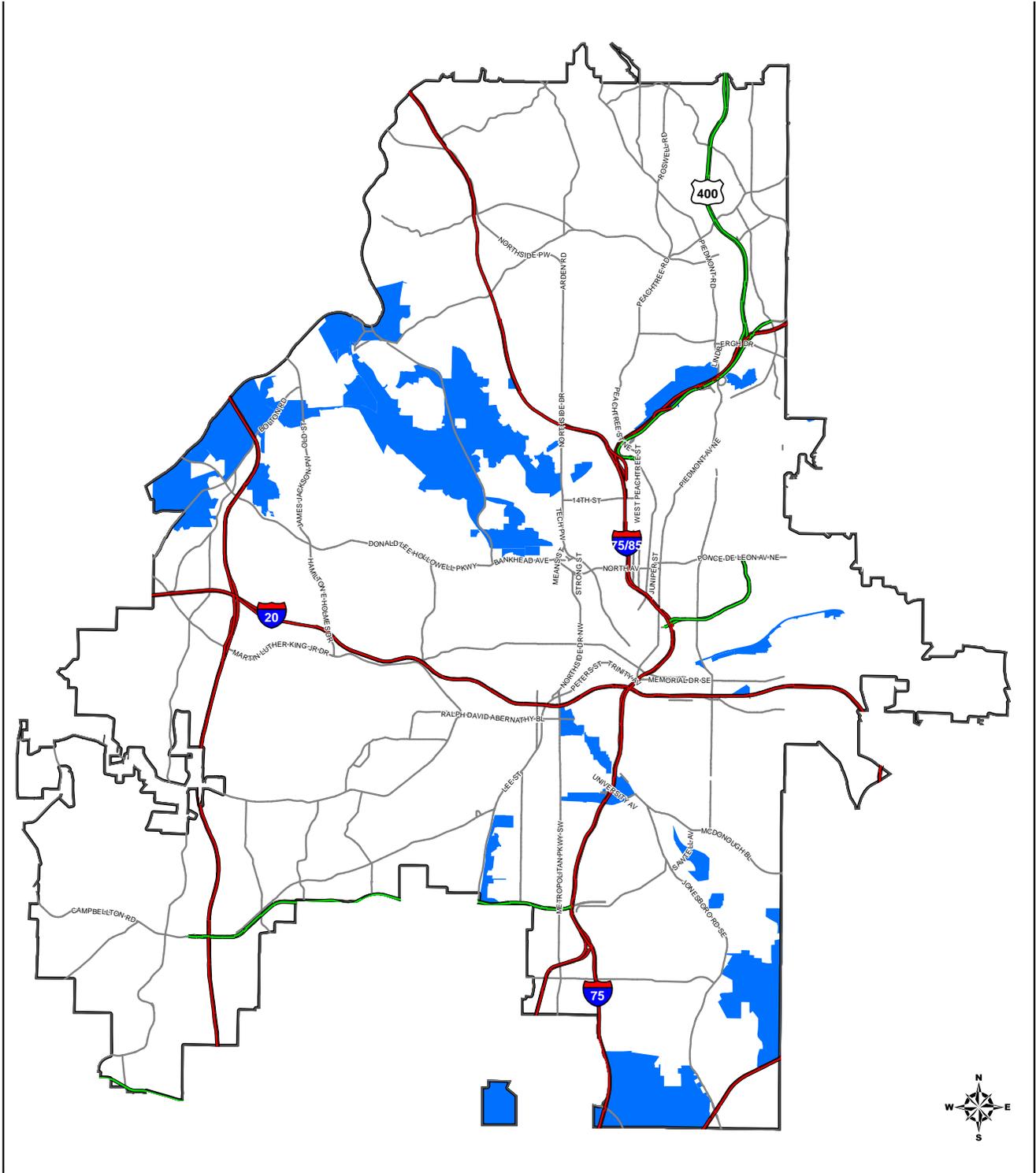
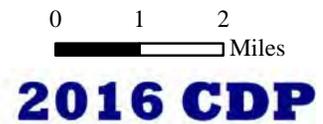


# 10. CHARACTER AREAS and POLICIES

## Character Areas - Industrial Area



### Character Areas Industrial



Map 10-14: Industrial Areas



## 10. CHARACTER AREAS and POLICIES

### INDUSTRIAL Character Area

#### GENERAL CHARACTERISTICS

The Industrial Character Area includes areas that are primarily used in manufacturing, wholesale trade, distribution and construction. Industrial areas play a significant role in the City's economy and are essential to sustain and support the needs of an urban environment.

Industrial land uses support not only customary industrial activities but also a range of users that require industrially-zoned land to conduct business such as breweries, catering businesses, doggy daycares etc. Due to the lower rent in most industrial areas, it is common to find start-up and entrepreneurial businesses in industrial areas. Jobs in production, distribution, and repair (PDR) businesses are often located in industrial areas because of the need to be near their clients. Lastly, Atlanta's city operating departments rely on industrial areas for staging and storage associated with providing City services.

The industrial sector is an important part of Atlanta's economy and needs to be encouraged to continue. Atlanta is considered to be one of the major "in-land" ports in the US. According to the North American Industry Classification System (NAICS) that is used to classify business establishments, the industrial sector is comprised of transportation and warehousing, construction, wholesale trade, and manufacturing.

In the past ten to fifteen years, there has been increasing pressure to reduce industrially zoned land in the City of Atlanta. The pressure to convert industrial acreage has come from a variety of sources led mostly by increased demand for residential housing—multifamily and single family. Developers are attracted to industrial properties for their relatively low cost and desirable location, albeit often on the fringes of already established neighborhoods. In addition, it is anticipated that future development around the Beltline will result in further displacement of industrial businesses and conversion of industrial acres.

The redevelopment of industrial land to other uses is creating land use conflicts between the new uses, particularly residential uses and the existing industrial uses and has resulted in the displacement of industrial businesses.

The City of Atlanta needs to provide employment opportunities that allow for people of varying educational backgrounds to earn living wages. There is a need to have a range of industries and firms to create a variety of opportunities for employment requiring different skill levels. In order to foster a diverse employment base, there needs to be a supply of job-producing land—land on which economic opportunities can be made available to both current and future residents. To protect and strengthen the industrial sector, it is critical to maintain an inventory of land where industrial and manufacturing businesses can locate.

The older industrial land uses are primarily located around rail lines and particularly around the large rail yards in Northwest Atlanta. Newer industrial parks are located near interstates and at the edge of the City. Many industrial uses have an inadequate pedestrian environment, are poorly lit and the



## 10. CHARACTER AREAS and POLICIES

streets are in deteriorating condition in part due to truck traffic. In addition, there is often illegal dumping on industrial parcels. Some of the older industrial parcels may also be brownfields, which are contaminated properties. Many industrial uses are in proximity of residential uses and have very little screening or buffering as land uses transition from industrial to another use.

### LOCATIONS (see Map 10-14)

- South Side Industrial Park
- Zip Industrial
- Chattahoochee Industrial District
- Atlanta Industrial Park & Fulton Industrial
- South Moreland Avenue
- Armour Ottley Industrial District/Cheshire Bridge (rear)
- Industrial uses along rail yards, rail lines and intermodal facilities such as Inman and Hulsey yards
- Industrial uses along Lee Street, Jonesboro Road, Marietta Boulevard, DeKalb Avenue

### PREFERRED DEVELOPMENT PATTERN

#### Transportation

An efficient and intermodal transportation system is a key requirement for the majority of industrial businesses. Access to industrial buildings, truck routes in and out of industrial areas and access to rail yards, interstates and the airport need to be maintained and improved to meet the needs of industrial users, to improve mobility and to reduce congestion. At the same time, freight traffic should not adversely impact adjacent neighborhoods. Many of the streets in industrial areas are in poor condition due to the heavy wear and tear of heavy trucks. The transportation infrastructure needs to be improved to support freight traffic. In addition, the bike, pedestrian and transit infrastructure should be improved to provide transportation options to the employees. As large parcels redevelop the new development should include new streets to increase redundancy in the street network. The Cargo Atlanta Plan updated the freight /truck routes in the City.

#### Land Use

The need to preserve and protect industrial land uses is important in order to retain industrial based jobs. In addition, there is strong support and interest in attracting “green industrial jobs” (recycling/renewable energy) and light industrial/light manufacturing businesses.

At the same time, industrial uses should not encroach into non-industrial areas and in particular residential areas. Auto salvage yards and other heavy industrial uses should be located in the center of industrial districts and transition to light industrial uses. Some of the older industrial uses are now brownfields. These contaminated sites need to be remediated in order for the parcel to have a productive use. Zoning and Code Enforcement need to be improved in industrial areas in order to maintain and improve the appearance of industrial areas. The appearance of many industrial districts could be improved to have more cohesive character. Landscape buffers and screening should be used around industrial uses to minimize their adverse affects on adjoining properties. Office parks, green businesses and Advanced Manufacturing are encouraged in Industrial Character Areas.

The D.L. Hollowell/Veteran’s Memorial LCI, A Plan for Industrial Land and Sustainable Industry in the City of Atlanta, prepared for the Atlanta Development Authority, some of the BeltLine Subarea Plans and input from CDP community meetings recommended creating an Industrial Mixed-Use land use and zoning category that would allow for residential uses. Office of Zoning and Development and Atlanta BeltLine staff are working on zoning standards for the I-Mix.



## 10. CHARACTER AREAS and POLICIES

### Economic Development

- Retain existing industrial jobs, encourage their expansion and attract new industrial jobs.
- Encourage a concerted effort to hire residents that live in proximity of industrial businesses.
- Provide job training and employment training centers to recruit and train City of Atlanta residents.
- Encourage organization of manufacturers, businesses and industrial developers to promote policies that protect jobs in the City.
- Layer incentives such as Opportunity Zone designation and Urban Enterprise zone to attract and retain industrial uses.

### Primary Land Uses

- Industrial
- Commercial
- Office

### POLICIES

The City of Atlanta has many important industrial areas that should be protected from incompatible land uses, particularly residential uses, in order to be able to continue operations and have the ability to expand. These policies are intended to retain and promote industrial land uses and industrial businesses.

- Promote the adaptive reuse or redevelopment of vacant, underutilized, obsolete, or structurally-deteriorated industrial and commercial properties in order to increase the possibilities for introducing modern industrial uses to increase the compatibility of these areas with the surrounding land uses.
- Provide sufficient and attractive buffering, screening, landscaped or architectural buffers between existing and proposed industrial uses and outdoor storage and activity areas and residential areas and non-industrial areas.
- Encourage the redevelopment of underused industrial areas which have sufficient existing street and utility infrastructure rather than the expansion of development in areas that are undeserved by streets and utility connections.
- Promote the redevelopment of brownfield sites for new industrial uses.
- Maintain industrial land uses by discouraging encroachment of incompatible land uses in industrial areas, particularly residential uses, and encouraging redevelopment of obsolete industrial buildings to new industrial uses instead of a non-industrial uses.
- Discourage the conversion of industrial land uses to non industrial land uses (except for buildings over 50 years old).
- Encourage light industrial and office parks uses in industrial areas in close proximity to residential uses
- Incorporate new “green” features to reduce environmental impacts and improve the appearance of industrial districts.

### IMPLEMENTATION STRATEGIES

- Amend the Industrial Zoning District to eliminate some allowed uses not compatible with industrial uses.
- Develop a Mixed Use Industrial or Planned Manufacturing Employment District (PMED) land use category



## 10. CHARACTER AREAS and POLICIES

that allows for industrial and residential uses

- Consider changing to industrial the 2,133 acres of industrially zoned land not supported by the Future Land Use Map
- Adopt design standards for industrial areas to address screening and buffering
- Create the Atlanta Industrial Council
- Work on Brownfield remediation
- Focus on retention and expansion of existing industrial businesses.
- Promote training and educational opportunities for city residents

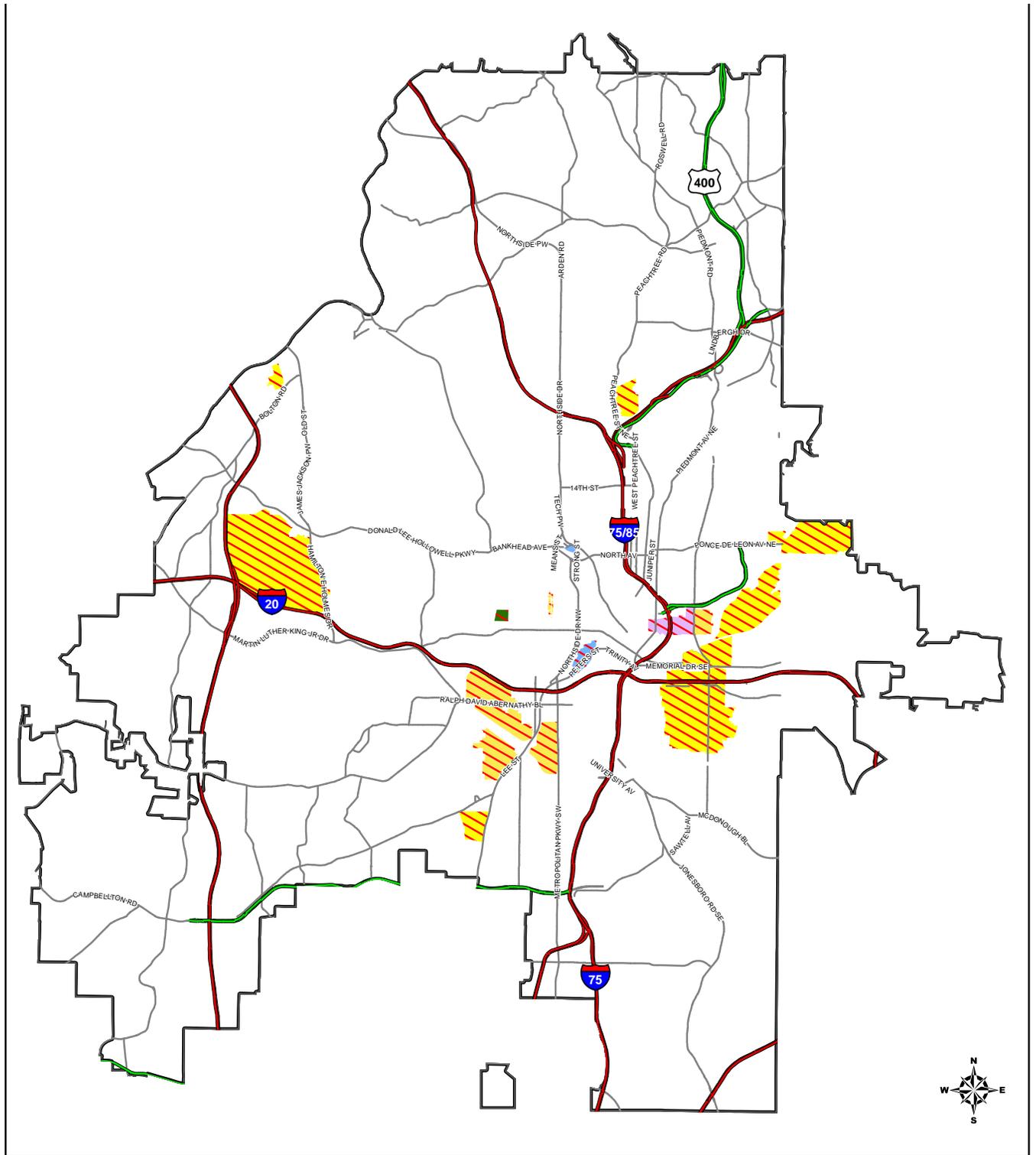
### PLANS

- A Plan for Industrial Land and Sustainable Industry in the City of Atlanta (not adopted)
- DL Hollowell/Veteran's Memorial LCI (2010)
- NPU G Plan (2011)
- ARC's Freight Mobility Plan and ASTRoMAP (not adopted by the City of Atlanta)
- Cargo Atlanta

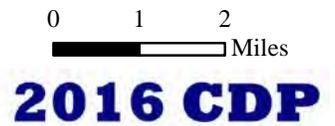


# 10. CHARACTER AREAS and POLICIES

## Character Areas - Historic Areas



### Character Areas Historic



Map 10-15: Historic Areas



## 10. CHARACTER AREAS and POLICIES

### HISTORIC DISTRICTS Character Area



#### GENERAL CHARACTERISTICS

The City of Atlanta currently has 18 areas designated under the City of Atlanta's Historic Preservation Ordinance. There are three types of designation under the Historic Preservation Ordinance, from highest to lowest level: Landmark, Historic, and Conservation. Landmark and Historic Districts require approval by the Atlanta Urban Design Commission for most development and construction activities. Conservation Districts only require the Commission to comment on such activities.

