

PURPOSE OF ROSWELL HISTORIC GATEWAY URBAN SCORE

The Urban Score has been developed to support the City of Roswell’s efforts to better coordinate land-use and transportation planning along South Atlanta Street. The intent of the Urban Score is to improve both mobility choices, community character, and to enhance the varied and scenic qualities of Atlanta Street as it winds through the dramatic topography of the Roswell Historic Gateway. The Urban Score will help coordinate Planning and Transportation efforts and will help ensure that the redevelopment of South Atlanta Street and the fronting properties will result in a walkable urban thoroughfare that adjusts to the nuanced characteristics of each unique stretch along the route from the Chattahoochee River to City Hall.

Atlanta Street traditionally served many functions other than transportation. As Roswell’s main street, Atlanta Street was the setting for many business, political, and social functions- it provided a civic space in every sense of the word. It was only in the mid to late 20th century that Atlanta Street was repurposed as a regional throughway and all the civic aspects of the corridor fell away. The Urban Score is intended to facilitate the restoration of the complex multiple functions of urban streets through the coordination of land use and transportation efforts.

The Urban Score is based on the concepts and principles of context sensitive solutions (CSS) as documented in the Institute of Transportation Engineer’s manual titled “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach”. The Urban Score emphasizes the interrelationships between three compact, pedestrian-scaled centers, where walking, bicycling and transit are encouraged. The principles of CSS promote a collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities that:

- Meet the needs of users and stakeholders;
- Are compatible with their setting and preserve scenic, aesthetic, historic and environmental resources;
- Respect design objectives for safety, efficiency, multimodal mobility, capacity and maintenance; and
- Integrate community objectives and values relating to compatibility, livability, sense of place, urban design, cost and environmental impacts.

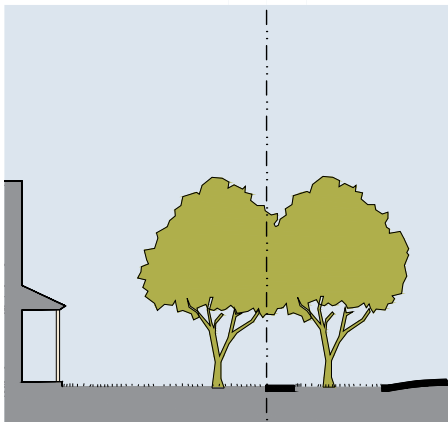
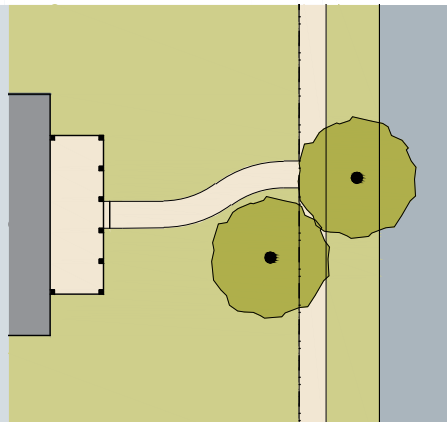
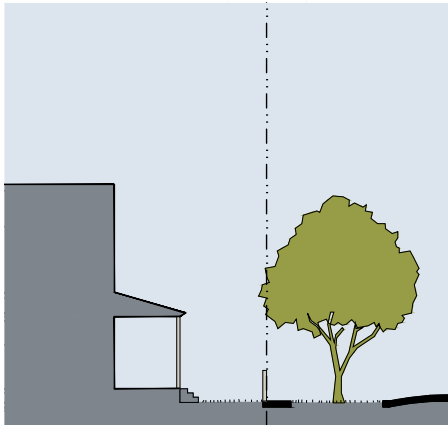
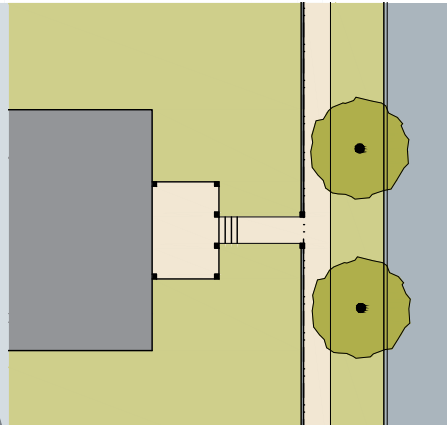
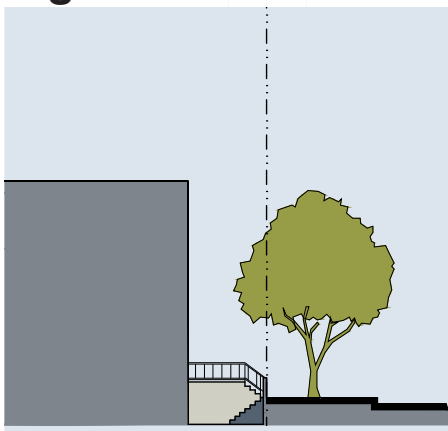
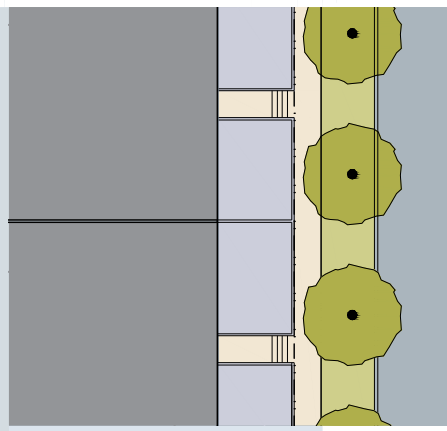
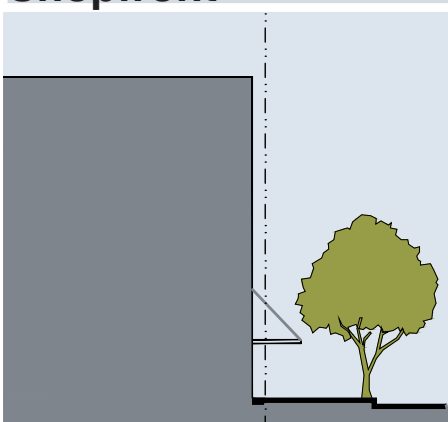
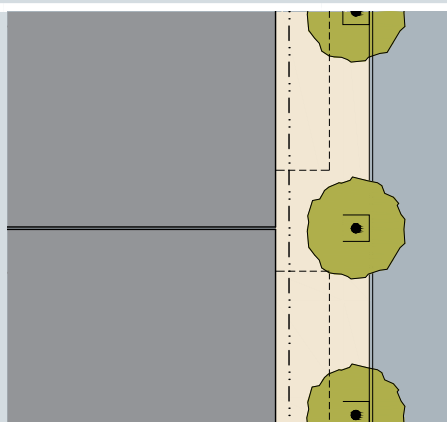
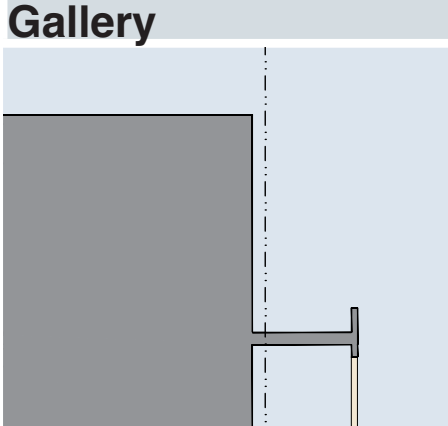
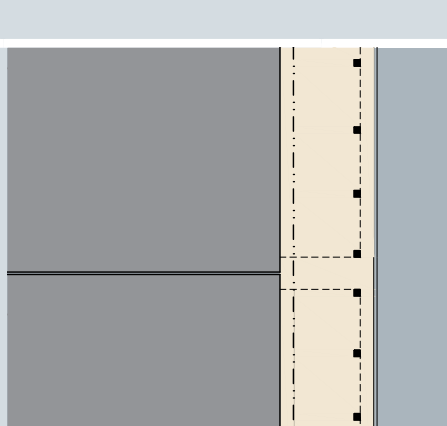
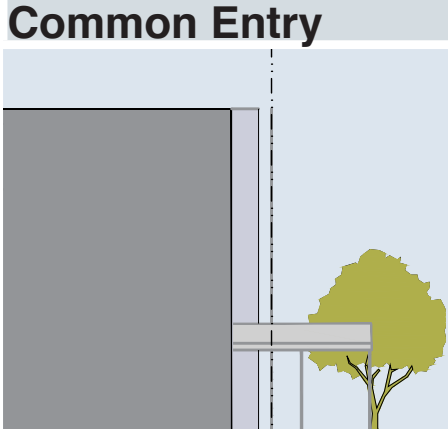
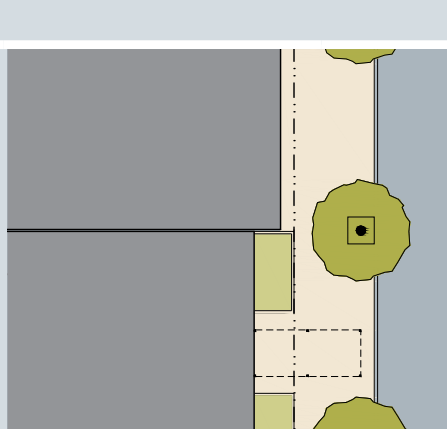
USE OF THE URBAN SCORE

