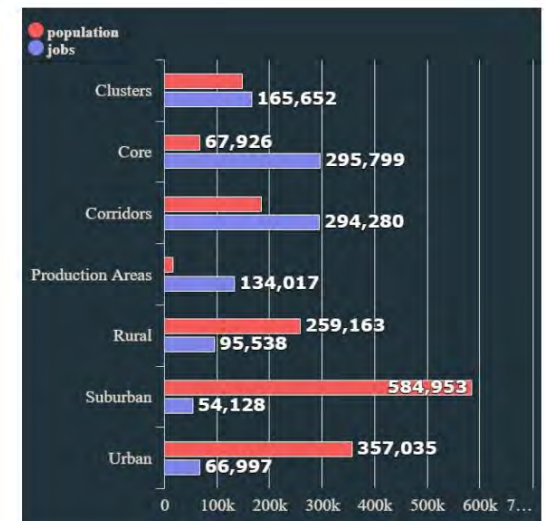
Scenario Setting:

Parameters	Clusters	Core	Corridors	Production	Rural	Suburban	Urban
Transit 1 People/Acre	78	78	78	N/A	N/A	N/A	N/A
Transit 1 Job/Acre	174	217	174	N/A	N/A	N/A	N/A
Transit 2 People/Acre	235	78	78	N/A	N/A	N/A	N/A
Transit 2 Job/Acre	174	217	174	N/A	N/A	N/A	N/A
Transit 4 People/Acre	62	78	78	N/A	N/A	N/A	N/A
Transit 4 Job/Acre	174	217	174	N/A	N/A	N/A	N/A
Lot Coverage	0.7	0.53	0.72	0.75	0.88	0.86	0.76
Square Feet/Population	N/A	N/A	N/A	920	920	590	590
Square Feet/job	N/A	N/A	N/A	350	350	300	250

Scenario Summary:

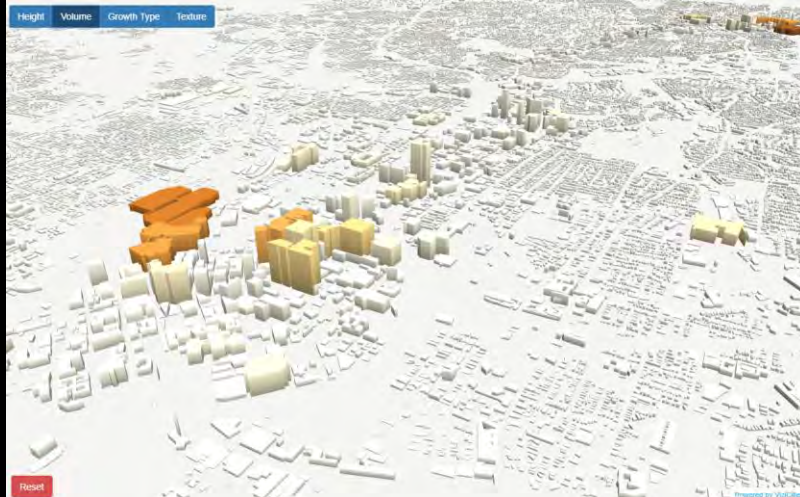
Population Capacity: 1,618,578

Employment Capacity: 1,106,415



ADDITIONAL TOOLS: ATLANTA CITY VIEWER

Visualize Atlanta's buildings based on height, volume, growth type, and texture.



ADDITIONAL TOOLS: ATLANTA CITY EDITOR

Editing tool for creation, change, and visualization of potential buildings in Atlanta.



TRY IT FOR YOURSELF

<http://geospatial.gatech.edu/AtlantaCityDesign/>

GETTING STARTED

DOCUMENTATION


- Quick Start: Atlanta Interactive Design (AID) App
- Quick Start: Atlanta City Viewer App
- Quick Start: Atlanta City Editor App
- Growth Forecast Model Input Parameters
- Conservation Area Built-Out Summary Report
- Growth Area Built-Out Summary Report
- Align Density with Transit Summary Report
- All Scenarios - Summary Reports

TUTORIAL VIDEO



What's next for City Design?

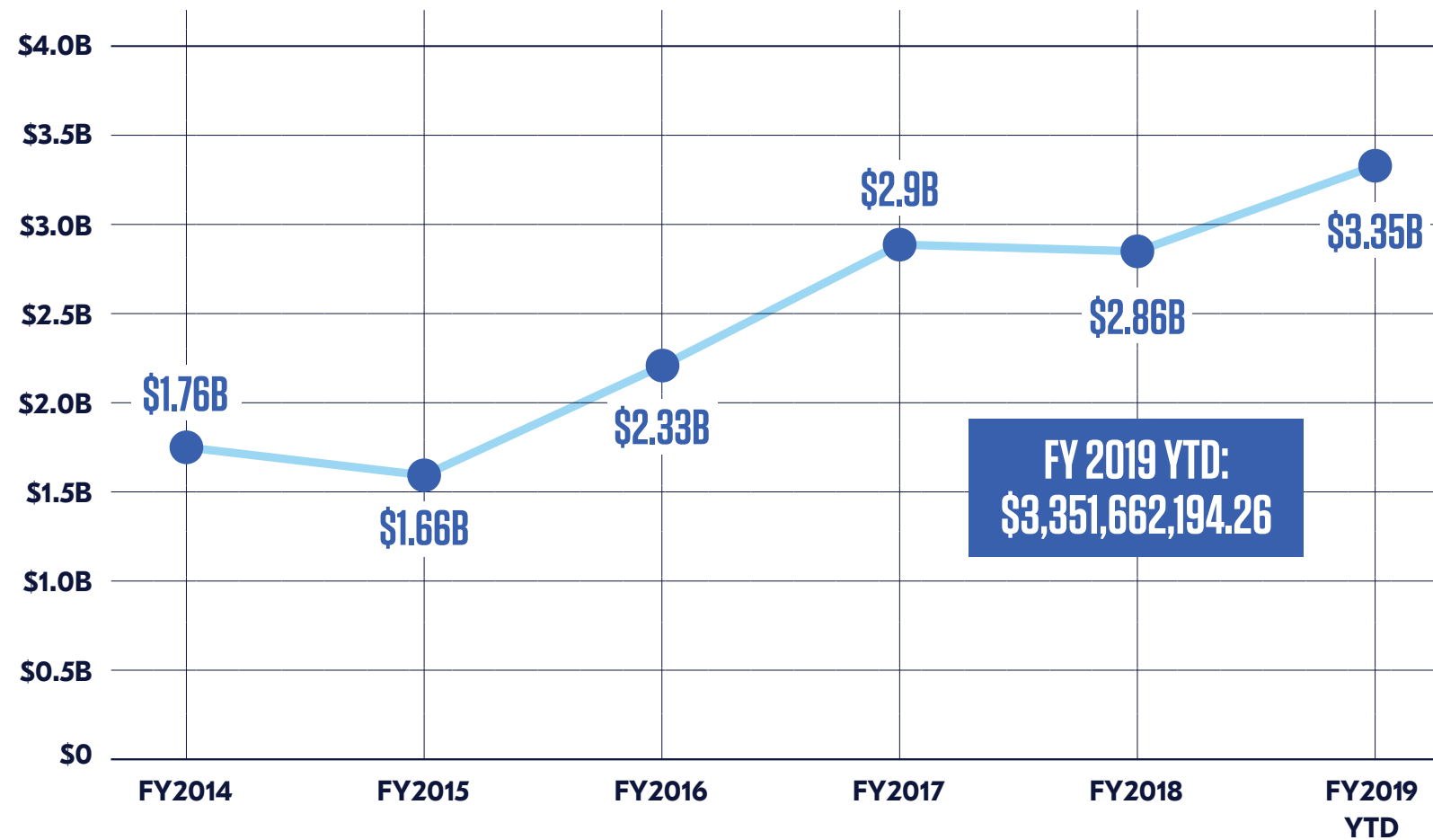
We are focused on the aggregate effect of creating a narrative and corresponding outcomes that lean more into the design, development, and growth of a future City of Atlanta. This work is iterative and collaborative.