In addition to these, several neighborhoods are currently considering becoming locally designated. The designation process requires archival and data research, community engagement, consensus building at the neighborhood level, public notification, development of zoning standards, review by the Atlanta Urban Design Commission, and completion of the City's standard rezoning process.



In addition to the locally designated historic districts, the Fort McPherson Historic Village is protected by easements placed by the US Army when the base was transferred to the City of Atlanta. The easements are held by the State Historic Preservation Office. Alterations to the exterior of the buildings require their review.

#### LOCATIONS

With a few notable exceptions, the City's designated districts are located in the Urban Core (example: Hotel Row and Baltimore Block), immediately adjacent to Downtown (Martin Luther King, Jr. and Castleberry Hill), and within 2 miles of Downtown (West End, Cabbagetown, and Oakland Cemetery). This pattern reflects the general development pattern of the City of Atlanta (from historic core outward) and the existence of several outlying cities, towns, and "early suburbs" such as Whittier Mill, Atkins Park, Druid Hills, and Inman Park and later suburbs such as Collier Heights that were incorporated into the City as it grew. The following are the designated districts (see Map 10-15).



- Adair Park
- Atkins Park
- Baltimore Block
- Brookwood Hills
- Cabbagetown
- Castleberry Hill
- Collier Heights
- Druid Hills
- Grant Park
- Hotel Row
- Inman Park
- Martin Luther King, Jr.

## 10. CHARACTER AREAS and POLICIES

- Oakland Cemetery
- Oakland City
- Sunset Avenue
- Washington Park
- West End
- Whittier Mill

### PREFERRED DEVELOPMENT PATTERN

The designated districts fall into the following general development patterns: pre-World War II residential neighborhoods with little or no commercial activity within the district (examples: Atkins Park, West End, Whittier Mill, and Oakland City), post-World War II residential neighborhoods with little or no commercial activity within the district (Collier Heights), pre-World War II residential neighborhoods with significant commercial activity within or on the edge of the district (Inman Park, Adair Park, Cabbagetown, and Martin Luther King, Jr.), areas with all commercial buildings with mixed-uses (Castleberry Hill, Hotel Row, and Baltimore Block) , or public or open space (Oakland Cemetery and Washington Park).

While there are these relatively distinct development patterns to the designated districts, the vision for these districts is relatively consistent, as evidenced by the themes contained in the statements of intent of the zoning regulations for those designated districts:

- Retain, revitalize, and renew existing historic buildings, structures, certain significant site and landscape features, and the relationship between all these elements,
- Encourage compatible new construction, additions, and alterations,
- Support economic and community development that reinforces the historic context and character of the designated districts, and
- Support the retention of viable commercial activities and longtime residents.

### POLICIES

The Historic Preservation Ordinance, adopted by City Council and signed by the Mayor in 1989, establishes and outlines the City's historic preservation program. The ordinance delineates the responsibilities of the Urban Design Commission and its staff, as well as outlines its procedures. The policies of the City of Atlanta Historic Preservation Ordinance are:

- Effect and accomplish the protection, enhancement and perpetuation of such buildings, sites and districts, which represent or reflect special elements of the City's cultural, social, economic and architectural history,
- Safeguard the City's historic aesthetic and cultural heritage, as embodied and reflected in such buildings, sites and districts,



## 10. CHARACTER AREAS and POLICIES

- Stabilize and improve property values of such buildings, sites and districts,
- Foster civic pride in the beauty and noble accomplishments of the past,
- Protect and enhance the City’s attractions to tourists and visitors and thereby support and stimulate business and industry,
- Strengthen the economy of the City,
- Promote the use of such buildings, sites and districts for the education, pleasure and general welfare of the people of the City,
- Promote attention to sound design principles in areas of new development and redevelopment,
- Raise the level of community understanding and expectation for quality in the built environment, and
- Implement the City’s comprehensive development plan.

### IMPLEMENTATION STRATEGIES

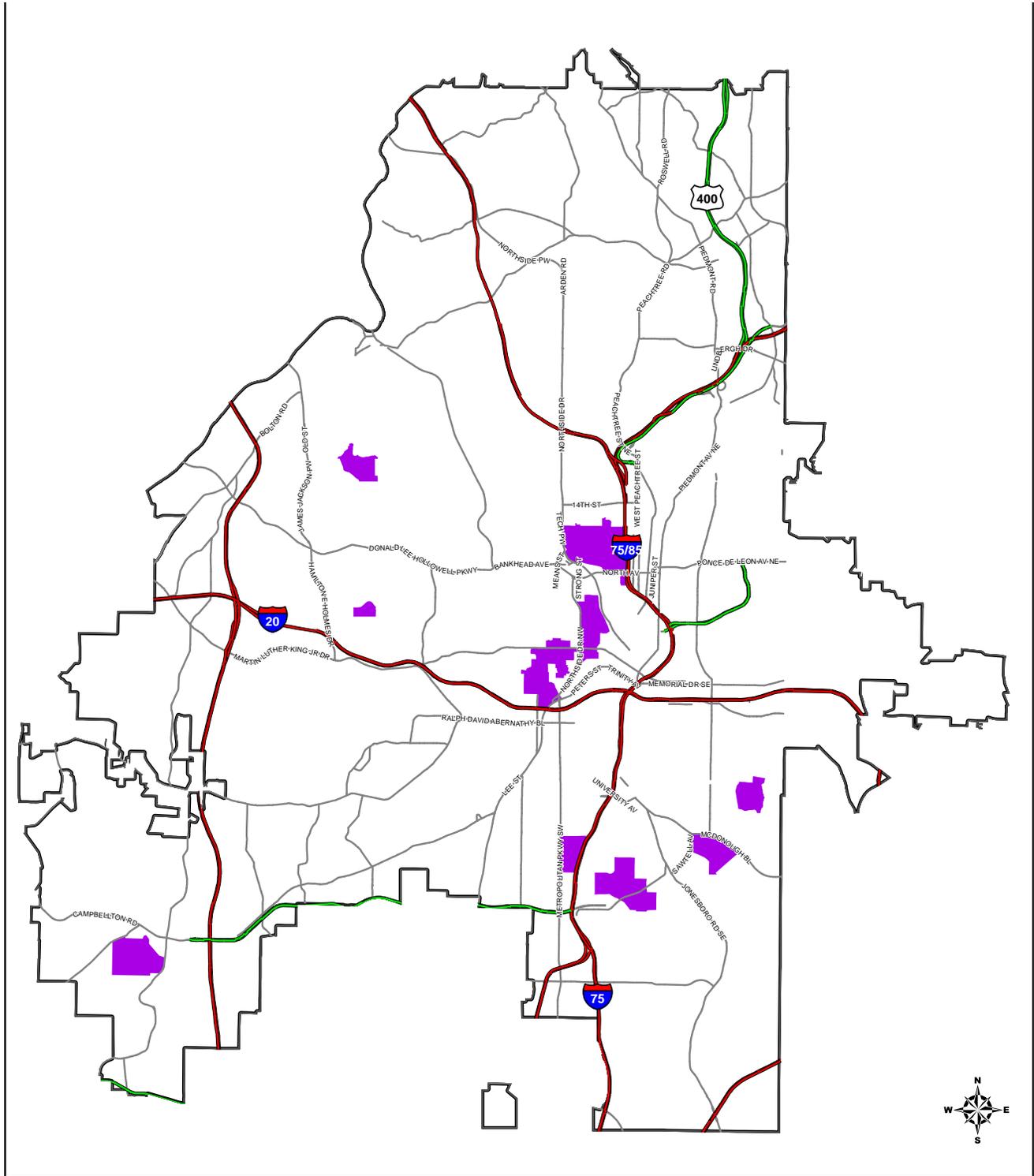
The Commission staff is currently working with pertinent community representatives for many of the districts to revise and update their zoning regulations to better support the respective visions of the designated districts. These revisions are expected to increase the efficiency of the review of projects in the designated districts, address situations not anticipated by the original regulations, and eliminate confusing or contradictory requirements and language. Staff partners with stakeholders to promote economic development and job creation through the rehabilitation and redevelopment of historic buildings and districts particularly in non-residential historic districts such as Hotel Row. Along Auburn Avenue, staff partners with Sweet Auburn Works, an organization focused on initiating and supporting economic development initiatives and projects that promote commerce, tourism and preservation of historic places within the Sweet Auburn Historic District.

### ADOPTED PLANS

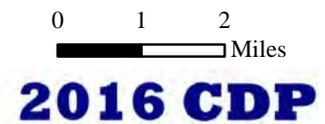
District Name	Plan Name
Adair Park	Beltline Redevelopment Plan (2005), West End LCI (2000)
Atkins Park	Beltline Redevelopment Plan (2005)
Baltimore Block	Imagine Downtown (2009)
Brookwood Hills	Beltline Redevelopment Plan (2005)
Cabbagetown	Beltline Redevelopment Plan (2005)
Castleberry Hill	Imagine Downtown (2009), Castleberry Hill Master Plan (2000)
Druid Hills	
Grant Park	Beltline Redevelopment Plan (2005)
Hotel Row	Imagine Downtown (2009)
Inman Park	Beltline Redevelopment Plan (2009)
Martin Luther King, Jr.	Imagine Downtown (2009), Butler –Auburn Redevelopment Plan (2005), Old Fourth Ward Redevelopment Plan, (2008) Beltline Redevelopment Plan (2005)
Oakland Cemetery	Beltline Redevelopment Plan (2005)
Oakland City	Beltline Redevelopment Plan (2005)
Sunset Avenue	Vine City Redevelopment Plan (2004), Vine City Washington Park LCI (2009)
Washington Park	Vine City Washington Park LCI (2009), BeltLine Subarea Plan (2005)
West End	West End LCI (2000), Beltline Redevelopment Plan (2005)



Character Areas - Other/ Institutional



**Character Areas  
Other / Institutional**



Map 10-16: Other



## 10. CHARACTER AREAS and POLICIES

### OTHER/INSTITUTIONAL Character Area

#### GENERAL CHARACTERISTICS:

The Other/Special Character Areas are generally large geographic areas with singular characteristics, usually an institutional use. They do not have the same development pattern in terms of lots size and street network as surrounding areas. Each district has its own built character as well as its own land use needs. An Other/Special Character Area interacts differently with the surrounding Character Areas.

These large institutional uses should minimize their negative impacts, in terms of transportation, land use and future expansion needs, on adjacent neighborhoods. When possible they should complement the surrounding development patterns.

#### LOCATIONS:

The Other/Institutional Character areas includes Universities, such as Atlanta University Center, Atlanta Tech College and Georgia Institute of Technology, large federal, state and local government facilities such as the Federal Penitentiary, the Georgia National Guard, the Georgia World Congress Center, the Fulton County Airport and Lakewood Fairgrounds and large sports facilities such as Turner Field and Georgia Dome (see Map 10-16).

#### Primary Land Uses

- Institutional uses

#### POLICIES

- Minimize impact of facilities and expansion in surrounding neighborhoods
- The highest densities should be at the center or along major roads and highways and transition to lower densities at the edges to protect and buffer surrounding neighborhoods. Surrounding neighborhoods should be buffered from noise and lights.
- Minimize the use of adjacent neighborhood streets for parking by establishing adequate parking requirements and encouraging shared parking arrangements. Encourage well designed public parking.

#### IMPLEMENTATION STRATEGIES

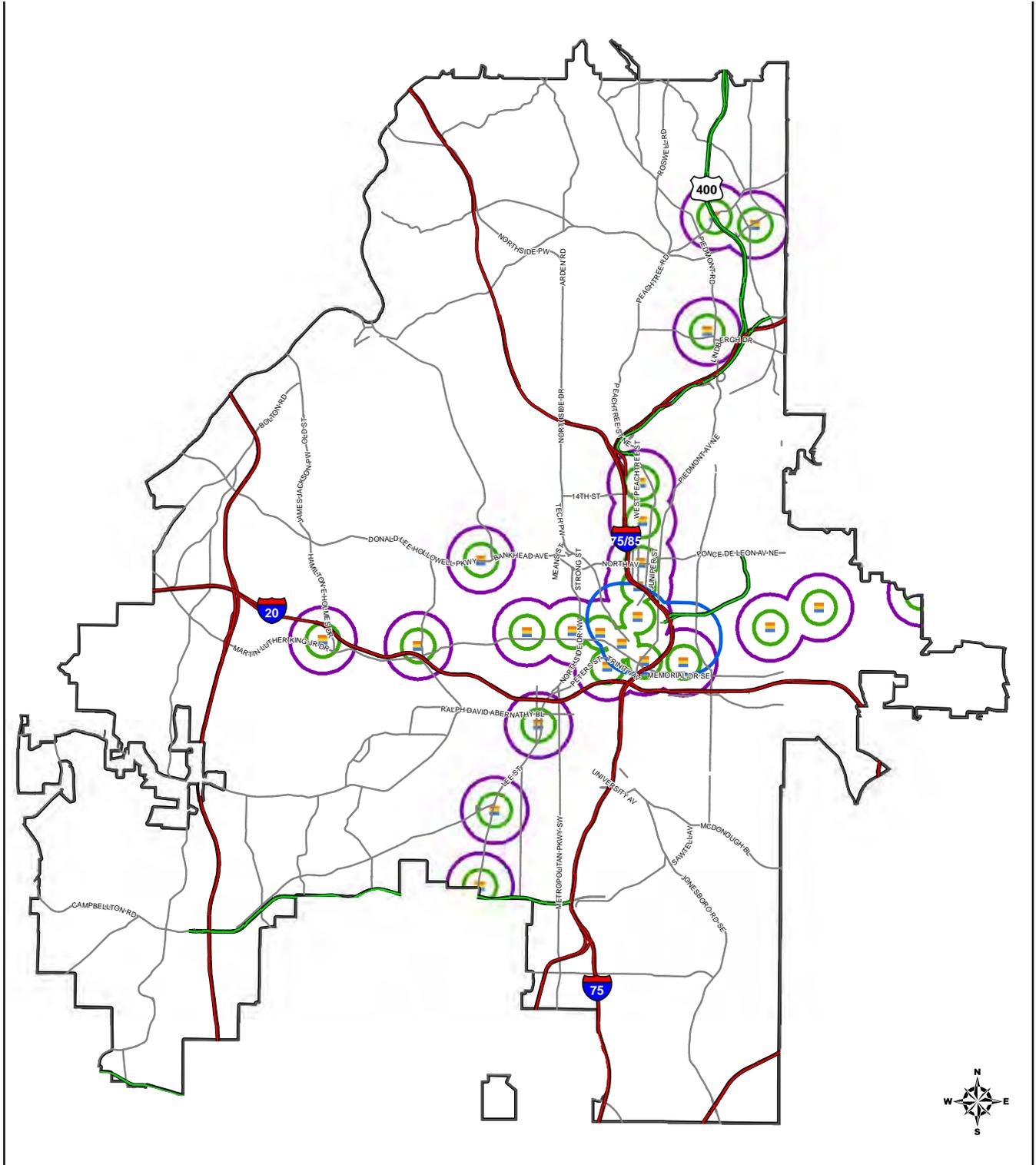
- Implement adopted plans

#### ADOPTED PLANS

- Chosewood Park Redevelopment Plan (2010)
- Imagine Downtown (2009)
- Stadium Neighborhoods Redevelopment Plan (2006)
- Summerhill Redevelopment Plan (2006)
- Vine City/Washington Park LCI (2009) and Vine City Redevelopment Plan (2004)



## Character Areas - Transit Oriented Development



### Character Areas Transit Oriented Development

0 1 2  
Miles

**2016 CDP**

Map 10-17: Transit Oriented Development



## 10. CHARACTER AREAS and POLICIES

### TRANSIT ORIENTED DEVELOPMENT Character Areas

#### GENERAL CHARACTERISTICS

The Transit Oriented Character Area locations, characteristics, station typologies, policies etc. are from *Transit Oriented Atlanta*. Transit Oriented Development (TOD) is relatively dense development designed to maximize non-motorized access to transit and improve quality of life. TOD is typically the area within ¼ to ½ mile from an existing transit station. TOD is used as a means for promoting smart growth, revitalizing neighborhoods, and making efficient use of the City's transit investments. It is also a way of counteracting ill effects attributed to suburban sprawl. Most TOD's include the following design strategies:

- Increased densities – Increased employment and population densities position potential riders within ½-mile walking distance of transit stations/stops;
- Protect single family neighborhoods – Single-family detached residential neighborhoods should be protected from encroachment by non-residential uses and incompatibly scaled residential development;
- Mixed-uses – Office, retail, entertainment, education, residential, and public space promote concentrations of activity around transit stations/stops, which increase the prominence of transit within a community as well as serving as trip generators;
- Pedestrian orientation – Placing daily goods and services within walking distance of residents reduces the need for the use of a car.