The Urban Score is a design document rather than a regulatory document. It is intended to coordinate the redevelopment of Atlanta Street, currently in early design stages as this document is being prepared, with the creation of a new Unified Development Code, also in early stages of development. The Urban Score is based on future land use rather than existing.

Use of the table is simple. Atlanta Street is divided into seven segments derived from natural break points that are currently defined by bends in the road, changes in topography, or shifts in the urban fabric. Each of these seven segments should be managed as a unique environment that is enhanced and further differentiated by appropriate road design and land use regulations. The more variety that can be established in the street sections of these seven different segments, the better. Redeveloping Atlanta Street with out varying how elements of the street section are detailed (such as planting strips, sidewalk types and sizes, lane types, medians, etc..) from one section to the next will have the effect of damaging the varied, scenic qualities that have always defined this gateway into the City of Roswell.

Atlanta Street not only varies significantly along its route, but it also varies from one side to the opposite. On one side the grade may climb steeply away from the street while on the other side the grade drops precipitously. For this reason each of the seven sections is detailed twice: once for the each side. A blue band indicates which side of the street is being detailed in the Score below. Each section of the Score is divided into columns that correspond to the lot lines of individual parcels. The address of each parcel is included in the dark blue rows that serve as headers in the table.

In the left hand column is a list of the elements that make up a street section. To the right, blue bands of color indicate which of the elements should be included in the design of that section. Orange is used to give emphasis to certain elements: an orange band of color indicates an element that is of critical importance to include in the design of the section at that parcel.

PRIVATE FRONTAGES TYPE ILLUSTRATIONS				
SECTION		PLAN		FIRST LOT LAYER REGULATIONS
PRIVATE FRONTAGE <	> PUBLIC FRONT-	PRIVATE FRONTAGE <	> PUBLIC FRONT-	
Common Yard				
		Transect Zone	T2, T3	
		Permitted Elements	Fences, hedges and masonry walls, 4 ft max. in height, outdoor furnishing within the porch.	
		Permitted Encroachments	Porch 6 ft to 16 ft in depth	
		Surface Treatment	Ground cover, trees (all shapes)	
		Special Requirements	Fences, hedges and walls must be parallel with the facade of principal building (i.e. not along the front lot line)	
Porch and Fence				
		Transect Zone	T3, T4	
		Permitted Elements	Hedges and masonry walls, 8 ft max. in height, outdoor furnishing within the porch.	
		Permitted Encroachments	Porch 6 ft minimum in depth, maximum depth up to 100% of setback in T4 and 16 ft maximum in T3	
		Surface Treatment	Ground cover, trees (all shapes), flower garden, vegetable garden, small shrub	
		Special Requirements	Hedges and masonry walls may be along frontage lines or parallel with the facade of the principal building. Metal fencing may be used behind hedges (inside the lot)	
Lightwell				
		Transect Zone	T4, T5	
		Permitted Elements	Stoops providing access to above grade units, stairs providing access to below grade units or storage, outdoor furnishing and business-related signs.	
		Permitted Encroachments	Lightwells should encroach 100% of setback, no less than 6 ft, for a minimum of 50% of the frontage width.	
		Surface Treatment	Paving; concrete, brick, or natural stone	
		Special Requirements	Ramps for wheelchair access and stairs providing access to below grade units or storage may be located within first layer	
Shopfront				
		Transect Zone	T4, T5,	
		Permitted Elements	Awnings, display windows, tables and other elements related to the business.	
		Permitted Encroachments	Awnings may encroach 100% of the private frontage and into the public frontage to within two feet of the curb and must project horizontally from the facade a minimum of 10 feet. Display windows may encroach up to 2 feet.	
		Surface Treatment	Paved in coordination with the public frontage.	
		Special Requirements	Shopfronts are restricted to non-residential functions. Shopfronts must be glazed with clear glass for no less than 70% of the ground floor facade at frontages.	
Gallery				
		Transect Zone	T4, T5,	
		Permitted Elements	Elements permitted for shopfronts.	
		Permitted Encroachments	Galleries should encroach into the public frontage to within two feet of the curb. Display windows may encroach up to 1 foot.	
		Surface Treatment	Paved in coordination with the public frontage.	
		Special Requirements	May be combined with a shopfront. Galleries must provide a minimum vertical clearance of 10 feet and project horizontally from the facade a minimum of 10 feet.	
Common Entry				
		Transect Zone	T5, T6	
		Permitted Elements	Cannopies providing cover at the building entrance.	
		Permitted Encroachments	Cannopies may encroach 100% of the private frontage and into the public frontage to within two feet of the curb and must project horizontally from the facade a minimum of 10 feet.	
		Surface Treatment	Paved in coordination with the public frontage.	
		Special Requirements	Cannopies should be fixed and should be no wider than 12 ft.	