Designing Code Reform

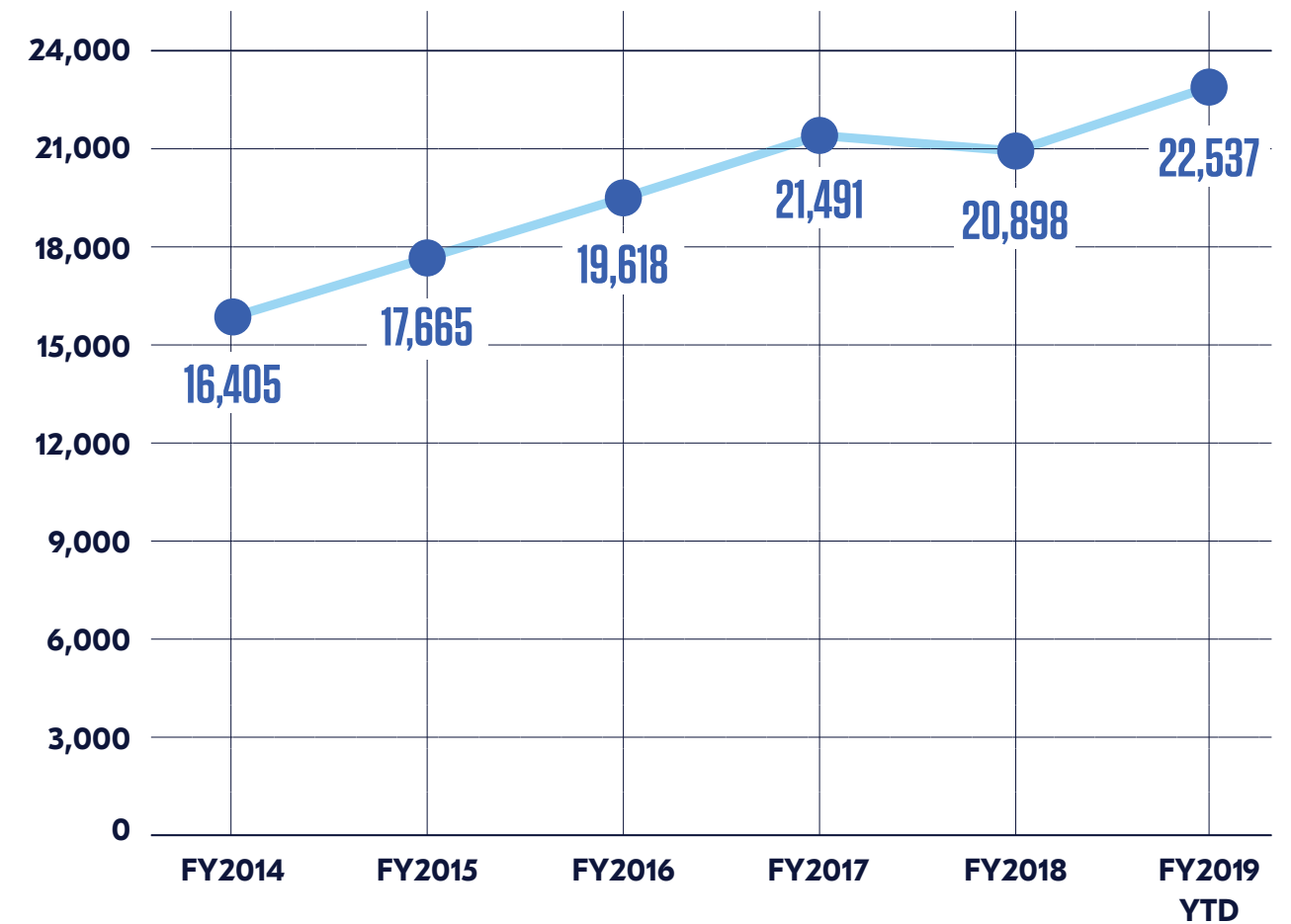


CONSTRUCTION VALUATION*



*All values for the first 8 months of the fiscal year.

TOTAL PERMITS



WE'RE REFORMING OUR CODES TO ACCOMMODATE INNOVATION



Awethu House, 340 Auburn Ave NE

WE'VE ALSO BEEN REFORMING OUR ZONING CODE...

- Accessory Dwellings
- Definitions Update
- Historic Lot Patterns
- Industrial Districts Uses
- I-Mix District
- Loading Requirements
- MRC (Mixed-Residential Commercial)
- Residential Density Increase
- Missing Middle Zoning District
- Parking (on-street, shared, old buildings)
- Neighborhood Design Standards
- Telecommunications Updates
- Transitional Height Plane Updates
- Quality of Life Districts

Phase 1 and 2 passes, RFP for rewrite in progress

FACT SHEET

ZONING ORDINANCE REFORM

What is Zoning Reform?

In 2015, the City of Atlanta commissioned a team of consultants to conduct a comprehensive assessment of the City's Zoning Ordinance. Upon completion of the assessment, the consultant prepared recommendations for consideration to the Office of Zoning & Development's consideration about how the Zoning Ordinance could be improved. These recommendations and the technical review of the Ordinance are found in the Zoning Ordinance Diagnostic report.

The diagnostic, performed over one year, resulted in the Atlanta Zoning Ordinance Assessment that made a series of recommendations for future changes to the Zoning Ordinance, including amendments to the regulations.