There is much the City, MARTA, and the private sector can do to improve the areas within ½ mile of existing transit stations. Many of the station areas have relatively low residential or employment densities. There are hundreds of acres of underutilized land available for redevelopment including MARTA surface parking lots. Many station areas are overly oriented towards cars and buses and lack adequate pedestrian and bicycle facilities.

#### LOCATIONS

Atlanta's TOD areas include all of the land within ¼ to ½ mile of the 24 MARTA rapid rail stations and the 12 Atlanta Streetcar stops that are not part of a single-family detached residential neighborhood. As other proposed transit lines gain momentum, additional TOD areas may be added to the CDP – including lines proposed in the Connect Atlanta Plan, such as streetcar expansion, Atlanta Beltline streetcar, and Clifton Corridor lines (See Map 10-7).

#### PREFERRED DEVELOPMENT PATTERN

**Transportation:** TODs should operate as mixed-use centers serving the needs of pedestrians, bicyclists, transit users and motorists. They should connect with sidewalks to adjacent neighborhoods and maximize pedestrian activity by providing clear way-finding signage and several access points for pedestrians to utilize transit. Sidewalks should be wide, free of obstructions and in good repair, and should be lined with street trees to serve as buffers between travel lanes and pedestrians and provide shade. Intersections should be fully accessible, clearly marked with crosswalks and, where possible, medians to make street crossings safe. Streetscapes with pedestrian lighting, street furniture, trash receptacles and wide sidewalks improve the pedestrian accessibility of TODs. Streetscape improvements should be implemented along key sections to

## 10. CHARACTER AREAS and POLICIES

connect future and existing TOD developments to the station.

Bicycle facilities should be provided particularly along roads designated as a *Core Bicycle Connection* and a *Secondary Bicycle Connection* identified in the Connect Atlanta Plan and those facilities in the core of the City identified in The Cycle Atlanta: Phase 1.0. All developments and transit stations should provide well lit, secure, covered bicycle parking and storage.

Station areas should strive for a highly connected grid of small walkable blocks. As parcels redevelop, new development should include smaller pedestrian-friendly blocks with frequent intersections. The network of streets should connect to the existing street network of adjacent neighborhoods. Overall, TODs should reflect a planned relationship between development and public infrastructure, and be consistent with the relevant station area plans.

**Land Use:** TODs should provide services and facilities that serve the area and enhance connectivity. New transit-oriented developments should be consistent with the community vision for the station area, the station typology goals, and the existing context. Existing historic and potentially historic structures should be preserved. Existing single-family neighborhoods which surround the TODs should also be protected. In TOD, the highest densities should be at the center and transition to lower densities at the edges to protect and buffer surrounding neighborhoods. Surrounding neighborhoods should be buffered from noise and lights. Building placement, massing and orientation should create a pedestrian-oriented urban form. The front building façade should be built to the back edge of the sidewalk, and the main building entrance should open to the sidewalk to frame the streetscape and encourage pedestrian activity. Surface parking lots should be located to the side and/or rear of buildings, and when adjacent to the sidewalk should be screened with vegetation. Structured parking should be encouraged and should be screened with liner buildings. Buildings should be constructed of quality materials and design.

The use mix in transit-oriented developments is essential to the station area's success. Primary land uses should include residential, office, and employment-rich light industrial. Greater multi-family residential housing density should be encouraged and should include a range of housing types and prices and workforce and affordable housing. Additional primary land uses should include retail, grocery stores, restaurants, hotels, high school and higher education, and other entertainment uses as well as community and government uses such as police mini-precincts, arts/cultural and community centers. TODs should also include usable public spaces, plazas and small parks designed in accordance with CPTED (crime prevention through environmental design) principles and should include active ground-floor uses adjacent to such spaces.

Within a block of the station entry point, joint development efforts and new private TOD should create neighborhood gateways. These areas should include services that meet the needs of transit riders such as coffee shops, sandwich/lunch places, dry cleaners, food carts, newsstands and drugstores. Neighborhood gateways should also include bicycle facilities like bike parking and lockers, and bike share stations.

### TRANSIT STATION TYPOLOGIES

The development patterns in TOD areas have been organized into several different station types. As a planning tool, station typologies are meant to be forward looking and aspirational by helping guide future redevelopment and infrastructure investments around the transit stations. The typologies are also important in providing an understanding of the mix of development, transit function and density that each station will be able to accommodate. The City of Atlanta's station typologies build on work by MARTA and Atlanta BeltLine, Inc. They are intended to consider future growth as well as account for stations that do not fit into a classic TOD mold but perform important regional transportation functions.



## 10. CHARACTER AREAS and POLICIES

The typologies focus on thematic similarities and differences, instead of a specific definition meant to categorize a station as one type of station. The main objectives in the station typology are to ensure that the typology reflects not only land use, location, and density, but the transit operations as well (see the tables below- City of Atlanta Transit Stations by Type and Transit Station Typology Based Development).

City of Atlanta Transit Stations by Type		
Transit Station Type	MARTA Rapid Rail Stations	Atlanta Streetcar
Urban Core	Arts Center Buckhead Civic Center Five Points Garnett Georgia State Lenox Midtown North Ave Peachtree Center	Auburn at Piedmont Centennial Olympic Park Carnegie at Spring Dobbs Plaza Hurt Park Luckie at Cone Park Place Peachtree Center Sweet Auburn Market Woodruff Park
Town Center	Bankhead Lakewood-Ft. McPherson*	None
Commuter Town Center	Hamilton E. Holmes Lindbergh Center	None
Transit Community	King Memorial West End	Edgewood at Hilliard King Historic District
Neighborhood	Ashby East Lake* Edgewood-Candler Park Inman Park-Reynoldstown Oakland City Vine City West Lake	None
Special Regional Destination	Dome/GWCC Airport*	None

\* A portion of the station area is within the City of Atlanta.

**Urban Core:** Urban core stations are located in the densely developed nodes of the transit system network. Urban core stations are surrounded by a mix of urban uses, primarily civic, institutional, hotel and office uses; however there is an effort being made to increase residential and retail uses in these areas. Pedestrian's connectivity is crucial to urban core stations, which tend to be closely spaced to allow people the option of walking or taking transit to nearby activities. An advantage of the urban core stations are their proximity to the center of the system and ability to process high volumes of riders. Examples of Urban Core stations include Five Points, Peachtree Center, Arts Center, and Buckhead MARTA stations, and all the Atlanta Streetcar stops.

**Town Center:** The town center stations are nodes of dense, active, mixed-use development. Town center stations are located in two types of settings. Some are located in focus areas for new town centers which are TOD nodes that are built in response to current and future transit opportunity, while others are in historic downtown areas where transit will create the opportunity for the town center to expand without excessive

## 10. CHARACTER AREAS and POLICIES

Transit Station Typology-based Development Targets for Transit Oriented Developments						
	Urban Core	Commuter Town Center	Town Center	Transit Community	Neighborhood	Special Regional Destination
Target Minimum Gross Res units per acre	25	15	20	15	9	N/A
Target Min Mean Net Res Density for Infill Development	75	50	65	60	45	N/A
Max Height (in stories above grade)	None	20	20	15	9	N/A
Target Nonresidential FAR	3.0+	2.0+	2.0+	1.0	0.5	N/A
Parking Min?	No	Yes	No	No	Yes	N/A
Parking Max?	Yes	No	Yes	Yes	Yes	N/A

traffic congestion. They differ from urban core stations because the development around these stations is of a lesser scale. Access to local bus service, automobile access and pedestrian connectivity are important for town centers as these are all ways that local circulators/buses connect the transit station to other destinations within the town center as well as the surrounding neighborhoods. Examples of Town Center stations include the Bankhead and Lakewood-Fort McPherson MARTA Stations.

**Commuter Town Center:** Commuter town centers share many of the same characteristics of town center stations; however they also serve as a primary point where commuters transfer to the rapid transit system. This requires a large park-and-ride capacity in order to accommodate the large volumes of commuters arriving by automobile and local and regional bus service. Structured parking should be used to accommodate the commuter demand. There are two Community Town Center Stations in the City of Atlanta: Hamilton E. Holmes and Lindbergh Center MARTA stations.

**Transit Community:** Transit community stations are more intense than neighborhood-type stations and less intense than town center-type stations. They typically include under-utilized land appropriate for redevelopment near the existing or future transit station, surrounded by single-family residential neighborhoods. The redevelopment should be transit-supportive, consistent with local station area plans, and properly transition to the single-family areas. Transit riders are likely to arrive at a transit community station by walking, bicycling, or taking local bus service. Examples of Transit Community type stations include West End and King Memorial MARTA Stations.



## 10. CHARACTER AREAS and POLICIES

**Neighborhood:** Neighborhood stations are located in residential areas and primarily provide transit for people who live near the station. The proximity of transit allows residents to get to work, school, entertainment, shopping, and other destinations accessible through the transit network. The area closest to the station would be able to accommodate relatively dense housing or neighborhood scale mixed-use development, with proper transitions to single-family areas. Neighborhood stations are local stations where people most often arrive on foot or by bicycle. Examples of neighborhood stations include the Edgewood-Candler Park, Ashby, and West Lake MARTA Stations.

**Special Regional Destination:** Special Regional Destinations are not traditional TODs as they have a single dominant use. These most often times are sports and entertainment venues, educational or medical campuses, airports, and large commercial or industrial complexes. Since these areas are trip generators, transit alignments are often created to serve as many of their users as possible. Examples of the Special Regional Destination typology are the Dome/GWCC Station and the Airport Station.

### POLICIES

- Encourage relatively dense development near the transit stations consistent with the targets in the Table
- Encourage retail and service establishments that serve transit riders daily needs.
  - Residentially oriented station areas should offer neighborhood commercial amenities such dry cleaning, grab and go food, grocery stores, and child care.
  - Employment oriented station areas should offer daytime amenities such as coffee shops, restaurants, and business service establishments.
- Require storefront space standards in planning and zoning requirements to create opportunities to access goods and services near the transit stations, and create neighborhood gateways next to stations.
- Encourage a mix of uses, housing types, and housing affordability within station areas.
- Protect existing, single family residential neighborhoods and historic buildings.
- On sites appropriate for TOD, discourage low-density and land consumptive uses such as junkyards, telecommunications equipment storage centers, self- or mini-storage centers, urban agriculture, warehouse distribution centers, and low-density residential development.
- Discourage auto-oriented uses and development patterns within 0.25 miles of transit stations including park for hire lots, vehicle sales, leasing, or storage, car washes, gasoline service stations, and drive through service windows.
- Encourage uses that increase weekend and off-peak ridership such as regional parks, high schools, universities, hospitals, and cultural, entertainment and performance venues.

### IMPLEMENTATION STRATEGIES FOR STATION AREAS

Effective implementation strategies for the station areas should focus on the following categories:

#### **Education and Outreach**

- Prepare an education and training module for neighborhood and community leaders
- Partner with the Regional TOD education programs
- Seek in depth engagement opportunities

#### **Planning and Zoning**

- Prepare detailed development and urban design plans for catalytic sites
- Prepare a Station Area Plan for East Lake MARTA Station
- Reorganize the Atlanta Consolidated Housing Plan around Transit-Oriented Development
- Finalize LCI grandfathering of the Atlanta BeltLine Master Plan: Subarea 7
- Focus on neighborhood gateways
- Proactively update and rezone station areas without transit-oriented zoning
- Prepare Street Framework Plans for each transit station area and adopt a citywide implementation mechanism

#### **Development Review**

- Evaluate development liaison program (ombudsman)
- Utilize Major Project Team Review for TOD projects

#### **Focus on Funding**

- Prioritize incentive funds for TOD and make TOD a focus of business and developer recruitment efforts
- Incorporate design oversight into incentive deals
- Focus sidewalk and bicycle infrastructure investments near transit stations
- Create a Tunnels and Bridges Program to improve access to stations
- Reduce standards for Transportation Impact Studies or Development of Regional Impact requirements
- Explore creation of a TOD Infrastructure Fund
- Explore participation in a TOD Land Acquisition Fund for Affordable Housing
- Support the creation or expansion of Community Improvement Districts



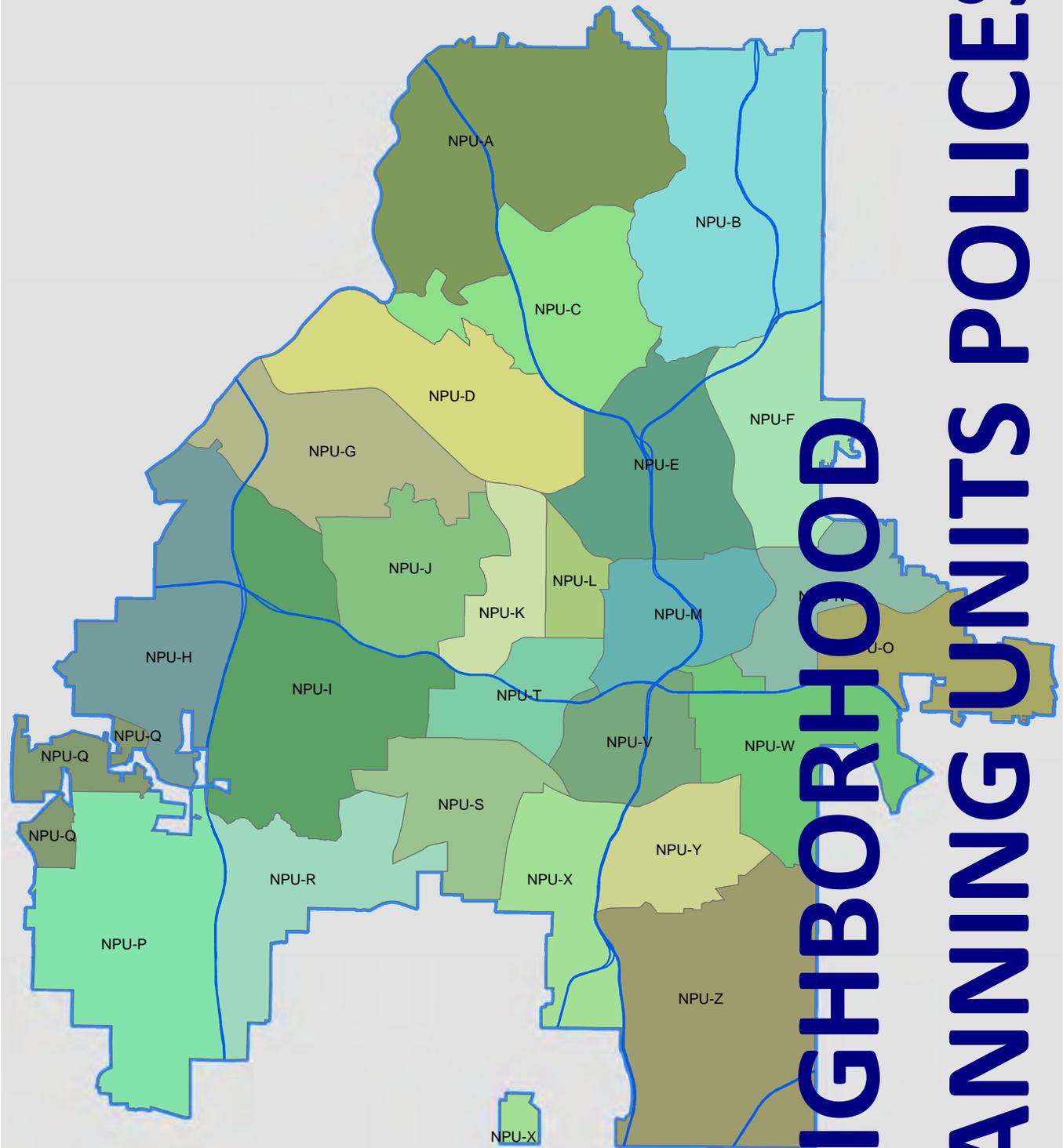
## 10. CHARACTER AREAS and POLICIES

### Strengthening Partnerships

- Form an Atlanta-based TOD Task Force
- Support the work of Atlanta's institutional TOD partners
- Support MARTA's Joint Development Program