FRONTAGE DEFINITIONS

**Private Frontage Types:** the privately held layer between the frontage line and the principal building facade.

**Common Yard:** a planted private frontage, visually continuous with adjacent yards, wherein the facade is set back from the frontage line.

**Porch and Fence:** a private frontage with a moderate to deep set back that is edged with either hedges or fence.

**Lightwell:** a private frontage type that is a below-grade entrance or recess designed to allow light into basements.

**Shopfront:** a private frontage conventional for retail use with substantial glazing wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade.

**Gallery:** a private frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk.

**Common Entry:** a shallow setback private frontage in which the building sing entry to multiple commercial or residential units. The entry may have a canopy.

**Not Shown:**  
**Parking Grove:** an informally arranged parking lot, usually not stripped, that incorporates existing trees and pervious paving materials.  
**Dooryard:** a narrow private frontage with a small planted and partially paved yard.  
**Preservation Types:** any frontage at which the existing conditions should be preserved.

FRONTAGE TYPE  
AND  
ZONING DISTRICT

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Transect Zoning District Descriptions	
T1	<p><b>T-1 NATURAL ZONE</b></p> <p>This zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>
T2	
T3	<p><b>T-3 NEIGHBORHOOD GENERAL ZONE</b></p> <p>This zone consists of a medium to low-density mix of primarily cottages and houses with some shop fronts. Buildings are primarily one-story and accommodate housing and neighborhood services and cafes. Blocks are larger and loosely built with primarily swales, and buildings are set back from the street. Sidewalks and pedestrian paths are narrow, landscaping is naturalistic and parking is accommodated within the lot or parallel on street.</p>
T4	<p><b>T-4 NEIGHBORHOOD CENTER ZONE:</b></p> <p>This zone consists of medium density, primarily corner shop front and 2-story mixed-use buildings that accommodate retail, neighborhood services, offices, artisanal shops and upper story apartments. Blocks are larger but regularly built, usually with street curbs, and buildings are near the street. Sidewalks are wide, tree planting is regular and parking is predominantly in adjacent lots or on the street.</p>
T5	<p><b>T-5 TOWN CENTER ZONE</b></p> <p>This zone consists of higher density, minimum 2-story mixed-use buildings that accommodate larger retail, hospitality services, offices and upper story apartments. Blocks are tightly built, streets are curbed and buildings are close to the street. Sidewalks are wide, tree planting is regular and parking is in the rear.</p>
CZ	<p><b>CZ CIVIC ZONE</b></p> <p>This zone consists of Government, Educational or Religious Institutions uses that serve the public good. The architecture and urbanism is uniquely designed.</p>
SD	<p><b>SPECIAL DISTRICTS</b></p> <p>This district consists of large areas that should be master planned before regulations are applied. Until a redevelopment plan is developed, these Districts should be governed by the existing codes that guided their initial development.</p>

Frontage Definitions
<p>The current underlying zoning for the Historic District is a Conventional Suburban Development type. There is currently a widespread desire to improve the state of Atlanta Street among residents, officials, and motorists who regularly commute through the area. Acommon complaint is that the area is fragmented and incoherent. This is in part a function of regulating the corridor with Conventional Suburban Development code that is characterized by segregation of uses, buffer zones to separate areas of different use, a reliance on setbacks rather than build-to requirements, lack of shared parking allowances, and very deep front and side yard requirements. The current form of zoning will not be adequate to guide future development if the goal is to create an urban fabric that is compatible with the existing historic and proposed in the Master Plan, both of which require mixing of uses, shared parking, and buildings lined up to create a street wall that defines the street.</p> <p>The Urban Code utilizes a transect system of organization for land use regulation and keys this system into the seven road segments. The Historic Gateway District is a long corridor that should be structured around three important nodes: the Civic, Town Square, and Allenbrook centers defined in the master plan. The transect system is a sequencing devise that will choreograph future development to smoothly build up to higher intensity at the centers, then down again in the intervals in between. The drive up Atlanta Street from the river to City Hall should not be homogenous, but rather should be perceived as a trip through a sequence of distinct villages and the transect system combined with the seven segment approach will be a valuable tool in realizing this sequence.</p> <p>This means that Historic Guidelines, Historic Properties Map, land use zoning, subdivision ordinances must all be coordinated and must not either duplicate nor contradict each other. Through out this set of standards specific standards are called out that need review of the Historic Preservation Commission for a final determination of what is appropriate for the area. Other standards do not call out for Commission review, and will likely not need it. This integration and coordination between documents is essential to the successful revitalization of the Roswell Historic Gateway District.</p>

Transect Definitions
<p>The Urban Score</p> <p>Roswell, Georgia</p> <p>Duany Plater-Zyberk &amp; Company</p> <p>6/29/2012</p>