Through reform, we sought to expand transportation options, ensure housing diversity, create user-friendly regulations, protect neighborhood character, and create vibrant corridors and districts

What are the two phases?

The Diagnostic categorized the recommendations into those that could be



completed in a relatively short period of time as "Quick Fixes" or "Medium Fixes" and those that would require a comprehensive overhaul of the current Zoning Ordinance and would likely require a period of two to four years to complete.

The proposed recommendations seek to clarify and improve certain provisions of the Atlanta Zoning Ordinance and Subdivision Ordinance and provide consistency with the Atlanta City Design project; as well as update consistency with state and federal law, and advance the public health, safety and welfare of citizens. The recommendations topics were broken down into two Phases: Phase I - "Quick Fixes" and Phase II - "Medium Fixes."

What issues are addressed?

Phase 1 addressed these topics:

- Accessory structure heights
- Accessory structure size definition
- Accessory uses in R District
- Bicycle parking standards
- Deletion of unused zoning districts
- Independent driveways requirements
- Multi-family zoning, single-family minimum lot sizes
- MRC District building placement
- Master plan provisions
- Minimum building height non-conformity
- Replats of non-conforming lots
- Special Use Permit transfers
- Sidewalk standards
- Storefront streets curb cuts
- Storage pods on residential property
- Traditional Neighborhood Development (TND) street standards

Phase 2 included topics such as:

- Accessory Dwellings
- Definitions
- I District Uses
- Loading Requirements
- MRC-2 Residential Density
- Missing Middle Housing
- Parking



- Neighborhood Design Standards
- Telecommunications
- Transitional Height Plane
- Quality of Life Variations

Where are we now?

Phase I Quick Fix proposed amendments were adopted and approved in May 2018.

Phase II Medium Fix proposed amendments were adopted and approved in January 2019.

A Request for Proposal (RFP) went out on December 14, 2018 and the City will evaluate entries to determine proponents for providing an update or rewrite of the City of Atlanta Zoning Ordinance in the coming months.

Who should I contact?


Contact Sushmita Arjyal by email at sarjyal@AtlantaGa.gov or call 404-330-6145.



Department of
CITY PLANNING



Department of
CITY PLANNING



Designing Better Buildings

WE'VE BUILT ON LAST YEAR'S SUCCESS



WE'VE BEEN WORKING WITH EMORY ON A PARKING DECK IN MIDTOWN



THAT WILL ALSO INCLUDE A VIBRANT, HUMAN-SCALE STREET PRESENCE



FUTURE PLACES PROJECT

Redefining Historic Preservation in Atlanta



Department of
CITY PLANNING

While each new building provides an opportunity to improve the design of Atlanta's built environment, our amazing inventory of existing and historic buildings offer us unique opportunities. Our Future Places project will be our strategy to consider these valuable assets.



Designing a Public Realm & Experience

OUR PLACEMAKING PROGRAM CONTINUES TO BE POPULAR & IMPACTFUL

CITY OF ATLANTA PLACEMAKING PROGRAM IN PARTNERSHIP WITH THE TRUST FOR PUBLIC LAND

PROGRAM GUIDE

Transforming Atlanta's underused streets into safer, active, and vibrant public places.



Department of
CITY PLANNING

THE TRUST
FOR
PUBLIC
LAND

PROPOSAL SCORING & EVALUATION

The following set of criteria will be used to evaluate all eligible proposals and to select the winning projects. Projects with higher scores will be prioritized.



Transportation Safety

Up to 10 points

Your project must address a transportation safety concern. In particular, your proposal should work to make the street safer for people who walk, bike, or use transit, not just for cars.

Safety improvements can come from changes such as slower speeds, increased visibility, better street crossings, safer intersections, safer street organization or signage, or safer pedestrian features.



Community Support

Up to 5 points

Your project should have strong community support. Letters of support from a broad range of stakeholders, especially those who would be directly impacted by your project, is highly preferable.

Projects that connect to existing community efforts or larger plans make a strong case for support.



Street Activation

Up to 5 points

Your project should include an element that draws people to it and activates the street with people. Ideas that encourage people to interact with the space are preferable.