# City of Atlanta Neighborhood Planning Units





## NPU-A Policies

- A-1: Preserve the single-family character of NPU 'A', including the following neighborhoods: Paces, Mount Paran-Northside, Chastain Park, Tuxedo Park, Moores Mill, Margaret Mitchell, Randall Mill, and West Paces Ferry-Northside. Maintain the historic and residential character of West Paces Ferry Road.
- A-2: Maintain the boundaries of the I-75/West Paces Ferry commercial node. Incorporate pedestrian amenities and encourage street-level retail uses in order to maximize pedestrian activity. Treat low- and medium-density residential areas as buffers for surrounding single-family neighborhoods. Maintain the existing scale of the structures in the commercial district.
- A-3: Preserve the single family residential character of the neighborhoods surrounding Chastain Park, a unique single-family residential and historic area, as well as the only significant park and green space in North Atlanta. Maintain the boundaries of the Roswell Road commercial area as a medium density corridor. Maintain the maximum allowable density of the Chastain Park Civic Association neighborhoods at the current R-3 zoning. Recognize the historic Sardis Church and the Georgia Power substation as the established buffers between Roswell Road commercial area and the single-family residential areas surrounding Chastain Park. Preserve the current residential zoning of all gateway streets from Roswell Road to Chastain Park, including West Wieuca, Interlochen, Laurel Forest, Le Brun, and Powers Ferry Roads.
- A-4: Limit the development of office-institutional uses to the northwest quadrant of the I-75/Mount Paran Road/I-75 Interchange and prevent the development of additional commercial use property in this area.
- A-5: Preserve the single-family residential character of existing neighborhoods surrounding the I-75/Moores Mill Road Interchange.
- A-6: Protect the environment and preserve the character of the Paces neighborhood west of Nancy Creek by promoting single-family residential development having a maximum density of 0.5 units per acre.
- A-7: Limit multi-family uses on Northside Parkway from the Cobb County Line to Moores Mill Road.
- A-8: Preserve the existing zoning boundaries of the Paces Civic Association neighborhood.
- A-9: Maintain the existing zoning boundaries of the Randall Mill neighborhood in which the Paces West Town Homes and the Longcourte cluster housing development serve as the transitional use between the office/commercial center and the one-acre, single family housing along West Paces Ferry Road, East Beechwood Drive and Randall Mill Road.
- A-10: Establish a broader scope Chastain Park Trust or amend the existing Chastain Park Amphitheatre Trust- to be funded, in part, by additional event-based fees- for the additional purpose of mitigating event-related costs (park and adjacent neighborhood infrastructure, noise, traffic, safety and waste issues from more than 60 concerts in a six-month season) as well as supporting the full implementation of the Chastain Park Master Plan.
- A-11: Prevent the further degradation of the residential neighborhoods in NPU-A by opposing the conversion of residential properties to non-residential uses, except in those very limited situations where such conversion is required by applicable law due to the existing, established non-residential use of all surrounding property.
- A-12: Encourage the development of a trailhead at the Northeast Corner of Mount Paran Road and Northside Parkway so as to facilitate the extension of the Silver Comet Trail into this area.
- A-13: Preserve the existing residential and historic character of Tuxedo Park and maintain the existing zoning boundaries with a maximum density of R-3 zoning. Preserve the woodland and park-like character of Tuxedo Park. Promote the subdivision of land in accordance with conservation development standards. Preserve the residential character of all gateway streets from Roswell Road to Tuxedo Park and South Tuxedo Park including Blackland Road, Karland Drive and Lakeland Drive. Preserve the historical and residential character of



# NPU POLICIES

Blackland Road.

## NPU-B Policies

- B-1: Implement minimum standards for “open” space and “green space” in lieu of “open space” only. Minimum standards should be based on square feet of development in all categories except single family residential (R-1 through R-4).
- B-2: Protect the boundaries of the single-family and low density residential uses of the Brookhaven, Buckhead Forest, Chastain Park East, Garden Hills, North Buckhead, Peachtree Heights East, Peachtree Heights West, Peachtree Hills, Peachtree Park, Pine Hills, Ridgedale Park and South Tuxedo Park Neighborhoods.
- B-3: Preserve the historic integrity of the Brookhaven, Garden Hills, Peachtree Heights East, Peachtree Park, and Tuxedo Park neighborhoods, as well as the West Paces Ferry Road commercial district.
- B-4: Maintain the CSX Railroad and MARTA tracks as the firm southern boundary of the Lenox station development node. Do not allow non residential uses to encroach upon the Pine Hills neighborhood south of this boundary. Maintain current CDP zoning and land-use designation in Pine Hills (single family and multi-family). Protect single-family uses in the interior of the neighborhood and limit multi-family uses to those properties having frontage along Lenox Road.
- B-5: Maintain residential-only uses along both sides of the Roxboro Road corridor from Peachtree Road to East Paces Ferry Road. Permit only low-density development (O-8 U/A) on lots on the east side of Roxboro Road and medium-density development on the west side of Roxboro. Maintain the existing uses and densities along the Peachtree Road corridor from Roxboro Road to the Dekalb County Line. Permit no nonresidential use to encroach upon Ridgedale Park or Brookhaven neighborhoods.
- B-6: Maintain Lenox Road/Phipps Boulevard (also known as the Buckhead Loop/ Wieuca Road Connector) as the firm boundary between residential land use north of the boundary and mixed-use land use south of the boundary. Permit no non-residential uses to encroach upon the single-family uses of the North Buckhead neighborhood north of Lenox Road, also known as the Buckhead Loop/Phipps Boulevard/Wieuca Road Connector.
- B-7: Within the capacity of the existing sewer, transportation, and storm water systems, permit development of high-density residential and mixed-uses development in the development nodes that are associated with the Buckhead, Lenox, and Lindbergh MARTA stations. Encourage development that is located in designated mixed-use districts to consist of residential and commercial (office and /or retail) uses that have a ratio of at least 1:1 with development to be phased so that residential space is developed in advance or concurrent with, an equivalent amount of commercial (office and retail) space.
- B-8: Contain strip commercial use along Peachtree, Piedmont and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and turn-lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Maintain existing land use and densities along the Roswell Road corridor. Protect the integrity of R-LC (Residential-Limited Commercial) Districts on East Paces Ferry Road, east of the Buckhead Village and west of Piedmont Road, East Shadowlawn, Pharr Road at Hardman Court, Hardman Court, Lookout Place, Grandview Avenue, North Fulton Drive and Piedmont Road between Pharr Road and East Wesley Road from encroachment by commercial zoning districts. Encourage pedestrian connectivity and bicycle lanes along all major connections.
- B-9: Encourage all development in the area covered in the “Buckhead Greenspace Action Plan” (also known as “The Buckhead Collection”) to be in accordance with the guidelines set forth in the final adopted version of the “Buckhead Greenspace Action Plan” by incorporation appropriate elements into the CDP.
- B-10: Implement the Buckhead Commercial District Policies included in the Regional Center Character Area.



## NPU-C Policies

- C-1: Maintain the commercial development node at Howell Mill Road and Northside Parkway, with the inclusion of existing low and medium density designations surrounding it as buffers for single family neighborhoods.
- C-2: Protect and preserve existing single family land uses throughout NPU C. This includes, but is not limited to, the following single family areas: 1) the intersection of Howell Mill Road and Collier Road to the intersection of Howell Mill Road and Greendale Road; 2) eastward and northeastward from the intersection of Howell Mill Road and Collier Road to the intersection of Collier Road and Anjaco Drive; and 3) eastward and northeastward from the intersection of Moores Mill Road and the right of way of Seaboard Railroad to West Paces Ferry Road. Maintain the single family residential character of properties surrounding the Moores Mill Interchange on Interstate 75.
- C-3: Provide landscaped or architectural buffers that are of sufficient scale and depth between diverse land uses in order to minimize higher-density impacts on single-family residential areas.
- C-4: Prevent the intrusion of non-residential uses in established residential areas. This includes the commercial and industrial land uses which lie along and adjacent to the Peachtree Road, Collier Road/Howell Mill and Bolton Road/Moores Mill corridors
- C-5: Address the following needs for Peachtree and Tanyard Creeks:
- Enhance stormwater management to reduce runoff, prevent soil erosion, contamination and prevent flooding.
  - Find solutions to the odors emanating from the Woodward Way sewer chamber.
  - Eliminate sewer spills.
  - Pursue streambank restoration and protection.
- C-6: Encourage the redevelopment of the retail districts in the Howell Mill/Collier Road (“Collier Village”) and the Bolton Road/Moores Mill areas into pedestrian friendly and attractive retail areas serving surrounding neighborhoods rather than a larger service area. Comprehensive master planning should be undertaken for these areas in order to encourage unified, rather than parcel by parcel, planning and projects. New development in Collier Village should be consistent with the recommendations of the spring 2008 Blueprint for Collier Village sponsored by the Georgia Conservancy.

## NPU-D Policies

- D-1: Protect the single-family and low-density residential areas in NPU-D, including the following neighborhoods: Underwood Hills Park, Bolton, Riverside, Whittier Mill Village, Hills Park, and Berkeley Park.
- D-2: Restrict commercial and further multi-family development on the East Side of DeFoor Avenue. Encourage residential land use on the west side of DeFoor Avenue as the industrial uses become obsolete.
- D-3: Maintain low-density residential land use in the area of the Berkeley Park Neighborhood that lies between Howell Mill Road and Northside Drive, pending clarification of MARTA’s plans for the Northwest Line and the proposed Northside Station.
- D-4: Preserve the historic and single-family integrity of the Whittier Mill Village Historic District.
- D-5: Introduce a transitional buffer zone between single-family uses and industrial uses to help to protect the Whittier Mill Historic District from adjacent development.



## NPU POLICIES

- D-6: Encourage the re-designation of properties that are in proximity to the Whittier Mill site and the Chattahoochee River from industrial to open space to enable the development of a recreation and conservation district within the Chattahoochee River Corridor and floodplain.
- D-7: Review the industrially-classified properties to determine the potential for vacant and underutilized to be reclassified to residential.
- D-8: Where industrial uses are to remain, provide landscaped or architectural buffers to minimize their impacts on residential areas.
- D-9: Encourage the addition of a second roadway through Riverside to handle industrial and by-pass traffic.
- D-10: Encourage the development of James Jackson into a major commercial corridor in the NW quadrant.
- D-11: Encourage the utilization of undeveloped land along the Chattahoochee River for a park and bike trail.
- D-12: Encourage the re-zoning of the Riverside area from R-4A to R-4.
- D-13: Support the creation of neighborhood commercial zones within the Riverside community.
- D-14: Support improvements to Bolton Road with the addition of sidewalks and other streetscape measures.

### NPU-E Policies

- E-1: Maintain Tenth Street as the boundary between the Georgia Tech campus and the Home Park Neighborhood.
- E-2: Promote the development of housing and accessory commercial uses in the Upper Midtown area in accordance with density, height, and design guidelines that serve to protect the character of Piedmont Park and adjoining residential neighborhoods. The Upper Midtown area is bounded by Fourteenth Street on the west. Promote low-rise, high-density residential development in the portion of the Upper Midtown area that is bounded by Piedmont Park, Tenth Street, and Piedmont Avenue; and mid-rise, high-density residential development along the western frontage of Piedmont Avenue (North of 10th Street). Promote residential development elsewhere in the Upper Midtown area at densities, heights, and scale that increase from Piedmont Avenue to Juniper Street. Protect views of and from Piedmont Park and Downtown Atlanta through design guidelines relating to setbacks and the orientation of buildings.
- E-3: Promote medium-density residential use (17-29 units/acre) in the area that is bounded by Piedmont Avenue, Westminster Drive, and the Southern Railroad.
- E-4: Preserve the historic integrity of the Ansley Park, Brookwood Hills, Georgia Tech, Midtown, Morningside, Brookwood, and Piedmont Park neighborhoods.
- E-5: Encourage mixed-use nodal development that is centered on the MARTA stations which are located within the Peachtree Road corridor. Promote the use of the Midtown Development Guidelines.
- E-6: Encourage street-level retail uses in order to maximize pedestrian activity and facilitate the development of a pedestrian system.
- E-7: Provide mixed-use development (with residential space at a 1:1 ratio with non-residential) in the area that is located west of the Southern Railroad between City Hall East (formerly known as “the Sears site”) on Ponce de Leon Avenue and Midtown Plaza. Maintain the low-density residential (0-8-units/acre) character of the Midtown neighborhood along St. Charles Avenue and Greenwood Avenue.
- E-8: Preserve the single-family and low-density residential character of the Ansley Park, Sherwood Forest, Brookwood Hills, Ardmore, Loring Heights, Midtown, Brookwood, and Home Park neighborhoods.



- E-9: Protect the residential character of the Inwood Circle neighborhood.
- E-10: Support the long-range use of the Southern Railroad right-of-way that exists between Ansley Mall and Ford Factory Square for open space usage. Secure this right-of-way if or when the railroad use is abandoned.
- E-11: Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas.
- E-12: Preserve the existing light industrial character of Armour Drive Industrial District. Prohibit further industrial uses that require heavy industrial (I-2) zoning in this area due to the potential adverse impacts on the surrounding single-family residential neighborhoods.

### NPU-F Policies

- F-1: Protect the historic integrity and single-family character of the Atkins Park, Edmund Park, Lindridge Martin Manor, Morningside-Lenox Park, Piedmont Heights and Virginia-Highland neighborhoods and the low density residential character of the St. Charles-Greenwood neighborhoods. Attempted assemblages of single family properties and rezoning's of such assemblages to higher density residential, commercial or mixed use categories should be rejected.
- F-2: Noting the underutilization of property throughout the NPU which is currently zoned for denser development, new development should be focused on these properties which already support denser development, and lower density properties should not be rezoned to higher density categories.
- F-3: Consolidate strip commercial uses in order to create unified development having a minimum number of curb cuts. Discourage the occurrence of further strip development on Ponce de Leon Avenue, Monroe Drive, Piedmont Avenue, and Cheshire Bridge Road.
- F-4: Contain the small commercial districts along North Highland Avenue and Virginia Avenue within existing boundaries. Discourage uses having parking requirements that would adversely impact adjacent single-family and low-density residential neighborhoods.
- F-5: Preserve the single family neighborhoods in NPU F and provide density, height, and design guidelines, in particular, where applicable, parking deck screening requirements, to act as appropriate buffers between diverse land uses that serve to protect the character and livability of existing single-family residential neighborhoods.
- F-6: Support low density residential land uses with a density of 1-8 units per acre along Ponce de Leon and Briarcliff where it is adjacent to single family residential uses.
- F-7: Retain all CDP per acre unit density caps currently in the CDP in NPU F.
- F-8: Encourage a balanced mix of uses to promote mobility and foster pedestrian access. Encourage development consistent with the existing zoning designations, and without any increase in density along NPU F arterial streets of Ponce de Leon and Piedmont Avenues and collector streets of Monroe Drive and Cheshire Bridge Road that is pedestrian-oriented and provides neighborhood services.
- F-9: Protect and retain the residential character of Piedmont Avenue and Monroe Drive, including where currently zoned single family, such single family designations,
- F-10: Create appropriate connectivity between new mixed-use developments and surrounding neighborhoods and parks, particularly connectivity to the Beltline.
- F-11: Encourage pedestrian mobility by completing the sidewalks throughout the NPU and upgrading and adding crosswalks. Improve pedestrian amenities such as street trees and wide sidewalks to further encourage pedestrian travel. Encourage safe and responsible driving patterns throughout the NPU through implementation of traffic calming measures, rush hour traffic restrictions and enforcement of speed limits. Take into account new



## NPU POLICIES

mapping and guidance technologies (e.g. Waze), when implementing both traffic calming measures and rush hour traffic restrictions.

F-12: Maintain commercial uses in areas designated as Low Density Commercial and not support High Density Residential uses in the areas designated Low Density Commercial.

F-13: Preserve existing Open Space.

F-14: Given the cumulative detrimental effect of significant development within NPU F over the last 5 years without any expansion of transit, recognize that transit facilities, in particular transit on the Beltline must be constructed concurrently with any further redevelopment within NPU F generally, and in particular within Subarea 6 of the Beltline Overlay District.

### NPU-G Policies

G-1: Support and promote the NPU-G Community Master Plan

G-2: Preserve and protect the existing single-family and low-density residential character of NPU-G, including the following neighborhoods: Almond Park, Bolton Hills, Brookview Heights, Carey Park, Carver Hills, English Park, Lincoln Heights, Monroe Heights and Scotts Crossing.

G-3: Prevent the encroachment of industrial and commercial uses into residential areas.

G-4: Retain industrial uses (Atlanta Industrial Park and Inman Yard) and provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.

G-5: Where industrial uses are to remain, provide landscaped or architectural buffers to minimize their impacts on residential areas.