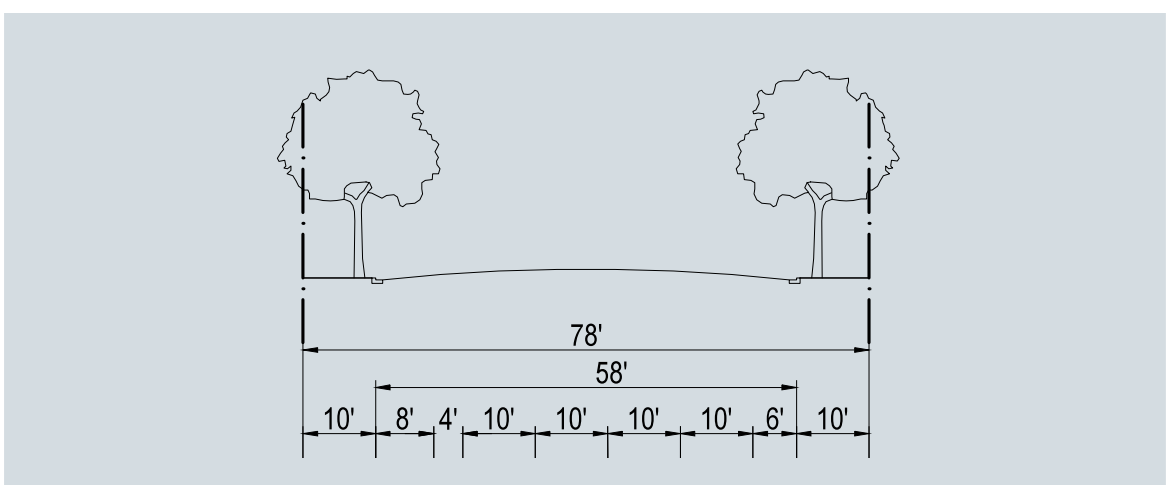
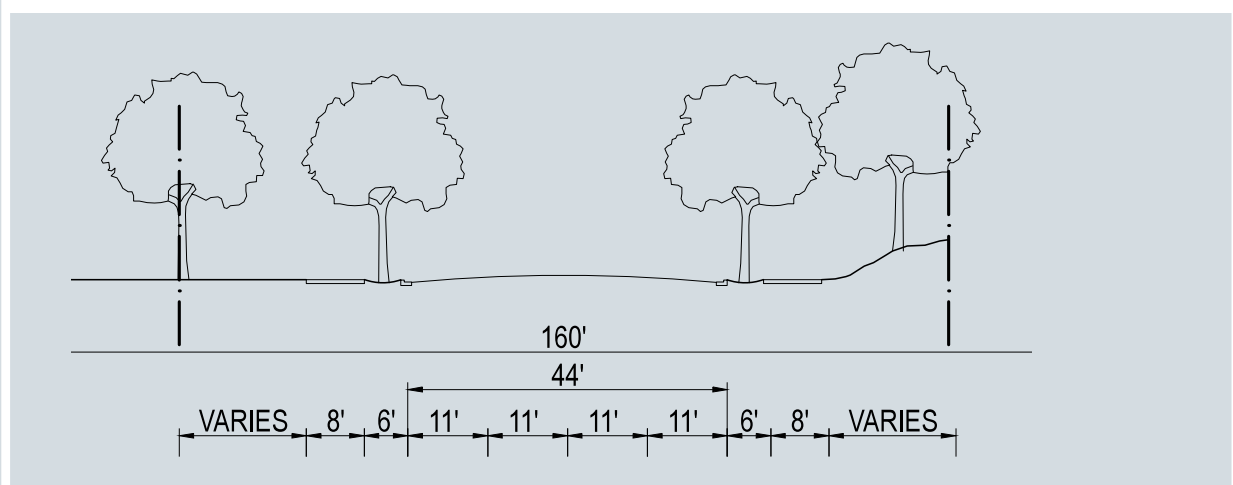
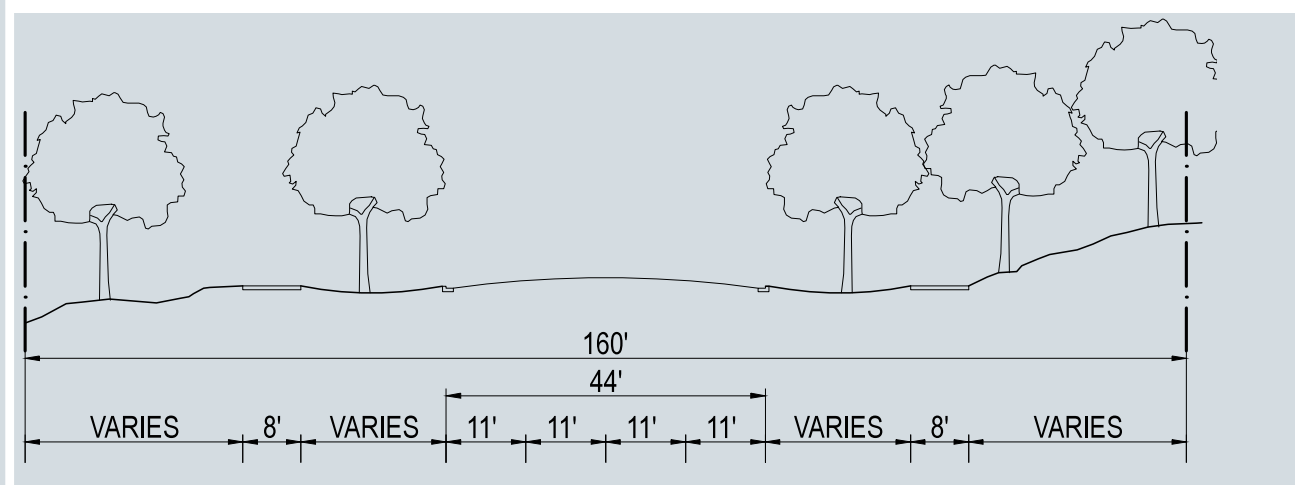
STREET SECTIONS