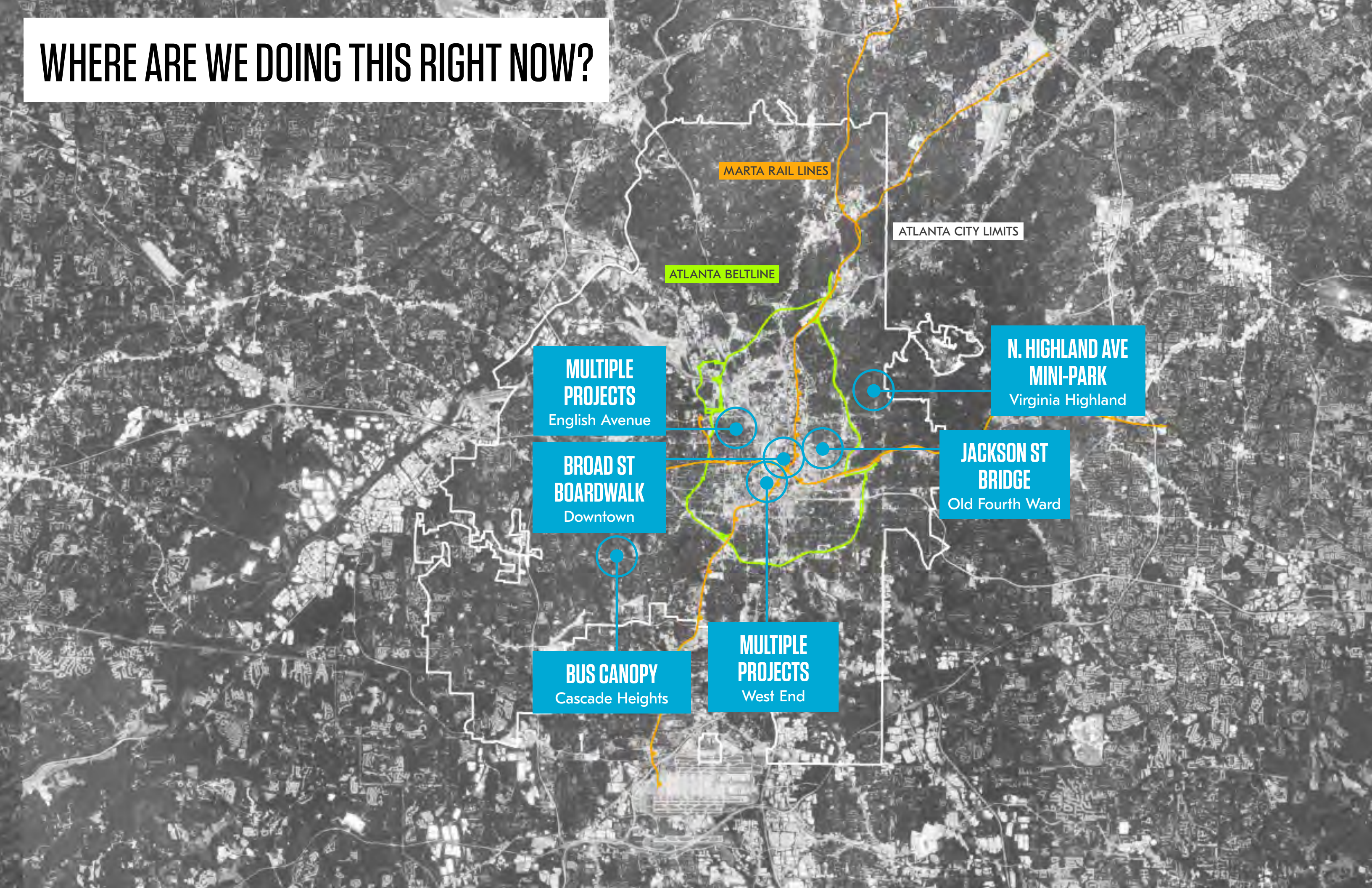


Additional Consideration

Sites or projects with special conditions will receive additional consideration. Such conditions include:

- Located within an [Equitable Target Area](#)
- Located within a historic district or corridor
- Increases park or school access
- Existing active ground floor retail or other pedestrian use
- Incorporates multi-modal access
- Improvements upon applications that were submitted in the 2018 call for projects but were not awarded. (Note: Projects previously accepted to the program may not be re-submitted for additional funding.)
- Project is located in a geographic area unserved by previous placemaking projects

WHERE ARE WE DOING THIS RIGHT NOW?