G-6: Create low-density commercial land use on the northeast side of Perry Blvd adjacent to the Inman rail yard.

G-7: Introduce mixed-use medium to high-density land-use and zoning on Atlanta Housing Authority (former Bowen Homes Housing Project) site in the Brookview Heights neighborhood.

G-8: Encourage the redevelopment of the Atlanta Housing Authority (former Bowen Homes Project) site to a mixed-use medium to high-density land-use and zoning to encompass multi-family housing, commercial, entertainment and hotel facilities. Additionally, introduce high-density commercial on the current industrial land-use surrounding Watts Road in Brookview Heights. Protect and preserve existing single family land uses in Brookview Heights along Northwest Drive.

G-9: Contain strip commercial use along Donald Lee Hollowell Parkway. Consolidate strip commercial uses so as to create a unified development having a minimum number of curb cuts and turn lanes.

G-10: Implement Special Public Interest (SPI) District regulations using recommendations by NPU-G Community Master Plan relating to land use, transportation, pedestrian safety and streetscape. Maintain the diversity of low-density commercial uses and promote a mix of multi-family residential housing types in the same building. Encourage the adoption of local design standards that would enhance the identity of the retail community.

G-11: Encourage mixed-use medium density development along James Jackson Parkway bounded by the Brookview Heights, Carey Park, Lincoln Heights, Monroe Heights and Scotts Crossing neighborhoods. Promote transitional zones between mixed-use medium density developments along James Jackson Pkwy corridor to existing single family residential neighborhoods using mid to low-rise mixed-use development.

G-12: Introduce medium-density residential or mixed-use medium density land-use and zoning on Atlanta Housing Authority (former Hollywood Courts Project) site in the Scotts Crossing neighborhood. Promote transitional zones



between medium densities development along Hollywood Road corridor to existing single family residential neighborhoods using mid to low-rise mixed-use development.

- G-13: Encourage the utilization of undeveloped land along the Chattahoochee River for a park, bike trail and Riverwalk Atlanta 5 mile greenway which would include Atlanta Industrial Park, Chattahoochee Brick and Fulton County properties.
- G-14: Encourage pedestrian mobility by completing the sidewalks through NPU-G and upgrading and adding crosswalks. Improve pedestrian amenities such as street trees and wide sidewalks to further encourage pedestrian travel. Encourage safe and responsible driving patterns throughout the NPU-G through implementation of traffic calming measures and enforcement of speed limits.
- G-15: Discourage infill development that is not compatible with the existing character of the neighborhood (e.g. rear or side-of-the-house driveways, garages or carports; lot coverage, floor-to-area ratio, building height, and wall/fence height of nearby homes.)
- G-16: Control the development of businesses, such as liquor stores and non-tax contributing entities.
- G-17: Open space land use that preserves for Public Park, cemetery, or greenspace the following: Gun Club Park, Gun Club Landfill and the old Finch school site.

### NPU-H Policies

#### Residential Housing

- H-1: Preserve the single-family residential character of NPU-H in all neighborhoods especially the Carroll Heights, Fairburn Heights, Adamsville, and Boulder Park Neighborhoods.
- H-2: Encourage infill development that is compatible with surrounding uses.
- H-3: Middle to high income housing is encouraged to establish a more diverse housing market in NPU-H.
- H-4: Support and encourage Martin Luther King Jr. Drive and Fairburn Road are areas developed for multifamily dwellings, mix use development, and supportive housing.
- H-5: Low income housing construction is not encouraged due to the large volume of unoccupied low income single and multi-family dwellings that currently exist in NPU-H.
- H-6: Encourage multi-family development of 2/3 acres or more such as apartments, duplexes, senior facilities to include a section of greenspace & play area; efforts should be made to include outdoor quiet spots with benches for residents, with walking trail for larger developments
- H-7: Support the preservation and the development of senior housing units and particularly affordable housing units along Fairburn Rd.

#### Residential - Undeveloped/Vacant

- H-8: Encourage new housing development that is compatible with the character of existing neighborhoods to replace the blighted development areas, and accelerate the razing of structures on the following sites: 914 Bolton Rd NW, 940 Bolton Rd NW, 950 Bolton Rd NW, 1020 Bolton Rd NW

#### Commercial - Industrial

- H-9: Rehabilitate and/or replace the existing older commercial buildings where appropriate on Martin Luther King Jr. Dr. between I-285 and west to Atlanta city limits, with the help of the existing Hollowell/M.L.K-TAD and Invest Atlanta initiatives.



## NPU POLICIES

- H-10: Encourage diversity of commercial businesses on M.L. King Jr. Dr such as grocery stores, five-star restaurants, high end boutiques to compliment the senior high rise character housing along this corridor.
- H-11: Support unified development of the Adamsville commercial area and its associated community facilities without encroaching into adjacent residential areas.
- H-12: Encourage the development of office-institutional uses along Martin Luther King Jr. Drive from the Adamsville commercial area to the existing commercial use at the I-285 interchange without encroaching into adjacent residential areas.
- H-13: Encourage the re-zoning from RG-3 to Mixed Use Development from on Martin Luther King Jr. Drive from Bolton Road to Fulton Industrial Boulevard without encroaching into adjacent single family residential areas.
- H-14: Discourage shabby un-kept commercial storefronts. Encourage adding when possible, greenery such as grass, flowers and or shrubbery.
- H-15: Encourage new business with acceptable storefront designs according to guidelines identified in the NPU-H- Adamsville 2011 Comprehensive Development Master Plan
- H-16: Maintain the boundaries of commercial, industrial, and institutional uses without encroaching into low-density residential areas.
- H-17: Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- H-18: Retain industrial uses. Provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.
- H-19: Preserve, protect, and maintain flood plain areas in their natural states
- H-20: Encourage developers and private owners to install sidewalks throughout NPU-H which will eliminate residents, especially children walking in the street.
- H-21: Support the preservation and the development of senior housing units and particularly affordable housing units along M.L. K Jr Drive.

### Transportation

- H-22: Encourage additional storm drains on streets where street flooring occurs during heavy rain.
- H-23: Encourage the creation of turn lanes on major thorough fares (M. L. King Jr. Drive, Fairburn Road, Bolton Road, Boulder Park Drive, Bakes Ferry Road, Delmar Lane) at all intersections.
- H-24: Encourage the creation and designation of Bike Lanes on major thorough fares (M.L. King Jr Drive & Fairburn Road).
- H-25: Encourage the creation of Bus Stop Lanes in front of shopping areas, apartment complexes, churches, medical facilities, and other properties where large numbers of riders may load and unload the bus on M.L. King Jr. Drive and Fairburn Road; shall be included in the development plans of all new retail/commercial projects and multifamily housing complex in NPU-H
- H-26: Encourage the City to install pedestrian crossings equipped with count down signals, bright street lighting, and well defined crossing walk.
- H-27: Encourage the City to install Traffic Calming techniques and devices in community areas where traffic violation issues are creating problems for community safety and well-being.



H-28: Support and Encourage connectivity such as marked routes, bus routes, walking paths to The Beltline area for biking, walking and other land use activities for NPU-H which is outside of The Beltline designated geography.

### Planning and Urban Design

H-29: In new development or re-development of properties green space is encouraged for play area for families.

H-30: In multifamily development, a community/family activity center is encouraged to allow for residents to host small events, meetings, etc.

H-31: Residential or Commercial Development that stops or alters the natural flow of water in creeks, streams, or lakes is **not** encouraged.

H-32: New Development with three story homes that rise two stories above the nearest homes within 300 yards of the new development is **not** encouraged.

H-33: New Development below street level that will require sewage to be pumped up to the main sewage line is **not** encouraged.

### Planning and Urban Design/Parks Recreation & Cultural Affairs Coordination

H-34: Historic Preservation (education of the 1700s, 1800s & early 1900s footprint) of NPU-H is encouraged in the form of workshops, digital records, family roots study, and street history of the NPU-H geography and nearby neighborhoods.

H-35: Encourage community center and recreation center development of 2/3 acres or more include a section of greenspace & play area. Senior facilities - efforts should be made to include outdoor bench(s)/quiet spot for residents. Walking trail(s) would be encouraged for larger developments.

H-36: Encourage the maintenance of public and private greenspace areas

H-37: Support installation of well-lit, safe pedestrian walkways and paths around City of Atlanta parks, public facilities.

### Natural Resources and Historic Designations (green spaces, wetlands)

H-38: Protect and enhance natural resources and historical sites:

- Utoy Springs - Boulder Park Drive, Boulder Bark Neighborhood - Land Lot 14F-49 - Parcel # 14F0049 LL008
- Tatum Lake - Boulder Park Drive, Wilson Mill Meadows Neighborhood Land Lot 14F-25 - Parcel # 14F0025 LL060
- Herbert Greene Nature Preserve - Boulder Park Neighborhood Land Lot 14F-49 - Parcel # 14F0049 LL007
- Natural Boulder rock garden -Baker Hills Neighborhood Land Lot 14F-24 - Parcel # 14F0024 LL005
- Bethlehem UMC Church Cemetery on 4195 Bakers Ferry Road, Wilson Mill Meadows Neighborhood - Land Lot 14F-25 Parcel # 14F0025 LL0809
- Mayson Church Cemetery on Hollowell Parkway - Bankhead-Bolton Neighborhood - Land Lot 17-261 - Parcel # 17 02610002088
- St John Missionary Baptist Church Cemetery Adamsville Neighborhood, Fairburn Rd Land Lot 14-244 - Parcel # 14 02430003011
- Georgia Botanical Garden (Historical site) - 1930s Recreation Venue - Bakers Ferry Neighborhood – Land Lot 14F-51 (and LL 23 in Fulton County)
- The Judge William Asbury Wilson House (Historical site) - Currently four-foot high ruins, a greenspace for The Judge Wilson House and Gardens, 505 Fairburn Road, Fairburn-Mays Neighborhood - Land Lot 14F-11 - Parcel # 14F0011 LL007



# NPU POLICIES

## NPU-I Policies

- I-1: Preserve the single-family residential character of NPU-I, including the Collier Heights, Westhaven, Peyton Forest, Chalet Woods, Florida Heights, Westwood Terrace, Beecher Hills, Audubon Forest, Cascade Heights, and West Manor neighborhoods.
- I-2: Encourage infill development that is compatible with surrounding areas.
- I-3: Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- I-4: Support redevelopment and unification of commercial and multifamily uses along Martin Luther King Jr. Drive and Bankhead Highway without encroachment into adjacent low density and single-family residential areas.
- I-5: Encourage concentrated, high-intensity mixed-use development in the Hightower /Hamilton E. Holmes Station development node.
- I-6: Support expansion of the Cascade Springs Nature Preserve in order to protect its integrity.
- I-7: Protect the integrity of all greenways. Protect, preserve and maintain waterways and maintain the 75 foot stream buffer; do not allow encroachment in the buffer.
- I-8: Encourage construction of conservation subdivisions.
- I-9: Encourage and support improvements, including resurfacing of gravel road on the MLK end of Willis Mill Road, to the Lionel Hampton gateway and bike trail.

## NPU-J Policies

### General

- J-1: Preserve the single-family and low-density residential character of the Grove Park, West Lake, Dixie Hills, Urban Villa and Pine Acres, Penelope Neighbors and Center Hill neighborhoods.

### Commercial

- J-2: Encourage medium-density commercial and residential uses in proximity to the Bankhead MARTA Station.
- J-3: Avoid additional commercial business curb cuts on interior residential streets. Have automobiles enter and exit on main streets
- J-4: Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

### Residential

- J-5: Promote the residential quality of neighborhoods and foster and assist citizens with home ownership acquisition, rehabilitation/renovation, and sales of real property.
- J-6: Prevent the further degradation of the residential neighborhoods in NPU-J by opposing the conversion of residential properties to non-residential uses, except in those very limited situations where such conversion is required by applicable law due to the existing, established non-residential use of all surrounding property.

### Infrastructure

- J-7: Support the Beltline initiative, encourage pedestrian mobility by completing the sidewalks throughout NPU-J and upgrading/improving and adding crosswalks.



- J-8: Support the establishment at least two (2) youth focused community / recreation centers.
- J-9: Provide landscaped or architectural buffers that are of sufficient scale and depth between diverse land uses in order to minimize higher-density impacts on single-family residential areas.

### **NPU-K Policies**

- K-1: Preserve the single-family and low-density residential character of the following neighborhoods: Hunter Hills, Mozley Park, Knight Park/Howell Station, Bankhead, Westin Heights, and Washington Park Historic District.
- K-2: Provide landscaped and/architectural buffers between commercial/industrial and residential uses, and correct neighborhood gateway signs.
- K-3: Prevent encroachment of commercial uses into residential areas, and discourage higher density uses in designated single family and low density residential areas.
- K-4: Support the redevelopment/revitalization of neighborhood commercial nodes. Support the creation of Neighborhood Commercial Nodes around commercial intersections with a focus on retail and mixed-use development serving nearby neighborhoods in NPU-K.
- K-5: Support the creation of Opportunity Zones which would take advantage of the huge diversity of homes in the area that could attract young professionals.
- K-6: Increase collaboration with the Atlanta University Center to provide students incentives to to stay after graduation; to reverse the Brain Drain.
- K-7: Promote branding and marketing in NPU K communities by enhancing cultural and historical activities for tourism and home ownership.
- K-8: Maintain Industrial land uses and business to keep and attract more jobs.
- K-9: Remove unusable home stock on existing flood plains.
- K-10: Address poor water quality and stormwater management.
- K-11: Increase walkablility and cleanliness.
- K-12: Protect historic resources with City codes and designation; and by adding markers to highlight the historical significance of homes and businesses; as well strengthening the City's ability to take over vacant and abandoned properties.
- K-13: Address recruitment and retention of APD officers and address the disrepair of AFD Fire stations.
- K-14: Transform corridors from barriers to linkages through infrastructure investments; and prepare existing neighborhood infrastructure for 21st century modes of transportation.
- K-15: Support the Implementation of the Heritage Community Initiative.
- K-16: Promote employment centers with Live/Work options that are consistent with the Character and Vision of Redevelopment Corridors Character Areas.
- K-17: Increase partnership with City to encourage developers to build grocery stores and other businesses in the Hollowell/Joseph Lowery/Boone BLV/MLK. Jr. Drive areas.
- K-18: Encourage development of affordable senior housing and supporting Senior's ability to age in place.
- K-19: Where ever possible, increase greenspace, as well as community participation in existing parks. Encourage



## NPU POLICIES

the creation of Friends of Neighborhood Planning Unit K Parks for Mozley Park, Maddox Park and Washington Park.