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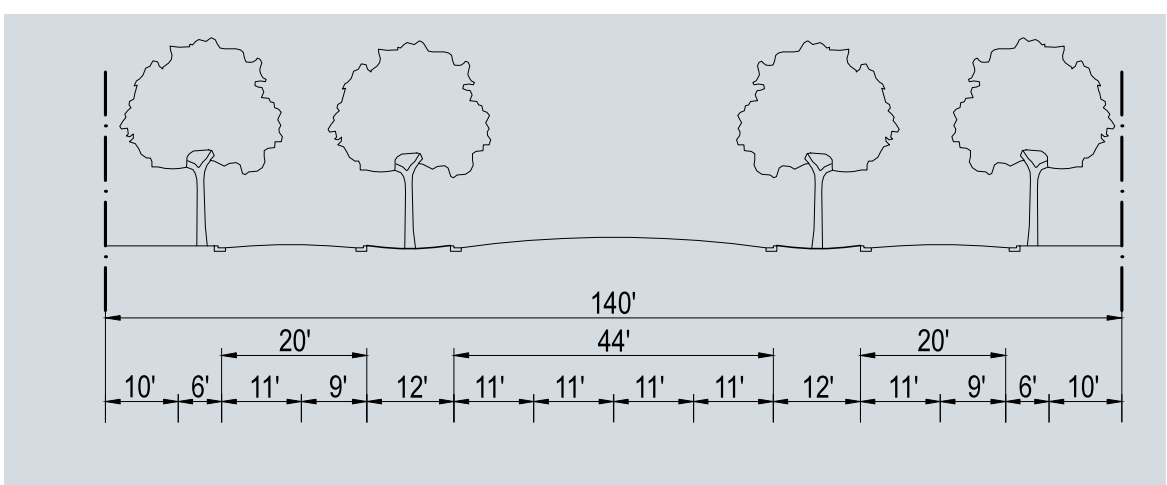
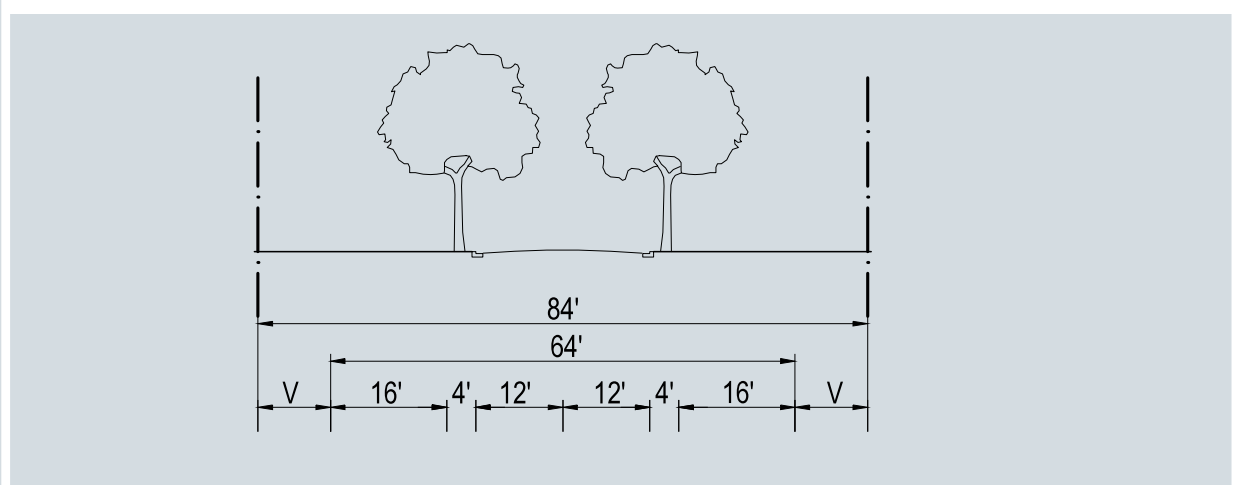
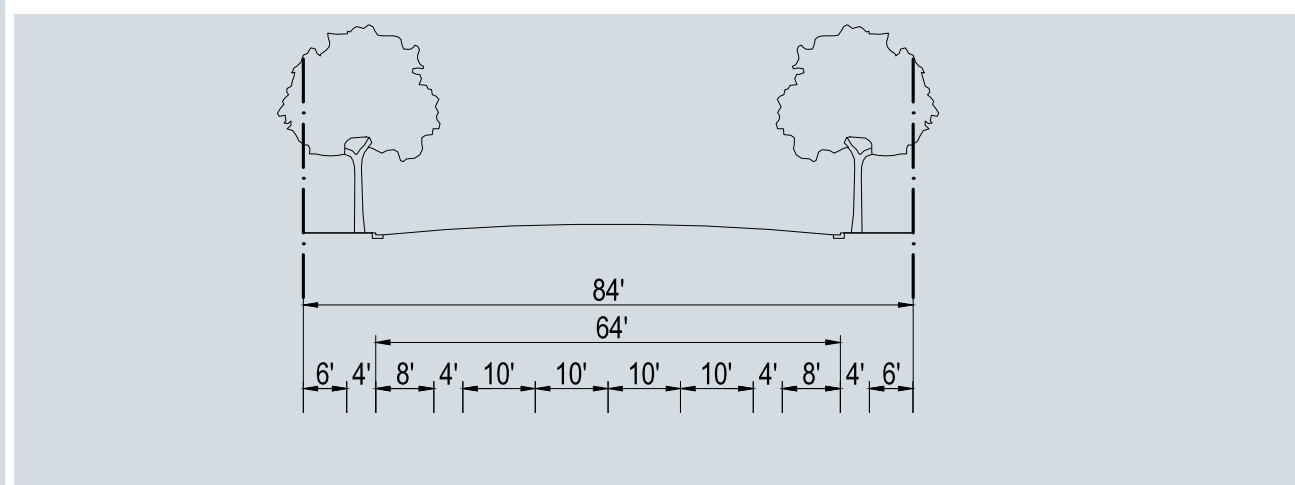
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RURAL TYPE A

RURAL TYPE B

TRANSITIONAL TYPE C



TRANSITIONAL TYPE D

URBAN TYPE E

URBAN TYPE F





ATLANTA STREET  
SEGMENT  
1 A

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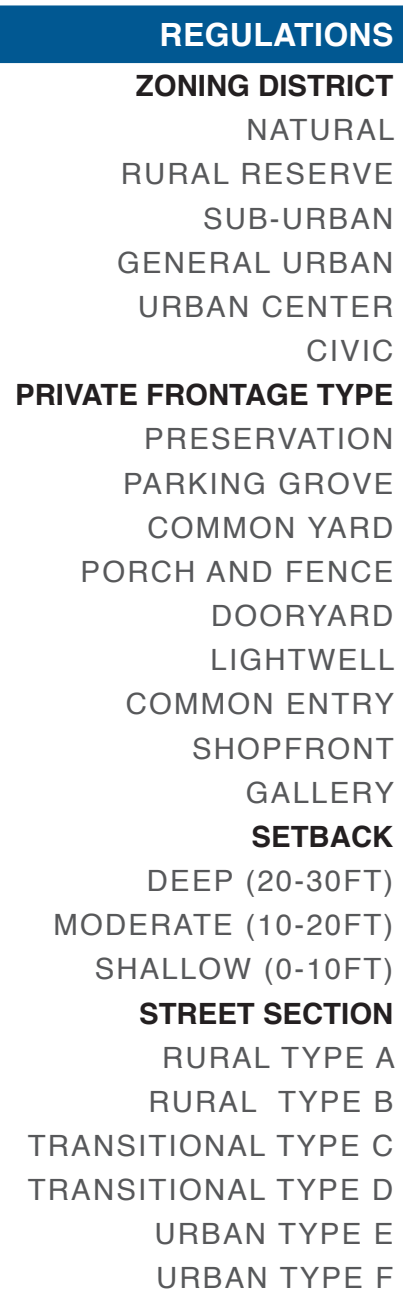
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ZONING DISTRICT	
NATURAL	
RURAL RESERVE	
SUB-URBAN	
GENERAL URBAN	
URBAN CENTER	
CIVIC	
PRIVATE FRONTAGE TYPE	
PRESERVATION	
PARKING GROVE	
COMMON YARD	
PORCH AND FENCE	
DOORYARD	
LIGHTWELL	
COMMON ENTRY	
SHOPFRONT	
GALLERY	
SETBACK	
DEEP (20-30FT)	
MODERATE (10-20FT)	
SHALLOW (0-10FT)	
STREET SECTION	
RURAL TYPE A	
RURAL TYPE B	
TRANSITIONAL TYPE C	
TRANSITIONAL TYPE D	
URBAN TYPE E	
URBAN TYPE F	



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ATLANTA STREET  
SEGMENT  
2 A