MARTA RAIL LINES

ATLANTA CITY LIMITS

ATLANTA BELTLINE

MULTIPLE PROJECTS
English Avenue

**N. HIGHLAND AVE
MINI-PARK**
Virginia Highland

**BROAD ST
BOARDWALK**
Downtown

**JACKSON ST
BRIDGE**
Old Fourth Ward

BUS CANOPY
Cascade Heights

MULTIPLE PROJECTS
West End

OUR BUILT WORK IS ABOUT DOING THE SMALL THINGS EXCEPTIONALLY WELL



Broad Street Pedestrian Plaza



Cascade Heights Bus Canopy

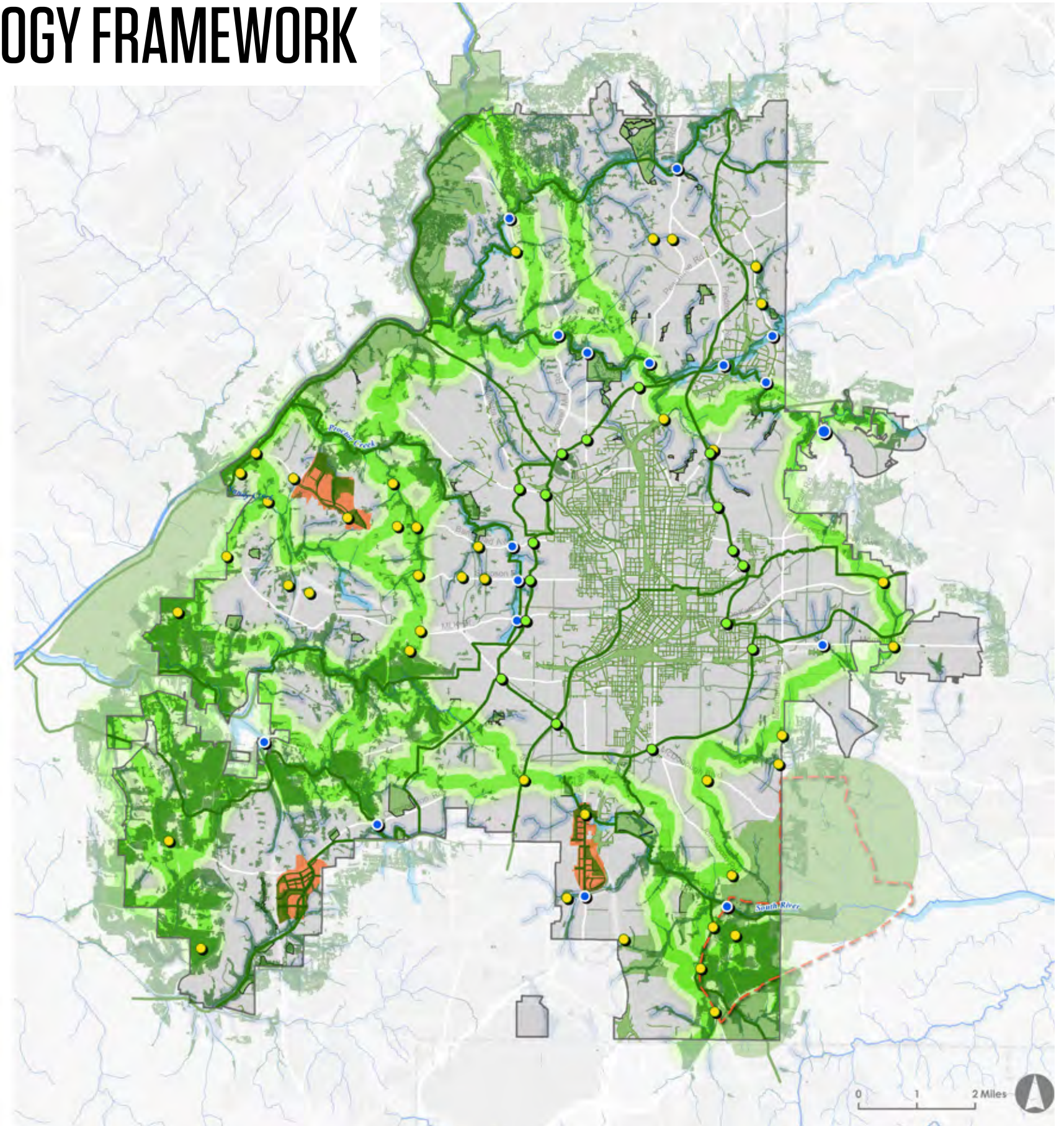


Virginia Highlands Mini-Park



Designing for Nature

THIS WORK BEGINS WITH THE URBAN ECOLOGY FRAMEWORK



TREE ORDINANCE RE-WRITE

How do we get to 50%

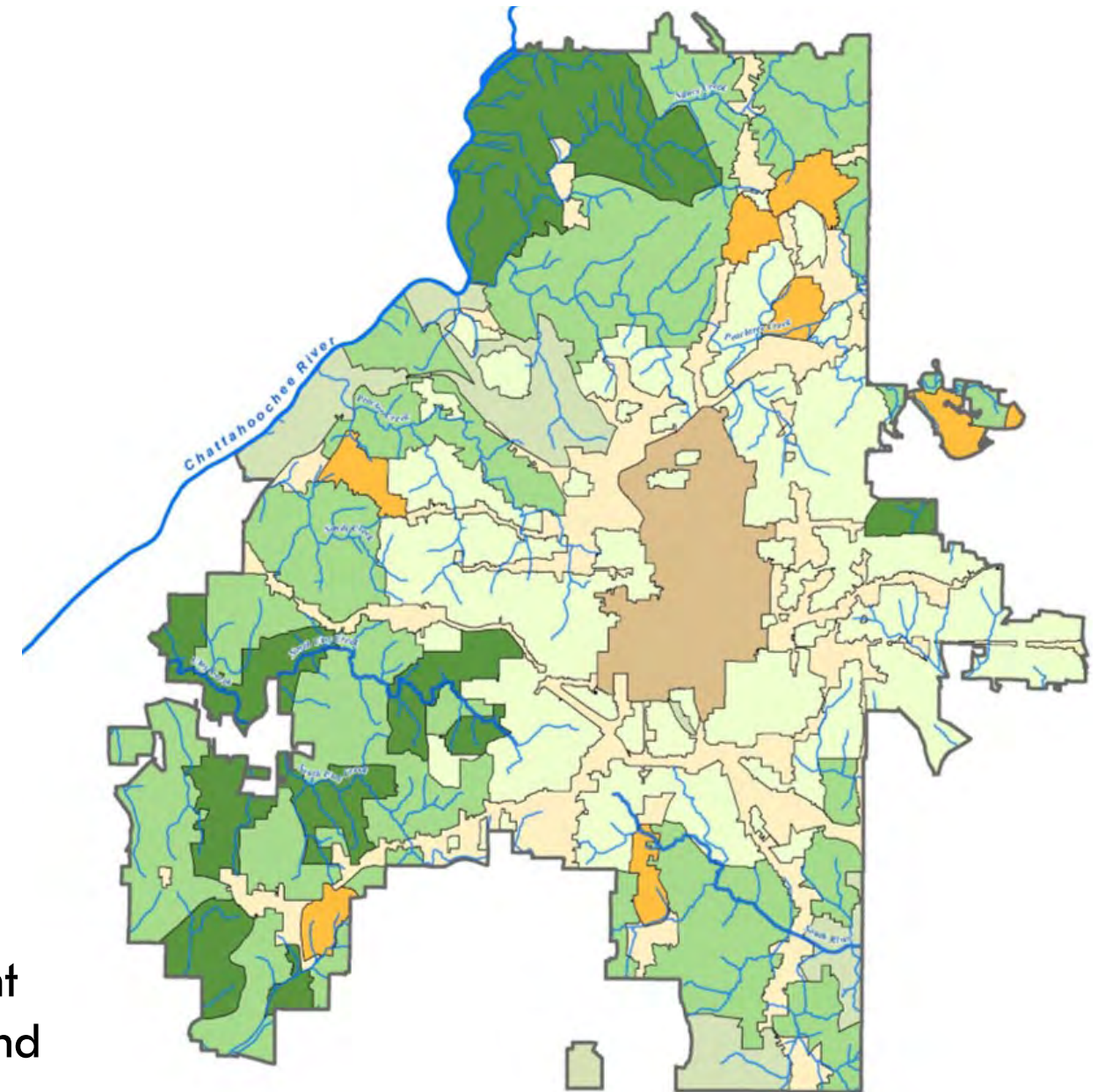
City Design Category	2008	2014	Change	Goal	Change needed	Major Initiative*	Protect & Plant^
Core	7%	11%	+4%	15%	+4%	X	
Clusters	26.5%	26%	-0.5%	35%	+9%	X	
Corridors	25%	27%	+2%	30%	+3%	X	
Production Areas	28%	27%	-1%	27%	0%		X
Urban	48%	50%	+2%	55%	+5%	X	
Suburban	59%	58%	-1%	60%	+2%		X
Rural	70%	65%	-5%	67%	+2%		X

*Major public realm tree planting of diverse tree species, soil volume, tree management and replacement initiative

^ Protection of tree canopy and new planting of diverse species

Key Actions

- Protection of existing tree canopy using the previously identified protection zones
- Major young forest initiative to plant 3,600 new acres of trees and manage to maturity
- Annual replacement of dead trees outside forests.
- City wide public realm tree inventory to inform new planting and management
- Assessment of tree mortality and demographics to track trajectory of forest and planted public realm trees.



CHATTAHOOCHEE RIVER GREENWAY STUDY

population of native and introduced species. The construction of Buford Dam in the 1950s created cold water conditions capable of supporting the most southern trout fishery in the United States. Rainbow trout are regularly stocked in the upper portion of the river, while brown trout stocking efforts have been so successful, they now have a self-sustaining population. Cooling of the river, combined with water quality issues, once devastated the native fish population. Water quality has since greatly improved in recent years and native species like shoal bass are being reintroduced through breeding and restocking programs.

RAINBOW AND BROWN TROUT RANGE
The construction of Buford Dam cooled the river enough to support trout habitat in the upper reaches of the Chattahoochee. As the river flows downstream, it becomes increasingly warm, which confines the cold water fish to Sub Area 1 and 2.

WATER QUALITY
Water quality has significantly improved in recent years but the health of the Chattahoochee is largely dependent on the health of its tributaries. Water quality remains impaired by the impacts of upstream urbanization, including flows and sedimentation.

ECOLOGY

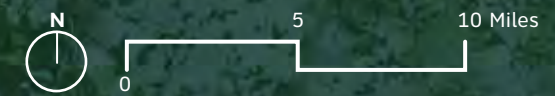
- Watershed Boundary
- Supporting Streams
- Impaired Streams

- Water Flow Monitoring Locations
- Water Quality Monitoring Locations

- Forest Cover
- Agriculture Land Cover

- Water Access Points
- Combined Sewer Overflows
- Water Intakes
- Waster Water Outfalls
- Shoals
- Dams

- Chattahoochee River
- Parks Along the River
- County Lines
- Expressways
- 1 Mile Buffer
- Atlanta City Limits



SHOAL BASS RANGE
An endemic species, shoal bass were once present throughout the Chattahoochee but now only found in its tributaries. Recent restoration efforts have been made to bring the fish back to the river. As a warm water species, the barrier of Morgan Falls Dam combined with cooler water upstream, confines its reintroduction to Sub Area 2 and 3.