K-20: Promote the development of the Historic Washington Park Conservancy

### NPU-L Policies

L-1: Preserve and maintain in the Traditional Neighborhood Development areas of NPU L the following (generally including the interiors of English Avenue and Vine City neighborhoods):

- Historic character of area
- Greenspaces
- Historic buildings, including but not limited to:
  - Morris Brown College
  - English Avenue Elementary School
  - Alonzo Herndon Home
  - Herndon Stadium
  - Historic Churches (Cosmopolitan, Beulah, West Hunter St/Grace Covenant, Mt. Gilead/Higher Ground, St. Marks, Lindsay Street, others)
  - Neighborhood Union Health Center

L-2: Preserve and maintain in the Historic Areas of NPU L the following (generally around Sunset Avenue Historic District, English Avenue Elementary School, Morris Brown College, historic churches and other historic structures, English Avenue, and Northside Drive):

- Historic buildings and homes
- Stories
- Grace Town Hamilton House, 587 University Place
- Alonzo Herndon Home, University Place
- George Towns House
- Bronner Brothers properties along ML King and JE Lowery
- West Hunter St Baptist Church (1881-1973)/Grace Covenant Baptist Church/Ralph David Abernathy Civil Rights Museum (775 M.L. King Jr. Dr)
- Lindsay Street Baptist Church Heritage Hall
- Preserve all houses of faith and develop funding for renovations

L-3: Preserve and maintain in the In-Town Corridor areas of NPU L the following (generally along the streets of ML King, Northside Dr., DL Hollowell, JE Boone):

- Bethune School (enhance)
- Churches
  - Antioch North BC
  - Mt. Vernon BC
  - Friendship BC
  - W. Mitchell Street CME
  - Central Ministries UMC



- All houses of faith with support to secure renovation funding
- L-4: Preserve and maintain in the Industrial Areas of NPU L the following (generally in the area of English Avenue North):
- Existing jobs
  - Quality buildings
  - Preserve buildings that can be retrofitted, renovated, or rehabilitates
- L-5: Change, redevelop, or create in the Traditional Neighborhood Development areas of NPU L the following (generally including the interiors of English Avenue and Vine City neighborhoods):
- Build on vacant lots family housing in accordance with existing zoning
  - Add neighborhood level commercial that is compatible with neighborhood
  - Decrease foreclosed, stressed, vacant, boarded homes
  - Address flood, sewer, stormwater, brownfields
  - Comprehensive sidewalk and handicap accessibility, and adjacent retaining wall repairs (including Magnolia St from Brawley to Sunset, Rhodes St from Sunset to Walnut, Thurmond St from Sunset to Walnut, and Newport St from Boone to Thurmond)
  - Economic opportunities and partnerships
  - Urban gardens/farms
  - Funding/implementation mechanisms for redevelopment plans
  - State of the art multi-purpose centers in Vine City and English Avenue (including creative arts and recreation)
  - Solutions to hardest to reach populations ( i.e. homeless, drug addicts, mentally disabled, poor, undereducated, non employed)
  - Senior Citizens Housing (e.g. 587 Griffin, others)
  - Drug Free Zone for entire NPU
  - Vine City Promenade, the multi-use trail through Vine City connecting the existing Westside multiuse trail with downtown and the GWCC/Georgia Dome, as described on p.98 of May 2009 Vine City/ Washington Park LCI Study
  - Mixed use development at Magnolia-Vine intersection
  - Comprehensive farmers market for the area
  - Connect concepts of neighborhood redevelopment with Northside Dr. & GWCC/Dome/New Stadium
  - Connect neighborhood with AUC
  - Connect across Hollowell to link neighborhoods and industrial
  - Connect at the key corridors – MLK, Boone
- L-6: Change, redevelop, or create in the Historic Areas of NPU L the following (generally around Sunset Avenue Historic District, English Avenue Elementary School, Morris Brown College, historic churches and other historic structures, English Avenue, and Northside Drive):
- Streetscape improvements
  - Sidewalks (including handicap accessibility features at all corners per government regulations)
  - Lighting
  - Public safety
  - Improvements to historic African-American owned businesses
  - Improvements to historic African-American churches
  - Heritage tourism promotion that involves local residents/partners
  - Tourist destination as historic/cultural
  - Interpretive signage/markers



## NPU POLICIES

- Marker for Alonzo Herndon at former Herndon Homes property
- Rhodes Street merchants and visitors pavilion
- History/Tourist center (Sunset, MLK)
- Support a Martin L. King Jr. Drive Corridor Historic District
- Support the historic designations of English Avenue areas for Maynard Jackson, Marvin Arrington, Gladys Knight.
- Include as part of broader tour routes
- Legacy Promenade to connect Historic Washington Park and Historic Vine City with Centennial Park
- Improve connectivity (pedestrian/bike/auto) between NPU L and downtown across railroad tracks at ML King, JE Boone, North Ave

L-7: Change, redevelop, or create in the In-Town Corridor areas of NPU L the following (generally along the streets of ML King, Northside Dr., DL Hollowell, JE Boone):

- Put transmission power lines underground and/or farther from neighborhoods
- Friendship Towers senior housing (improve for seniors)
- Encourage revitalization of Friendship Apartments
- Limit number of gas/convenience stations
- Herndon Homes site for mixed-use redevelopment including housing
- Traffic routing, scheduling and street improvements to minimize truck and delivery impact of business operations (WalMart impact on MLK, JE Lowery, Carter St, Mayson Turner, JP Brawley)
- Parking systems (on and off-street spaces, decks, etc) that effectively allow customers access to businesses while minimizing impact on neighborhood streets and residents. (Walmart, GWCC/Ga Dome/ New Stadium)
- On MLK in Historic Westside Village area, a parking structure that can serve all businesses along the corridor.
- Economic opportunities
- Job opportunities with living wages for neighborhood residents
- Entrepreneurship with training and incubators
- “Education Corridor” on James P. Brawley from AUC (MLK) to Georgia Tech with greenspaces, mixed income housing, intergenerational activity park, history library at St. Marks, upscale business renovation and development complex at Alexander/Brawley crossroad maintaining current historic business(es) anchored by new relevant education oriented businesses, relevant anchor businesses (book stores, music stores, etc.).
- Businesses serving current and future residential base (cleaners, beauty parlors, barber shops)
- Anchor food store in northern area of NPU
- Gateway plazas that are historically focused and artistically relevant on J.E. Boone/Northside Dr. and J.E. Boone/J.E. Lowery
- Connect NPU L with NPU M at Northside Dr. line
- Encourage economic development along the JE Boone corridor (formerly Simpson Road).

L-8: Change, redevelop, or create in the Industrial Areas of NPU L the following (generally in the area of English Avenue North):

- Environmental cleanup
- Improve infrastructure (roads, sidewalks, sewers, handicap accessibility, greenspace)



- Streetscape improvements
- Implement enforcement of existing codes
- Increase existing jobs filled by community residents
- Living wage jobs
- Cohesive character
- Create business park environment where possible incorporating landscaping, trees, lights, street furniture, etc.
- Link to neighborhood to south
- Transportation systems with surrounding neighborhoods
- Connect to jobs and contracting opportunities

### NPU-M Policies

- M-1: Encourage high-density mixed-use development in the commercial areas that are associated with the Civic Center and Civic Center MARTA Station. Residential uses that are associated with these areas should be provided at a 1:1 ratio with nonresidential uses.
- M-2: Promote the preservation of Castleberry Hill as a loft housing residential use within a commercial district.
- M-3: Promote a low-density mixed-used (commercial, office, entertainment, and residential) development pattern along Auburn and Edgewood Avenues in the Butler Street/Auburn Avenue neighborhood.
- M-4: Preserve the historic integrity of the Fairlie-Poplar, Sweet Auburn, Old Fourth Ward, Terminus, and Grady Memorial neighborhoods, as well as the Castleberry Hill National Register District and the Baltimore Block and Martin Luther King Jr. landmark districts.
- M-5: Promote the highest density of development in the Central Business District around the MARTA transit stations: Garnett, Five Points, Dome/GWCC/Philips Arena/CNN Center, Georgia State, Peachtree Center, and Civic Center.
- M-6: Encourage street-level retail uses in order to maximize pedestrian activity and to facilitate vibrant and active public spaces that link neighborhoods with Downtown.
- M-7: Promote and expand low- and medium-density residential uses in the Old Fourth Ward neighborhood, emphasizing increased single-family home-ownership.
- M-8: Encourage the reuse or redevelopment of vacant, under-utilized, obsolescent, and/or structurally deteriorated industrial and commercial properties that are associated with the historic railroad corridors bordering the Butler Street/Auburn Avenue and Old Fourth Ward neighborhoods. Promote mixed-use developments that would increase compatibility with the surrounding residential land uses while generating modern industries, businesses, and employment opportunities for center-city residents.
- M-9: Control the development of businesses, such as liquor stores, labor pools, and adult entertainment establishments as well as social service providers to ameliorate their concentration within the City Center and encourage their geographic distribution throughout the entire city.
- M-10: Expand opportunities for green and open space within Downtown by promoting and regulating a process for the consolidation of small privately owned plazas and spaces into functional and usable parks.
- M-11: Encourage cultural, entertainment and visitor destinations and attractions to support Downtown's prominent role within the city's important economic engine – the hospitality industry.



## NPU POLICIES

M-12: Discourage the visual blight, underutilization of land and loss of historic resources caused by the proliferation of surface parking lots by regulating independent park-for-hire surface parking facilities.

M-13: Do not support street re-namings.

### NPU-N Policies

N-1: General Policies - NPU-N is made up the following neighborhoods:

- Cabbagetown
- Candler Park
- Druid Hills
- Inman Park
- Lake Claire
- Poncey-Highland
- Reynoldstown

These primarily residential neighborhoods are bounded by major transportation corridors and interspersed with commercial nodes and large and small parks. The following policies shall apply throughout NPU-N.

- The character of each of the neighborhoods shall be preserved. Specific objectives are detailed in the sections that follow.
- The renovation of existing structures shall be the preferred option over demolition and new construction where feasible.
- Infill development within the neighborhoods of NPU-N shall be compatible with and complementary to the structures in the immediate vicinity.
- Limit development of mixed-use project to parcels zoned for such use.
- Encourage the use of existing neighborhood alleys for parking access to private homes, trash pickup and utility lines. Where and when appropriate, encourage and support such expanded use.
- Afford equal importance to watershed and drainage impacts in land use and development decisions and other planning functions, such as transportation. Request this consideration take place well before the construction permit stage.
- Preservation of the existing tree canopy is encouraged as is the planting of new trees.
- Maintain the integrity of the designated Landmark and Historic Neighborhood Districts by improving enforcement of District regulations and promoting education about these and all City historic resources.
- Encourage new development to have pedestrian- and bicycle-friendly street frontages.
- Support the development of a master plan for Hulseley Yards located within the Reynoldstown and Cabbagetown neighborhoods.
- Encourage the implementation of transit along the Beltline.

N-2: Cabbagetown

- Encourage development in Cabbagetown consistent with and in support of the specific guidelines established by the Cabbagetown Landmark Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20A, Cabbagetown Landmark District.
- Encourage the continued development of vacant infill lots in Cabbagetown as single-family and duplex



residences compatible in scale and character with the existing fabric of the neighborhood.

- Encourage the development of the Memorial Drive edge of Cabbagetown in keeping with the commercial nature of the area and in conjunction with the overall vision of the Memorial Drive/MLK Drive Revitalization Plan adopted by City Council 10/1/01 (01-R-0921).
- Encourage development on Memorial Drive between Boulevard and Pearl Street in a mixed-use urban pattern with housing and retail uses and with a maximum building height of 2-3 stories in keeping with the scale of adjacent residences.
- Encourage development along Carroll Street in Cabbagetown with shops at street level and residential above through the continued renovation of mixed-use buildings, the construction of new infill buildings and the development of the parking area immediately west of Carroll Street, currently owned by Fulton Bag and Mill Lofts.
- Encourage redevelopment of the block containing the existing truck yard (Memorial, Estoria, Tye, Pearl and Gaskill Streets) in accordance with the adopted Memorial Drive/MLK Drive Revitalization Plan with particular attention to the context of new development with the adjacent residential structures and the possibility of extending Chastain Street to provide additional access and sites for residential development.
- Encourage the redevelopment of Pearl Street as an internal neighborhood street of single-family and duplex housing. New development should be accomplished with sensitivity to both the scale and character of existing single family and duplex structures.

### N-3: Candler Park

- All recommendations of Candler Park Master Plan should be implemented.
- Support funding for a feasibility study to examine the appropriateness of roundabouts at the Dekalb/Austin/Dekalb Avenue Ramp Intersections and reconstruction of the Off Ramps connecting DeKalb Avenue with Moreland Avenue.
- Preserve the single-family residential character of the Candler Park neighborhood
- Promote the rezoning of non-residential properties fronting on DeKalb Avenue from Moreland Avenue to Clifton to Neighborhood Commercial or a quality of life zoning district in order to encourage destination oriented and pedestrian friendly activity through mixed use development.
- Support funding for a study of the impact of a road diet on DeKalb Avenue turning the reversible lane into a left turn lane.
- Support greater density around the Candler Park MARTA Station
- Maintain and improve existing green space in Candler, Iverson and Freedom Parks.
- Support the current RG-2 zoning and low density residential land use for properties located at the intersection of Euclid Avenue and Goldsboro Road.
- Support the continued naturalization of the creek in Candler Park.
- Support the continued construction of walking/bike trails with emphasis on connecting Candler Park Neighborhood with the Atlanta BeltLine.
- Support the continued development of NC-1 properties that would promote pedestrian safety.
- Support traffic calming measures that create safe bicycle lanes.



## NPU POLICIES

- Support reinstatement of funding for the L5P Police mini-precinct.
- Support funding for the rehabilitation of Atlanta Fire Station #12 on DeKalb Avenue.
- Support funding for public art in Freedom Park.
- Support findings and recommendations from the DeKalb Avenue Corridor Study created in 1990 and the Little 5 Points Study created in 1992.
- Support the recommendations of the Ponce de Leon Moreland Avenue North LCI study as approved by the City.

### N-4: Druid Hills

- Encourage development in Druid Hills consistent with and in support of the specific guidelines established by the Druid Hills Landmark Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20B, Druid Hills Landmark District.

### N-5: Inman Park

- Encourage development in Inman Park consistent with and in support of the specific guidelines established by the Inman Park Historic Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20J, Inman Park Historical District, and the applicable policy statements contained in the District 2 Railroad Corridor Study.
- Prohibit the expansion of industrial and commercial uses along DeKalb Avenue through Inman Park and prohibit the expansion of commercial uses at Hurt & Edgewood, at Austin & Elizabeth, at N. Highland & Copenhill, at Highland & Colquitt and at Waddell & Edgewood into the existing surrounding residentially zoned areas.
- Encourage mixed use, development and/or re-development of formerly industrial and commercial property along the DeKalb Avenue corridor through Inman Park, enhancing and encouraging compatibility with the “small-town/downtown” character of the neighborhood.
- Discourage “park for hire” surface parking lots within the Inman Park Historic District to insure against unsightly and incompatible development. This is not meant to discourage shared parking with existing surface parking lots and parking garages.
- Per the Atlanta Beltline District Overlay, encourage the mixed-use development at the Inman Park MARTA station with commercial uses fronting DeKalb Avenue.

### N-6: Lake Claire

- Promote the re-zoning of commercial properties along DeKalb Avenue (from Clifton Road east to Ridgecrest) to Neighborhood Commercial in order to encourage destination-oriented and pedestrian-friendly activity through mixed-use development.

### N-7: Poncey-Highland

- Encourage development and planning consistent with and in support of the specific guidelines established by the Poncey-Highland Master Plan (dated April 29, 2009, adopted June 21, 2010 by Atlanta City Council as ordinance 10-O-0933).

### N-8: Reynoldstown

- Encourage and facilitate development within Reynoldstown that is consistent with principals and policies outlined in the Reynoldstown Master Plan, adopted by City Council January 16, 2001.
- Encourage the development of affordable housing as a high priority in Reynoldstown.



- Limit Commercial Zoning to the C-1 classification to eliminate commercial development out of scale with the Reynoldstown neighborhood.
- Encourage buffering of existing and new residential developments in the Reynoldstown area from more intensive non-residential development.
- Support mixed-income developments in Reynoldstown.
- Encourage the redevelopment of Pearl Street as an internal neighborhood street of single-family and duplex housing. New development should be accomplished with sensitivity to both the scale and character of existing single family and duplex structures.

N-9: Transportation Corridors – The neighborhoods in NPU-N are connected to each other and to other parts of Atlanta by the following transportation corridors:

- Atlanta Beltline
- Memorial Drive
- Moreland Avenue
- Ponce de Leon Avenue
- N. Highland Avenue
- DeKalb Avenue and the East-West MARTA rail line
- Freedom Parkway
- Clifton Road
- Oakdale Road
- McLendon Avenue
- North Avenue

The following shall be considered to ensure that development along these corridors is compatible with the surrounding neighborhoods.

- North Avenue – The recommendation in Poncey-Highland Master Plan for a road diet for North Avenue (April 29, 2009).
- Moreland Avenue – The recommendations of the “South Moreland Avenue LCI Study: Final Plan Document” (dated March 31, 2008), approved by the Atlanta City Council July 7, 2008) should be implemented.
- Ponce de Leon/Moreland Avenue – The recommendations of the “Ponce/Moreland Corridors Study” (2005), especially with respect to the intersection of Ponce de Leon, Moreland Avenue and Briarcliff Road, should be implemented.
- Memorial Drive – The recommendations of the “Memorial Drive/MLK Drive Revitalization Plan” (October 1, 2001, adopted by City Council per 01-R-0921) should be implemented.
- Support the recommendations and implementations of the “North Highland Avenue Transportation and Parking Study” (December 1999).
- The recommendations of the applicable Atlanta BeltLine Subarea Plans should be implemented.
- The recommendations of Atlanta BeltLine Redevelopment Plan and Subarea Plan should be implemented.

N-10: Commercial Nodes – At major intersections throughout NPU-N are commercial nodes that provide shopping, services, entertainment, and eating and drinking establishments:



## NPU POLICIES

- Little 5 Points
- Clifton-McLendon
- Clifton-DeKalb
- North-North Highland
- Moreland-Ponce de Leon
- North Highland-Ponce de Leon
- Oakdale-McLendon
- Moreland-Memorial/I-20
- Hurt-DeKalb
- North Highland-Elizabeth

The following shall be considered to ensure that these areas remain compatible with the surrounding neighborhoods:

- Maintain the Little Five Points Neighborhood Commercial District (NC-1) boundaries to prevent the encroachment of non-residential uses into surrounding residentially zoned areas.
- Evaluate, promote and support development of a neighborhood sensitive parking garage within the boundaries of Little Five Points, NC-1, complying with the design guidelines established and included in the NC-1 Ordinance.