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REGULATIONS	RIVER MILL CIRCLE
ZONING DISTRICT	
NATURAL	
RURAL RESERVE	
SUB-URBAN	
GENERAL URBAN	
URBAN CENTER	
CIVIC	
PRIVATE FRONTAGE TYPE	
PRESERVATION	
PARKING GROVE	
COMMON YARD	
PORCH AND FENCE	
DOORYARD	
LIGHTWELL	
COMMON ENTRY	
SHOPFRONT	
GALLERY	
SETBACK	
DEEP (20-30FT)	
MODERATE (10-20FT)	
SHALLOW (0-10FT)	
STREET SECTION	
RURAL TYPE A	
RURAL TYPE B	
TRANSITIONAL TYPE C	
TRANSITIONAL TYPE D	
URBAN TYPE E	
URBAN TYPE F	





ATLANTA STREET  
SEGMENT  
2 B

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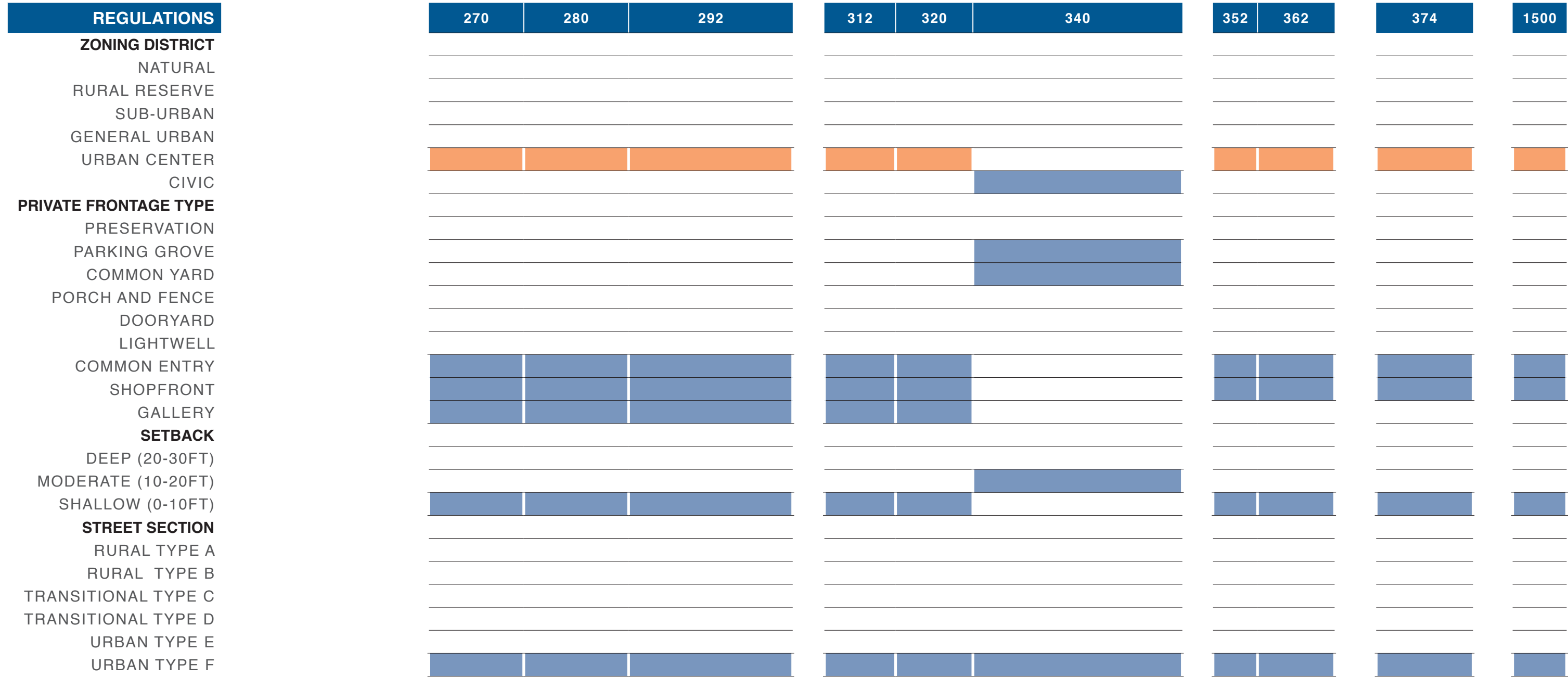
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ZONING DISTRICT				
NATURAL				
RURAL RESERVE				
SUB-URBAN				
GENERAL URBAN				
URBAN CENTER				
CIVIC				
PRIVATE FRONTAGE TYPE				
PRESERVATION				
PARKING GROVE				
COMMON YARD				
PORCH AND FENCE				
DOORYARD				
LIGHTWELL				
COMMON ENTRY				
SHOPFRONT				
GALLERY				
SETBACK				
DEEP (20-30FT)				
MODERATE (10-20FT)				
SHALLOW (0-10FT)				
STREET SECTION				
RURAL TYPE A				
RURAL TYPE B				
TRANSITIONAL TYPE C				
TRANSITIONAL TYPE D				
URBAN TYPE E				
URBAN TYPE F				



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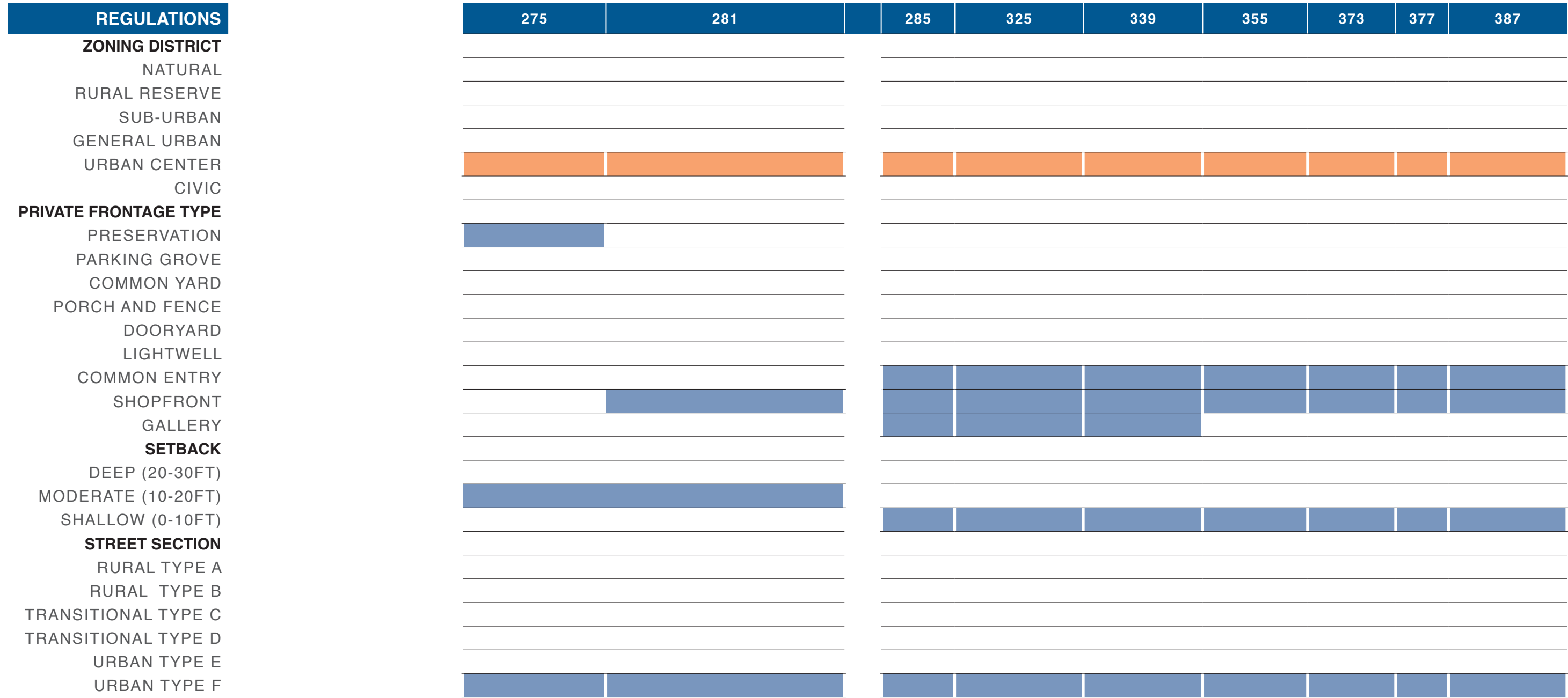