SWEETWATER CREEK
A healthy tributary with a large shoal bass population

SHOAL BASS STOCKING
Shoal bass are stocked in Metro Atlanta

MORGAN FALLS
Hot spot for bird watching and fishing

COCHRAN SHOALS
National Park unit with water access and shoals

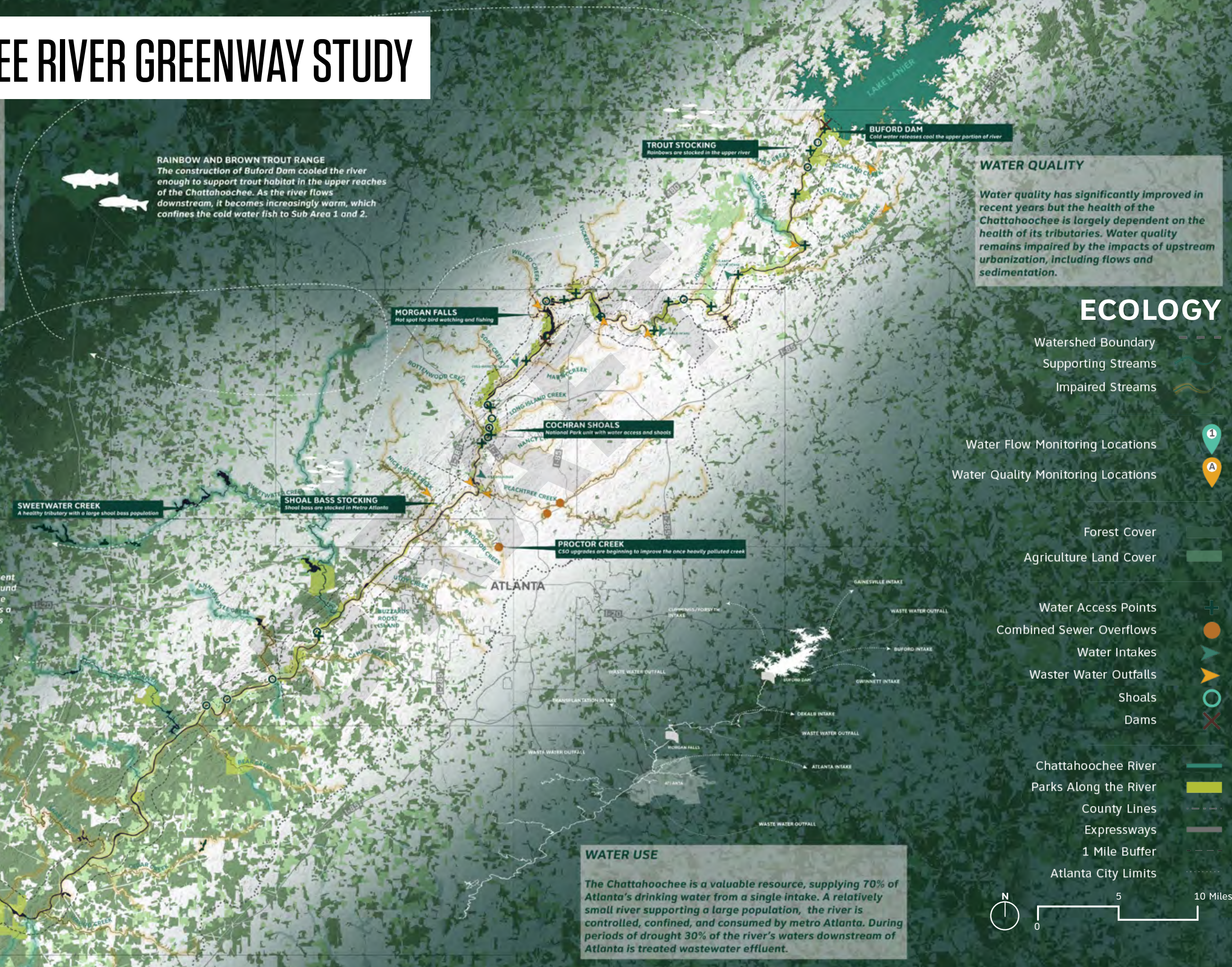
PROCTOR CREEK
CSO upgrades are beginning to improve the once heavily polluted creek

TROUT STOCKING
Rainbows are stocked in the upper river

BUFORD DAM
Cold water releases cool the upper portion of river

WATER USE
The Chattahoochee is a valuable resource, supplying 70% of Atlanta's drinking water from a single intake. A relatively small river supporting a large population, the river is controlled, confined, and consumed by metro Atlanta. During periods of drought 30% of the river's waters downstream of Atlanta is treated wastewater effluent.

ECOLOGY CONNECTIVITY
Sub Area-3 has large tracts of intact forests and national parks scattered along the river. The area provides an ecological corridor and connectivity along the river that extends to an even larger regional network. This area also contains some of the healthiest supporting tributaries of the Chattahoochee including Sweetwater Creek and Dog River. Tributary health is important to the overall health of the river and important considerations as the region's population continues to expand.