N-11: Parks – The neighborhoods of NPU-N benefit from large parks that draw people from throughout Atlanta and small parks used by those who live nearby:

- Freedom Park (Candler Park, Inman Park, Poncey-Highland, Druid Hills)
- Candler Park (Candler Park, Druid Hills)
- Lake Claire Park (Lake Claire)
- Iverson Park (Candler Park)
- Springvale Park (Inman Park)
- Carter Center (Poncey-Highland, Inman Park)
- Bass Recreation Center/Bass Fields (Inman Park, Little 5 Points, Candler Park)
- Esther Peachey Lefevre Park (Cabbagetown)
- Cabbagetown Park (Cabbagetown)
- Lang-Carson Park (Reynoldstown)
- Manigault Park (Reynoldstown)
- Olmsted Linear Parks (Druid Hills, Candler Park, Lake Claire)
- Land Trust (Lake Claire)
- Goldsboro (Candler Park)

The following shall be considered to ensure that these areas remain compatible with the surrounding neighborhoods:

- Encourage the development of a master plan for the Bass Playing Field that balances open space used for community recreation with the development along the Moreland Corridor and in Little Five Points.
- Support the rehabilitation/restoration of the Olmsted Linear Parks
- Implement the Springvale Park Master Plan.



## NPU-O Policies

- O-1: Support a Living Centers Initiative (LCI) study encompassing Memorial Drive from Moreland Avenue eastward to City of Atlanta limits.
- O-2: Support the completion of the East Side Trolley Line bicycle route serving Kirkwood and Edgewood (Jaeger Plan, 1993) to include the incorporation of effective routes to serve East Lake as in the NPU-O Bicycle Route Plan (2009).
- O-3: Support the Installation, repair, or replacement of critical sidewalks throughout NPU-O as identified in the NPU-O CDP's of 2007-2008 and 2011-2012.
- O-4: Preserve the single family and low density residential character of NPU-O.
- O-5: Promote transportation oriented development to include:
  - Promote alternative transportation initiatives.
  - Discourage the widening of roadways.
- O-6: Promote installation of underground utilities.
- O-7: Provide landscaped architectural and noise pollution buffers to minimize the impact of non residential and mixed uses on residential area.
- O-8: Preserve and maintain all watershed buffers at a minimum 75 feet.
- O-9: Prevent encroachment of commercial and other uses into single family and low density residential areas.
- O-10: Reject administrative subdivides of parcels less than 10,000 square feet, including lots of record.
- O-11: Discourage spot zoning.
- O-12: Kirkwood Land Use Principle and Policies:

## Principles

- Promote higher density commercial and residential uses in the Memorial Drive Corridor from Eastside Drive to Howard Street SE by means of a community driven Land Use & Zoning Study for Memorial Drive that examines current zoning categories and determines whether and how zoning and land uses should be updated.
- Preserve the single family and low density residential character of Kirkwood. Prevent encroachment of commercial and other uses into single family and low density residential areas.
- Provide landscaped architectural and noise pollution buffers to minimize the impact of non-residential and mixed uses on residential area.
- Reject administrative subdivides of parcels less than 10,000 square feet, including lots of record.
- Discourage spot zoning.
- Preserve and maintain all watershed buffers at a minimum 75 feet.
- Encourage alternative construction and renovation practices that enhance the viability of old growth tree canopy.
- Installation, repair, and replacement of critical sidewalks throughout Kirkwood as identified in the Kirkwood CDP's of 2008, 2012, and 2016.



## NPU POLICIES

- Promote installation of underground utilities.
- Complete-and expand the East Side Trolley Line (Jaeger Study, 1993) mixed use non-vehicular pedestrian and bicycle route to include routes connecting with Edgewood and East Lake and the City of Decatur Bicycle Route Plan as per the NPU-O Bicycle Route Plan (2012).
- Promote transportation oriented development to include:
  - Promote alternative transportation initiatives including pedestrians, bicyclists, and mass transit.
  - Discourage the widening of roadways.

### Policies

- Promote mixed use residential-low density commercial uses of the western side of Rogers Street NE (90-206 Rogers Street NE).
- Promote the use of 225 Rogers Street NE as greenspace, historical site, and mixed use low density commercial and residential.
  - Promote preservation and adaptive re-use of the original Pratt-Pullman structures as a historical site in the northerly portion.
  - Promote mixed residential - light commercial uses in the
  - southerly portion of 225 Rogers Street NE exclusive of greenspace.
  - Promote greenspace use of the eastern margin of 225 Rogers Street
  - NE containing 75' stream buffer and mixed use path
- Promote single family residential uses from 1758-1770 Wade Avenue. 4.) Promote higher density commercial and residential uses in the Memorial
- Drive Corridor from Eastside Drive to Howard Street SE.
  - Promote high density commercial uses of the Renaissance Plaza Shopping Center site including 1511- 1655 Memorial Drive and extending south to I-20.
  - Promote very high density residential uses of the area bounded by 1675-1685 Memorial Drive, Maynard Terrace, Clifton Street, and I-20.
  - Promote mixed use residential - low density commercial uses from 1460-1648 Memorial Drive.
  - Promote medium density commercial uses from 1674-1760 and 1850-1950 Memorial Drive.
  - Promote medium density residential use of 1760-1836 using design that limits negative impacts on and integrates with Kirkwood Urban Forest Preserve.
- Preserve single family residential uses in the Memorial Drive Corridor from Howard Street SE to 1st Avenue.
- Promote medium density mixed uses of the Eastlake MARTA Station assemblage and the commercially zoned portion of College Avenue to Clifford Avenue, all with a maximum height of 3-4 stories. Preference will be given to LEED certified design using the principles of Transportation Oriented Development (TOD).
- Promote low density commercial uses of College Avenue from Rocky Ford Road to Howard Street NE.
- Inclusion of 2023 Oakview Road SE within NC-3 District and use.

O-13: Pratt Pullman Yard Development Plan Zones



- Red Zone (historic buildings): Preserve and adaptively re-use historic buildings including transfer table. Utilize spaces between buildings for courtyards and garden areas. Restoration of building must retain original walls and ceiling as visible features to the occupant's interior view as well as the exterior view.
- Blue Zone (Rogers St NE corridor): low rise or no buildings to block historic architecture. Development to be sensitive to existing neighbor's on Rogers Street NE
- Green Zone (conservation easement and stream buffer): conservation, passive use, and stream protection.
- Orange Zone (remaining property subdivided into sub-zones):
- Inner Development: Rogers Street side to have ground level office/ retail space (if live/ work) and nothing over 4 stories high (defined from ground level). Higher density maintained towards inner development. Taller buildings (maximum 6 stories) limited to southern part of parcel where land dips to limit negative impact on Warren Street. Parking to be maintained underground or in core of buildings.
- School Adjacent: buffer conservation area with school access. Any buildings in area to be low impact residential.
- Overall design to be sympathetic to existing structures and mixed use of residential/ neighborhood commercial.

### O-14: Pratt Pullman Land Use

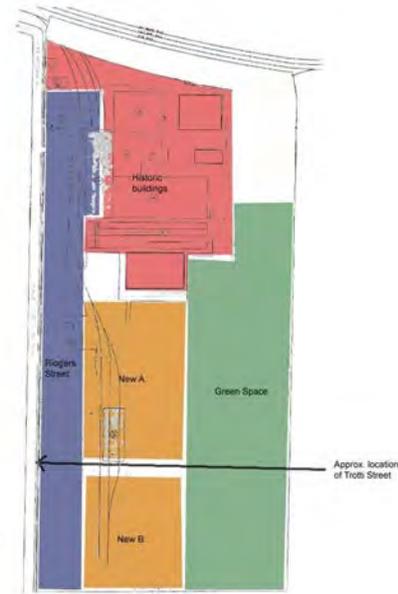
- Eastside of property to be sensitive to single family dwellings along Warren Street.
- Provide a mix of housing sizes and prices, for sale units, to attract a diverse population. Include larger units with 3 to 4 bedrooms attractive to both independent seniors and families.
- Include affordable/workforce housing (per City of Atlanta Code and HUD definitions) comprising a minimum of 10-15% of units.
- Provide commercial space that is retail and office oriented. Incorporate a mix of small to mid-size retail and neighborhood based retail opportunities. Avoid a suburban retail feel to the design.
- Consider development at street level and second story along Rogers Street NE to increase street traffic and visual interest. Both restaurant patio seating and public green space are suggested.
- Consider office space that has a live/work component that supports street level retail.
- Connectivity to neighborhood more than with Rogers St NE alone using a mixed use non-vehicular bridge at Trotti Street linking to Trotti St NE, Warren St NE, and Delano Drive.
- Water reclamation should be used as an attractive feature of the property.
- The community would be open to supporting a change in zoning from industrial
- (I-1, I-2) to mixed use (MC 1 to 3) to allow redevelopment. The community will only be supportive of re-zonings when an owner/ potential owner presents a development model that is similar to the points described in this document.
- The community also sees the possibility for the development model to include multiple types of zoning and would be open to supporting multiple zonings on the parcel.
- Mixed use development of small scale neighborhood commercial (no big box), both owner occupied and rental residential with plans for patio areas for commercial spaces, live/ work units, water reclamation, and recreation areas.
- Tax abatement areas for low income/senior housing not more than 10%.



## NPU POLICIES

### O-15: Pratt Pullman Streetscapes

- Streetscape to match in design and function current downtown Kirkwood Neighborhood Commercial corridor including wide sidewalks, street side seating, dedicated parking and crosswalks, green plantings, lights, trash receptacles, pedestrian and bicycle amenities, etc.
- Must include underground utilities.
- A Rogers/ Arizona/ LaFrance traffic study is required. Remains a trucking route for Edward's Pie Factory and APS industrial sites. Prefer all commercial traffic to use this entrance. Future development of Arizona Avenue properties also a factor. Landscaped traffic islands suggested.
- Roundabout at Rogers St NE "L" turn with entrance to new development, neighborhood identification/ landscape in island.
- Widen Rogers St NE with bump-out dedicated parking along west side, green strip along east side. Extra wide sidewalks and low maintenance plantings along both sides (see downtown Kirkwood).
- Proposed additional entrance to development to feed at AYSA gate on Rogers St NE so as not to affect existing neighbors.
- Install turn lanes at Hosea Williams Drive. Move MARTA bus stop east ½ block to keep bus/ turning traffic separate.
- Crosswalks/PATH markers at all applicable locations.
- No bike lanes recommend for Rogers as PATH currently connects at the AYSA soccer fields on Arizona. Additional paths are recommended inside the development.
- Additional entrances/ exits/ streetscape needs to be addressed at development proposal meetings.
- Traffic bumps outs for speed abatement (no speed humps). Must maintain Rogers St NE corridor as major artery for community.



### O-16: Pratt Pullman Street and Parking

- No heavy truck use from intersection of Hosea Williams and Rogers St NE to Arizona Avenue and Rogers Street NE excepting those trucks entering from Arizona Avenue to service Pratt Pullman Yards.
- Maximize underground parking.
- Less dense development may also call for surface parking. This should be consolidated to areas away from Rogers Street and meet City of Atlanta guidelines.
- Address connectivity to rest of neighborhood (Trotti St., Warren NE, Delano Dr.) and resulting issues.
- Wide sidewalks and pedestrian friendly development.
- No speed humps.
- Non paved pervious passive trail in conservation areas.

### O-17: Pratt Pullman Quality of Life: General Design

- Development must meet all ADA standards.
- No gated or island community.
- Conservation /recreational /passive use areas must be accessible to all of Kirkwood.
- Historic buildings potentially maintained as community commercial space. Suggested uses include a green

market, events facility, museum, artists space, etc.

- LEED certification.
- Any above ground water detention element to be landscaped and used as passive greenspace.
- Also suggest reinstalling water tower for visual interest and element of water reclamation.
- Underground utilities required.
- Courtyard /garden areas through development with parking to be maintained underground or in decks- no asphalt jungles.

**O-18: Kirkwood Senior and Affordable/Workforce Housing**

- Promote a mix of housing sizes, types, and prices, both rental and for sale units, providing for and inclusive of fixed income seniors.
- Promote incentives (i.e. tax relief among others) that encourage retention of seniors and existing residents to remain in their homes and community.
- Encourage the passage of a bill for the City of Atlanta that improves income restricted homestead exemptions for seniors and disabled residents to keep home ownership affordable to our long term resident
- Promote the inclusion of affordable/workforce housing (per City of Atlanta Code and HUD definitions) comprising a minimum of 10-15% of units in all multi-unit developments for both rental and for sale development.
- Promote the set aside of affordable/workforce units, both rental and for sale, for law enforcement, fire rescue, and emergency medical services personnel, with preference given to entry level with families.
- Promote accessory dwelling units on owner-occupied lots with shared utilities
- All development to be compliant with the Americans with Disabilities Act (ADA)

**O-19: Kirkwood Streets, Traffic, and Sidewalks- Sidewalk installations, repair, traffic control, traffic calming, streets, signage and bicycle infrastructure are listed in the CWP**

**O-22: Kirkwood Historic Preservation**

- Encourage alternative construction and renovation practices that enhance the viability of old growth tree canopy.
- Encourage residential restoration and renovation that preserves the architectural integrity of representative home styles instead of demolition.
- Encourage new residential design that recognizes Kirkwood’s historical residential architecture and patterns in terms of style, lot coverage, preservation of old growth canopy, and structural scale.
- Promote preservation of the following historical structures and sites:
  - Pratt-Pullman Yard industrial structures, 225 Rogers Street NE, c.1914-1922
  - Bailey’s Hardware, 2161 College Avenue NE, 1945
  - Kirkwood Elementary School, 138 Kirkwood Road NE, Colonial Revival, c.1910
  - Turner Monumental AME Church, 66 Howard Street NE, Greek Revival, c.1945
  - Israel Missionary Baptist Church, 2071 Hosea Williams Drive SE
  - Pentocostal Church of God, 110 Howard Street NE, Greek Revival, 1924
  - Ingram Temple Church of God in Christ, 1953 Hosea Williams Drive SE, prior to 1924
  - Fleming Hardware and General Store, 254 Howard Street NE, prior to 1924
  - J.C. Murphy High School, 256 Clifton Street SE, c.1949 (Currently Crim Alternative School)
  - Atlanta Ice & Coal Building, 239 Locust Street NE, prior to 1924
  - Clay Cemetery, Clifton Street NE, c.1861



## NPU POLICIES

- Kate Hess-Green House, 229 Howard Street NE, Victorian c.1870
- Kirkwood Library, 106 Kirkwood Road NE, Colonial Revival, 1925
- Kirkwood Masonic Lodge, 2025 Hosea Williams Drive SE, façade prior to 1924. (Currently APD Zone 6)
- 247 Howard Street NE, I-House, c.1870
- 138 Douglas Street SE, c.1905
- Coan Recreation Center, 1530 Woodbine Avenue SE, Brutalist, c.1963
- 259 Murray Hill Avenue, New South, c.1910
- Enforce compliance with City of Atlanta Tree Ordinance in order to protect old growth tree canopy.
- Discourage front loading garages in favor of garages on the side or back of property.

### O-23: Kirkwood Parks and Greenspace

Preservation of the following for public park, recreation, and greenspace uses:

- Bessie Branham Park, 2051 Delano Drive NE
- R.F. Gilliam Park, 1650 Wade Avenue, SE
- Clay Cemetery, Clifton Street NE
- Wesley Coan Park, 1530 Woodbine Avenue SE
- Kirkwood Urban Forest Park Preserve, 1807 Dixie Street SE
- Dekalb Memorial Park, 353 Wilkinson Drive
- Oakview Linear Park, the median of Oakview Road from it's origin at Palatka Street to Rocky Ford Road SE and again from Hosea Williams Drive to city limits.
- Coan Forest watershed buffer and hardwood grove.
- The 75' stream buffer for all State waters in Kirkwood including, but not limited to, the following: Hardee Creek, Walker Branch Creek, Sugar Creek, Wild Car Branch Creek, Reedy, Branch Creek, Clay Branch Creek, Rocky Ford Creek
- The Eastside Trolley mixed use non-vehicular pedestrian and bicycle trail.

Recommended improvements for parks are in the CWP.