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SEGMENT  
4 A

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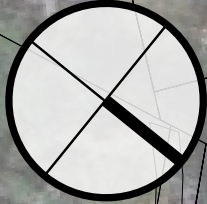
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ZONING DISTRICT						
NATURAL						
RURAL RESERVE						
SUB-URBAN						
GENERAL URBAN						
URBAN CENTER						
CIVIC						
PRIVATE FRONTAGE TYPE						
PRESERVATION						
PARKING GROVE						
COMMON YARD						
PORCH AND FENCE						
DOORYARD						
LIGHTWELL						
COMMON ENTRY						
SHOPFRONT						
GALLERY						
SETBACK						
DEEP (20-30FT)						
MODERATE (10-20FT)						
SHALLOW (0-10FT)						
STREET SECTION						
RURAL TYPE A						
RURAL TYPE B						
TRANSITIONAL TYPE C						
TRANSITIONAL TYPE D						
URBAN TYPE E						
URBAN TYPE F						



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ATLANTA STREET  
SEGMENT  
5 A

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REGULATIONS	525	535	545	PARK SQUARE	45	647	659	675
ZONING DISTRICT								
NATURAL								
RURAL RESERVE								
SUB-URBAN								
GENERAL URBAN								
URBAN CENTER								
CIVIC								
PRIVATE FRONTAGE TYPE								
PRESERVATION								
PARKING GROVE								
COMMON YARD								
PORCH AND FENCE								
DOORYARD								
LIGHTWELL								
COMMON ENTRY								
SHOPFRONT								
GALLERY								
SETBACK								
DEEP (20-30FT)								
MODERATE (10-20FT)								
SHALLOW (0-10FT)								
STREET SECTION								
RURAL TYPE A								
RURAL TYPE B								
TRANSITIONAL TYPE C								
TRANSITIONAL TYPE D								
URBAN TYPE E								
URBAN TYPE F								