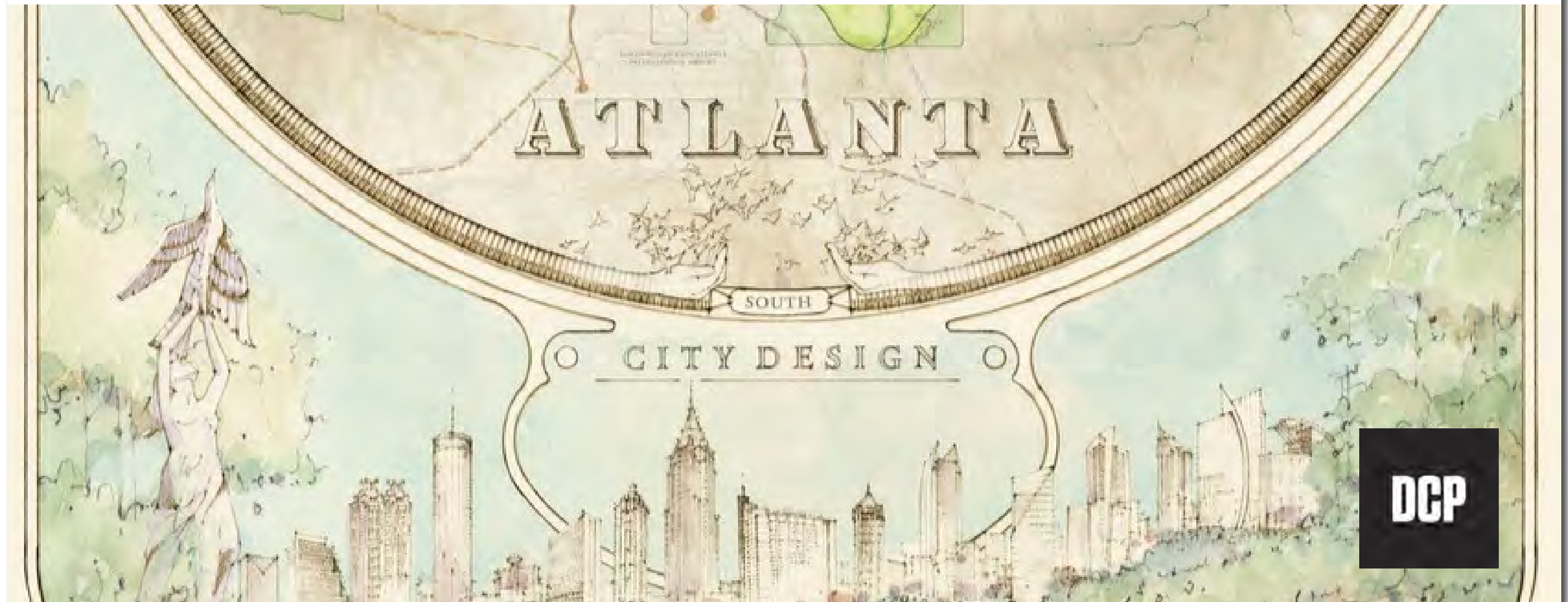


Designing for Affordability

OUR WORK IN AFFORDABILITY STARTS BY UNDERSTANDING OUR SPECIFIC NEEDS

A CITY BY DESIGN:HOUSING

THE EQUITABLE NEEDS ASSESSMENT REMIX



THIS ASSESSMENT HELPS US BUILD A MORE TARGETED STRATEGY

DATA

CURRENT HOUSING NEEDS | MARKET TRENDS

Atlanta's population has grown significantly since 2010, adding mostly higher income, better educated, and renter households. In response, Atlanta's supply of housing – particularly multifamily – expanded and shifted toward higher-cost rental housing. Rents have increased faster than income. As a result, Atlanta's affordability challenges are growing as both renters and homeowners are increasingly strained to afford housing.

MARKET TRENDS



+11,000

New households

Atlanta has experienced strong population growth in **educated and racially diverse households**.



3 in 4

New households in ATL are renters

Renter households are driving the city's growth, while homeownership rates have declined.



~95%

Of new households >\$50K

Gentrification pressures are strong. The vast majority of newcomers earn more than \$50,000 annually.



27%

Of all units were built post-2000

Atlanta has experienced **rapid housing development**.



86%

Multifamily share of new units

Multifamily development has driven most of this increase in housing.



+74%

Growth in average rent for new units

Rents for newly developed units **are rising throughout the city**.

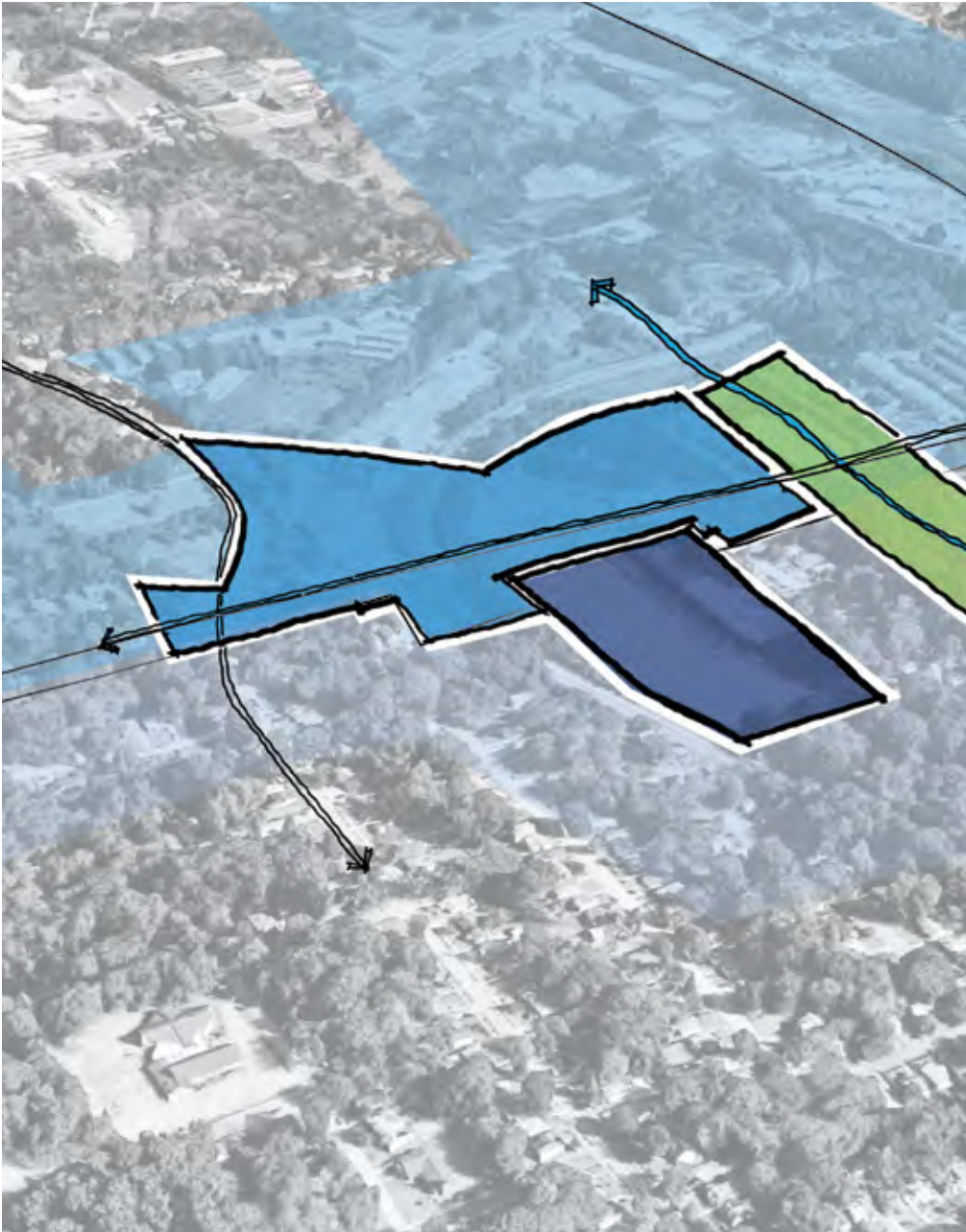
DCP

Source: ACS 2016, 2010 5-year surveys

OUR NEW HOUSING INNOVATION LAB



Citywide
Enable the private market



Master Plan
Partner on major development sites



Building
Leverage & develop city assets



Designing for Mobility

OUR MOBILITY WORK BEGINS WITH THE ATLANTA TRANSPORTATION PLAN

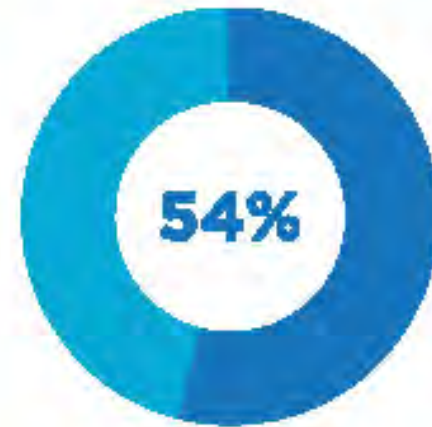
Atlanta's Transportation Plan: The Access Strategy for Atlanta City Design

ATLANTA

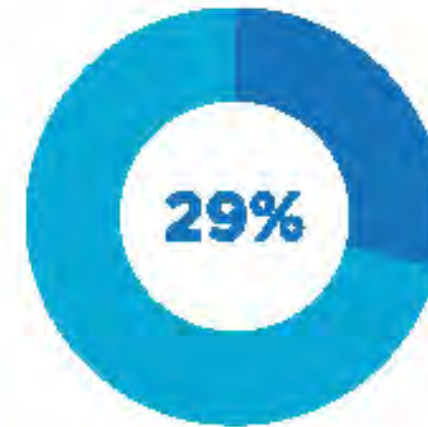
2018

THIS INCLUDES AN AMBITIOUS NEW VISION FOR THE WAY WE MOVE AROUND THE CITY

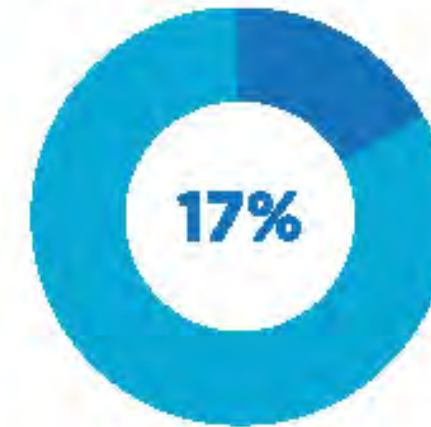
Current Mode Share



Drive
Alone

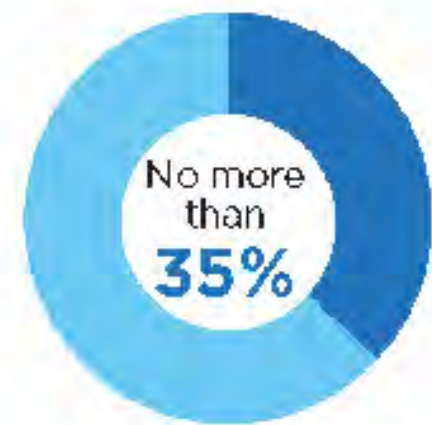


Drive
Together

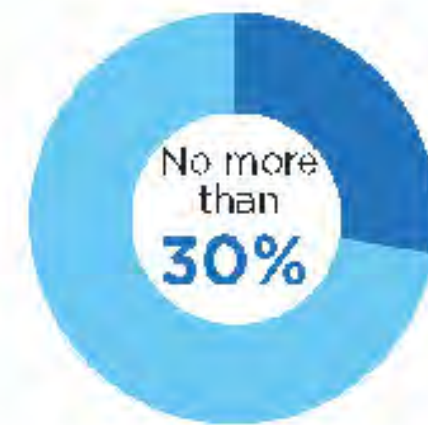


Transit/
Walk/Bike

Future Targets



Drive
Alone



Drive
Together



Transit/
Walk/Bike

OUR SUPPORT OF MICRO-MOBILITY HELPS US ACHIEVE THIS VISION

Average Day for Micro-Mobility in Atlanta



- Average Trips/Day: 11,534
- Average Miles/Trip: 1.0 miles
- Average Trips/Device: 2.9 Trips

Source: Monthly Operator Reports, Office of Mobility Planning



- Average Minutes per Trip: 15.4 minutes

Source: Monthly Operator Reports, Office of Mobility Planning



- Average Cost per Trip: \$3.06
- Average Cost per MARTA Trip: \$2.50 or less

Source: Monthly Operator Reports, Office of Mobility Planning

OUR SUPPORT OF MICRO-MOBILITY HELPS US ACHIEVE THIS VISION

#ScootSmart Campaign

Follow the Department of City Planning's social media this summer to see information on scooters and e-bikes and tips for how to park and ride safely.

Check out our [kick off video](#) to get started!



LEAVE 5 FEET. KEEP IT NEAT.
Your Guide to Parking Scooters and Bikes in Atlanta

- DO park on sidewalks with over 5 feet of space
- DO park upright and off to the side
- DO NOT park on narrow sidewalks without 5 feet of space
- DO NOT leave scooters or bikes tipped over or in the walkway

#SCOOTSMART CITY PLANNING

DO
Ride in bike lanes or on the street

#Scootsmart
CITY PLANNING

RIDE SAFE, ATLANTA
When riding scooters or bikes, make sure to follow the rules:

- Obey all traffic laws
- One rider at a time
- Ride in the bike lane or the street
- Be sure to wear a helmet
- Do NOT ride on the sidewalk

#SCOOTSMART CITY PLANNING

DON'T
Leave scooters tipped over

#Scootsmart
CITY PLANNING



Designing Better Community Engagement



ATLANTA CITY STUDIO



THE ATLANTA CITY STUDIO'S TWO SUCCESSFUL YEARS IN CASCADE HEIGHTS...

...SHOWED EXACTLY HOW THIS WORK CAN BE APPROACHABLE & COLLABORATIVE



Atlanta Streets Alive



Design Over Donuts



Cascade Bus Canopy



Broad Street Plaza

OUR NEW HOME



Questions?



**Subhro
Guhathakurta**
Director, Center for
Spatial Planning Analytics
& Visualization,
Georgia Institute of
Technology
(Moderator)



**Kevin
Bacon**
Director, Atlanta City
Studio, City of Atlanta
Department of City
Planning



**Tony
Giarusso**
Associate Director,
Center for Spatial
Planning Analytics &
Visualization,
Georgia Institute of
Technology



**Gordon
Zhang**
Research Scientist, Center
for Spatial Planning
Analytics & Visualization,
Georgia Institute of
Technology

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Department of
CITY PLANNING