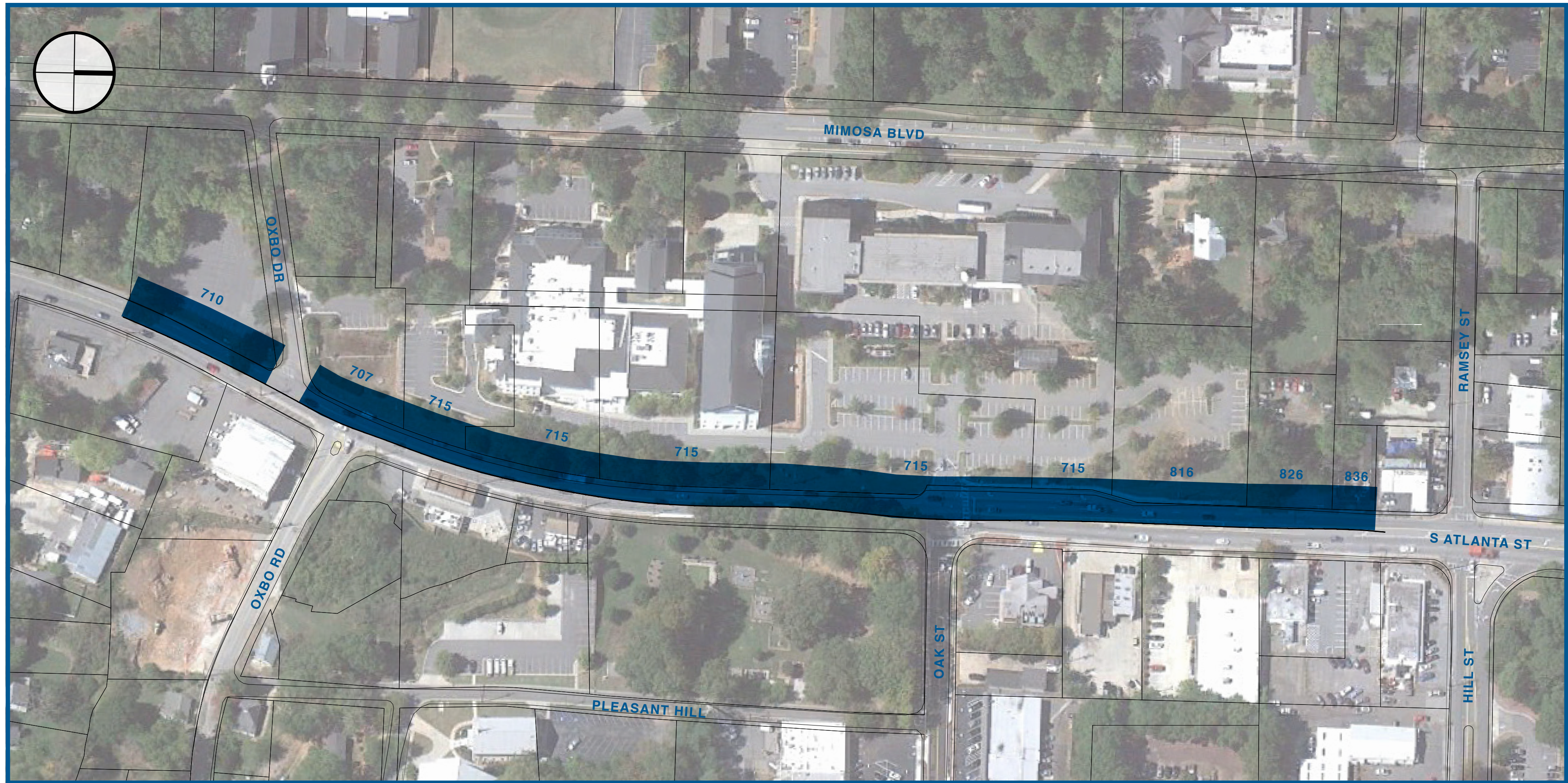




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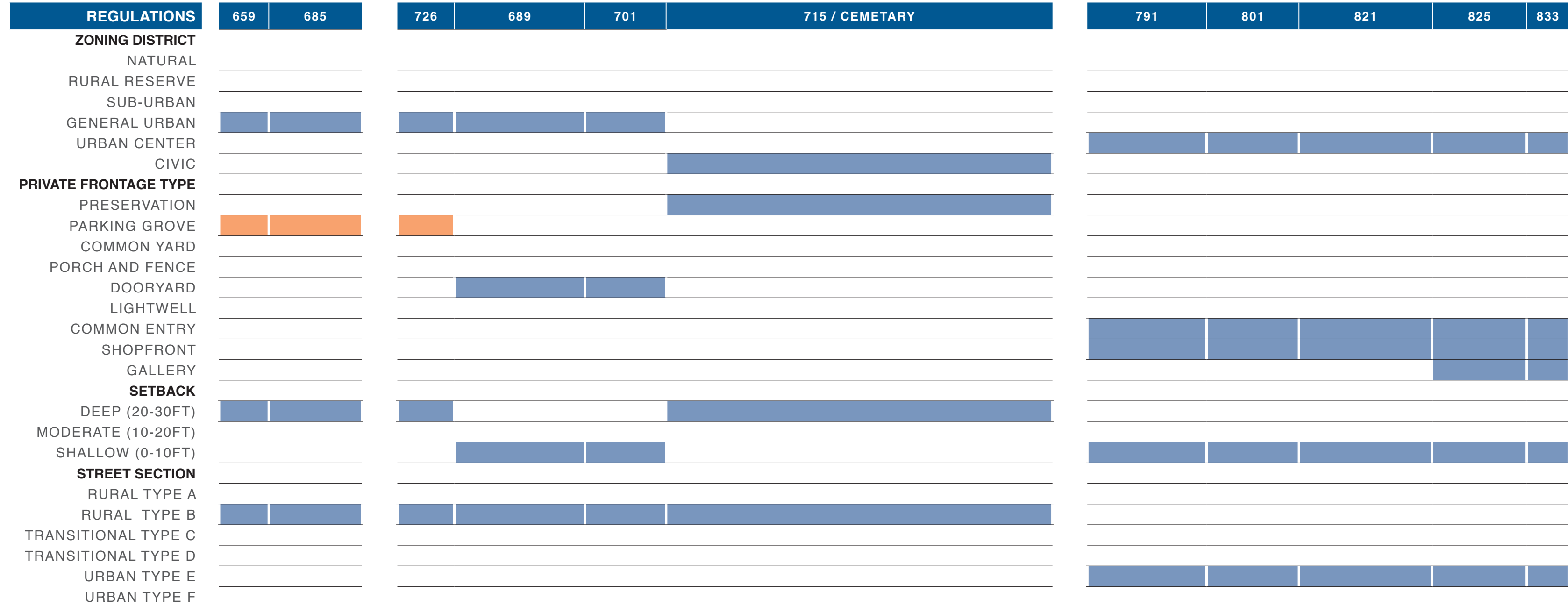
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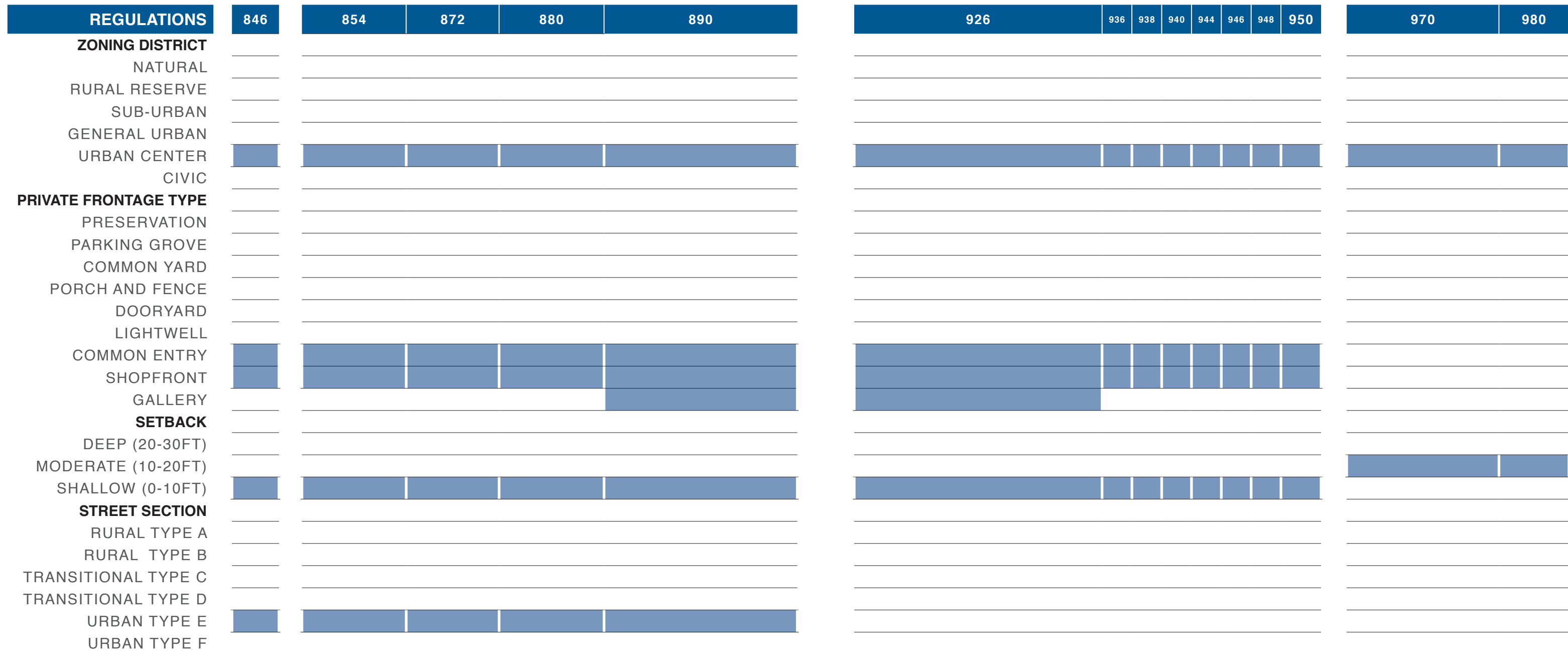




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