### O-24: East Lake

- Goals
  - Walkable, pedestrian-oriented neighborhood;
  - Primarily residential character, with attractive commercial hubs that serve neighborhood needs; and
  - A safe, attractive, clean environment.
- Implement existing plan for Cottage Grove, 4th & Memorial Business district improvement. Install water collection cisterns in lower field of East Lake Park and alongside the Zaban Recreation center to feed drip line irrigation system for trees, bushes, planting beds and planter boxes. Address drainage/watershed issues that cause flooding of the street and homes on Oakridge Avenue.
- Improve walkability.
- Promote viability of existing businesses and attract new and improved business development in East Lake's commercial hubs:
  - 2<sup>nd</sup> & Hosea: Promote development according to plan and neighborhood priorities.
  - Cottage Grove & Memorial Avenue: Implement plan for streetscape enhancements.



- Candler & Memorial commercial district: Promote viability of existing businesses and attract new and improved business development.
- Glenwood Avenue (2201 Glenwood Ave to 2371 Glenwood Ave): Promote viability of existing businesses and attract new and improved business development.
- Improve neighborhood parks, green spaces and trees.
  - East Lake Park
  - Willow Wood Preserve Park
  - Arbor Avenue Park
  - Headwater streams of Doolittle Creek
  - Trees-Promote adherence to the city's tree protection ordinance and Appropriately select and site new street trees
  - Research locations and feasibility for a neighborhood dog park.
- 8. Promote, expand, and preserve mixed use path connections to other nearby green spaces and parks.
- 9. Grow a sense of community through existing community programs and events and foster new ones as needed to meet emerging community needs.
- 10. Improve city services in East Lake, especially police patrols and trash clean up in public ways/areas.

### O-25: East Lake Land Use Policies

- Discourage zoning changes that would convert residential-type zoning to a commercial-type zoning designation anywhere in the neighborhood.
- Promote inclusion of a low to medium density residential component in development of low density commercial land uses at the following:
  - Parcels bounded by Cottage Grove Avenue S.E., Third Avenue SE and Memorial Drive from 2410 to 2476 Memorial Drive
  - 2411 to 2465 Memorial Drive
  - Existing low density commercial uses in the Candler Road Corridor
- Promote low density commercial uses in the Memorial Drive Corridor at 2465 Memorial Drive.
- Promote low density commercial uses in the Memorial Drive Corridor from 2466 to 2476 Memorial Drive.
- Preserve current single family residential uses in the Memorial Drive Corridor from 1st Ave SE to Candler Road SE.
- Promote preservation of the following historic structures and sites:
  - 112 East Lake Drive (1925)
  - 132 East Lake Drive; William T. Gentry House, Inventor of Pay Phone (1910)
  - 199 East Lake Drive; possible home of Patty Hurst's mother, designed by Neel Reid
  - 226 East Lake Drive, Second Shepard Home (1920)
  - 227 East Lake Drive, Scott Hudson Home (Funeral Home, 1924)
  - 236 East Lake Drive, First Shepard Home (1914)
  - 245 3rd Ave SE, Flanagan Home (1917)



## NPU POLICIES

- 246 Daniel Ave SE (1898 & 1894), possible home of Bobby Jones (Charles Watts Meadors Boarding House)
- 249 Club Place (1913)
- 2420 Alston Drive (Meadow Nook)
- 2542 Alston Drive (1907)
- 2594 Alston Drive, Dr. Sterling Home (1907)
- 2704 Alston Drive (1912)
- 2724 Alston Drive, Senkbelt Home (1916)
- 2740 Alston Drive, Watts Gunn
- 2806 Alston Drive, Bailey Home (1931). First cinderblock home in Atlanta.
- 2811 Alston Drive (1910)
- 2820 Alston Drive, Fulbright Home (1907)
- 2740 Memorial Drive; Gentry's Daughters Home (1910)
- 2720 Memorial Drive; Gentry's Daughters Home (1912)
- 2641 Pharr Rd NE (1915)
- 2898 Salmon Avenue (1924)
- 98 Candler Rd (1900)
- Commercial Structure at SE Corner of 2nd Ave and Hosea L Williams Drive (1935)
- Commercial structure at SE Corner of 2nd Avenue and Hosea Williams Drive
- Victorian Residential Structure at 2348 Hosea L Williams Drive (1910)
- Zaban Community Center, 241 Daniel Ave. SE, East Lake Park
- Preserve existing open-space land uses for the following public parks and green spaces:
  - East Lake Park, including opposing the sale or division of any section of that park.
  - Willow Wood Green Space, located at the north end of intersection of Willow Wood Circle and Roseclair Drive.
  - East View Cemetery, 56 4th Avenue SE

### O-26: Edgewood

- Edgewood land use and planning policies will be based on the "2011 Joint NPU-O Land Use Policies " above and the "Edgewood Community Master Plan" (2009).

O-27: Encourage and support the implementation of the NPU O Bicycle Route Plan. The Bicycle route Plan, composed of off street and on street segments. The off street segments are the East Side Trolley Trail, I-20 Right-of-Way trail, CSX Right-of-Way trail, and the East Lake trail. The on street composed of East-West Routes and North-South Routes. These are more fully described in the NPU portion of the CIP-STWP.



## NPU P Policies

- P-1 Preserve the single-family and low density residential character of existing neighborhoods in NPU-P. Protect the existing single family land use designations throughout NPU-P by maintaining the current ratio (70%) of single family units to multi-family units as identified in the 2010 Community Assessment Population 20-Year forecast for NPU-P as the minimum threshold. Future residential growth should not diminish this minimum threshold.
- P-2 Encourage residential infill development that is compatible with the character of adjacent areas regardless if the developer is a non-profit or profit entity. Discourage rezoning of existing residential property into commercial zoning.
- P-3 Maintain the boundaries of existing commercial, industrial, retail districts, according to current land use maps adopted in 2008, and prevent the encroachment of commercial uses into residential areas. Support unified development within the current commercial areas in NPU-P without encroaching upon adjacent low density residential areas. Current commercial areas are: 1) Campbellton Road (Butner road to I-285); 2) Campbellton Road SW at County Line Road SW; 3) Welcome All Road (from Fairburn Road SW to Camp creek Parkway); 4) The portions of Camp Creek Market Place that are located within the Atlanta city limits.
- P-4 Provide landscaped or architectural buffers that are of sufficient scale and depth between diverse land uses in order to minimize commercial and higher density impact on adjacent low density, single family residential areas.
- P-5 Support unified development of the Ben Hill commercial areas along Campbellton Road SW and its associated community facilities in accordance with the adopted plans: Cascade Road Campbellton Road Corridor Plan and the Greenbriar Livable City Initiatives. Encourage street level retail uses with sidewalks and other streetscape improvements in order to maximize pedestrian activity.
- P-6 Encourage the reuse and development of the existing rock quarry as a regional park with recreation facilities and pedestrian walking/bike trails according to reclamation plans such as the Atlanta Greenspace Plan (January 2007), State of the City's Greenspace (February 2008) and Atlanta Greenspace Needs Assessment (February 2008).

## NPU Q policies

- Q-1: Preserve the predominantly residential land use character of this suburban Midwest Cascade neighborhood composed of: Regency Park, Reunion Place, Guilford Forest, Niskey Lake Circle, Cascade Knolls and single-family homes.
- Q-2: Maintain the contiguous boundaries created from the main thoroughfares of Danforth Road, Cascade Road, and New Hope Road. Use signage to denote the City of Atlanta designation.
- Q-3: Promote the construction of sidewalks and green-space along the main thoroughfares to promote safer pedestrian traffic and aesthetic appeal. Strengthen the City of Atlanta Tree Ordinance.
- Q-4: Support more adequate street-lighting, well marked pedestrian cross-walks, and more sidewalk continuity/connectivity to subdivisions and single-family standalone homes.
- Q-5: Promote installation of bicycle facilities and signage
- Q-6: Promote more street signage such as slower-speed-limit signs to increase safety and signs to identify the Midwest Cascade community and its predominantly single family residential character.
- Q-7: Prevention of incompatible land uses. Maintenance of a predominantly housing neighborhood with possibly special-use styled schools or day care centers.



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- Q-8: Maintain, rehabilitate and replace housing stock where appropriate, especially the single standalone homes. Ensure home sizes and scales are standardized for lot sizes especially within subdivisions. Preserve the low-density nature of homes within the subdivisions.

### NPU-R Policies

- R-1: Preserve the single-family residential areas and multi-family communities of NPU-R, including all parks.
- R-2: Construct residential and commercial infill development that is compatible with adjacent development.
- R-3: Unify development of the Campbellton Road commercial corridor, including Greenbriar Mall and Campbellton Plaza, without encroaching into adjacent residential areas.
- R-4: Consolidate strip-commercial uses in order to create a unified development by minimizing the number of curb cuts and turn lanes.
- R-5: Unify development in the Greenbriar commercial area, with an emphasis on concentrated mixed-use development.
- R-6: Promote business park type uses in areas designated Industrial. Such business parks shall include complementary groupings of office, warehousing, distribution, and light manufacturing uses, provided that such light manufacturing activity is limited to the processing or assembly of completed parts or components into finished or semi-finished products. Such uses shall not involve any hazardous materials or excessive noise, odor, vibration, or other negative impacts. Further, such uses shall exist in a park-like setting and shall be situated in such a manner as to preclude the occurrence of any adverse impacts on any nearby residential uses.
- R-7: Develop office and institutional uses along Campbellton Road
- R-8: Protect the environment by removing all unused gasoline service pumps in accordance with Environmental Protection Agency guidelines and preserve the character in NPU R by promoting single-family residential development, pedestrian friendly green spaces and small parks consistent with land use standards.
- R-9: Promote the Greenbriar Livable Center Initiative.
- R-10: Protect the integrity of all greenways. Protect, preserve and maintain waterways and maintain a 75 ft. stream buffer, do not allow encroachment in the buffer.
- R-11: Install curbs and sidewalks along streets with heavy pedestrian traffic and frequently used thoroughfares.
- R-12: Maintain all roads, street, bridges, curb and sidewalks. Repave and/or replace as hazards occur.
- R-13: Install signage consistent with sign ordinance.
- R-14: Maintain a minimum 10ft tree canopy along Campbellton Road corridor and City of Atlanta Right of Way.
- R-15: Extend Campbellton Road Design Plan to include Delowe Drive from Campbellton Road to East Point city limit and all commercial developments on Alison Court.



- R-16: Follow City of Atlanta cutting schedule for maintaining landscape of city right of way at bridges, city lots, overpasses, street intersections and sidewalks that obstruct view and impede pedestrian circulation.
- R-17: Provide shelters with benches and trash containers at each public transportation stop.
- R-18: Maintain a litter-free environment in residential neighborhoods and commercial developments.
- R-19: Prevent standing water by clearing catch basins blocked by trash and debris in residential and commercial areas.
- R-20: Establish distance limits between establishments that sell beer, wine and alcoholic beverages.

### **NPU-S Policies**

- S-1: Preserve the single-family and low-density residential character of the Venetian Hills and Oakland City neighborhoods.
- S-2: Preserve the historic integrity of the Oakland City neighborhood.
- S-3: Prevent the encroachment of commercial uses into adjacent single-family and low-density residential neighborhoods.
- S-4: Create opportunities for commercial property owners and merchants to improve their properties through a uniform and coordinated method that links the character, design standards, and historic nature of the community.
- S-5: Support the installation and improvement of sidewalks throughout the NPU-S neighborhoods including the neighborhoods around the Oakland City MARTA Station and along Campbellton Road.
- S-6: Encourage the rezoning of properties within the NPU that are currently incompatible with residential uses to a more compatible zoning district.
- S-7: Encourage the development of a Neighborhood Commercial Zoning District for the Cascade/Beecher West, Cascade/Beecher East, Campbellton/Venetian-Centra Villa commercial nodes to promote new high quality retail services to the area.
- S-8: Encourage the adoption of local design standards that would enhance the identity of the retail community.
- S-9: Improve the pedestrian access by developing and improving sidewalks and streetscapes within the Cascade/Beecher commercial node.
- S-10: Encourage development of employment centers and promote economic development in order to attract more commerce into NPU S.
- S-11: Support the development of compatible infill housing that is consistent with the lot coverage, floor-to-area ratio, building height, and wall/fence height of nearby home.
- S-12: Preserve Historical Features in Venetian Hills



## NPU POLICIES

- S-13: Encourage preservation of the tree canopy in the area
- S-14: Control the vegetation encroachment on the right of way to include sidewalks
- S-15: Create standards governing size and appearance of “flea markets” along the commercial areas.

### NPU-T Policies

#### General Development

- T-1: Support the execution of the West End LCI initiative and any proposed amendments as well as future Master Plan
- T-2: Continue implementation of West End Historic District Guidelines and SPI-21 sub area objectives as outlined in City of Atlanta (COA) Municode
- T-3 Support the finalization and adoption of the West Lake LCI Initiative
- T-4: Encourage retail areas to design store fronts in the historic style of the area.
- T-5: Support the Beltline initiative, encourage pedestrian mobility by completing and/or improving the sidewalks throughout the NPU and upgrading and adding crosswalks
- T-6: Support the establishment at least two (3) youth focused community / recreation centers.
- T-7: Support the application and implementation of Weed & Seed programs in Ashview Heights, Beecher-Donnelly, West End (exclusive of West End Historic District boundaries as outlined in COA Municode) and Westview.

#### Enforcement (applicable throughout NPU-T)

- T-8: Implement the housing code enforcement standards and abandon & abate all rooming houses
- T-9: Prohibit additional adult entertainment in NPU-T. Especially in SPI11 subareas and SPI21 subareas.
- T-10: Present updated rezoning, variance/permitting and CDP requests consistent with COA Municode, Beltline Overlay, SPI-21 and other applicable City codes.
- T-11: Enforcement of COA DWM, DPW & State (GDOT) latest Stormwater Ordinances, green initiatives and Capital Improvement Plans in replacement of existing infrastructure throughout NPU-T. This pertains to brick sidewalks, granite curb and gutter, historic markers, etc.
- T-12: Enforcement of rezoning requests that are consistent with updated Beltline Overlay, SPI-11, SPI-21 and other applicable City Codes in all Commercial zones
- T-13: Abolish grand-fathered liquor licenses and SAPs of business owners that have violated City codes and laws.
- T-14: Enforce 2,000 ft rule of allowing same in kind businesses to operate under new or grand-fathered SAP.
- T-15: Enforce communication and requirements of COA Bureau of Buildings (permitting), Atlanta Urban Design Commissions, ZBA and ZRB as it pertains to Historic districts in NPU-T
- T-16: Enforce all COA Council approved and legislated transportation enhancement plans, initiatives and projects including but not limited to MoveAtlanta, Connect Atlanta, Renew Atlanta Infrastructure Bond, etc.

#### Infrastructure

- T-17: Implement designated funding from Beltline WestSide TAD for all public improvement projects including but not limited to:



- Support increased park space in the Beecher-Donnelly, Westview and Ashview Heights neighborhoods by developing 1) Enota Park as outlined in the 2010 BeltLine Master Plan, 2) Olympian Park - as outlined in the 2006 Campbellton-Cascade Corridors Redevelopment Plan, and 3) pocket parks on vacant parcels.
- Improvements/enhancements to all existing Beltline parks within NPU-T i.e. West End Park, Gordon White Park and Rose Circle Park

T-18: Support installation of underground and vertical utility lines/poles in NPU –T (Cable, Electric, Lighting, Telephone and Wi-Fi) and water/sewer infrastructure applicable to COA DWM and DPW Capital Improvement Projects, Renew Atlanta Infrastructure Bond, COA Department of Parks, Recreation and Community Development, Beltline, GDOT and any private/public-private utility company infrastructure improvements, i.e., GA Power, Atlanta Gas Light, etc.

T-19: Provide landscaped or architectural buffers that are of sufficient scale and depth between diverse land uses in order to minimize higher-density impacts on single-family residential areas throughout NPU-T

T-20: Discourage the widening of MLK and Joseph E. Lowery streets.

T-21: Support handicap accessibility; install street level corner curb ramps throughout NPU-T.

T-22: Avoid additional commercial business curb cuts on interior residential streets. Have automobiles enter and exit on main streets.

T-23: Discourage any rezoning/widening, new connector, Joseph E. Lowery ramp closures or real estate acquisitions as indicated in the GA Tech and GDOT Northside Corridor studies without engaging and implementing input from impacted NPU-T neighborhoods

### Commercial

T-24: Support the development of the street-level retail uses along Ralph D. Abernathy Drive from Lee Street to Langhorn and at Joseph Lowery Blvd. Support implementation of all antiquated Commercial zoned parcels (C-1 to C-4) to MRC and support future legislation for prohibited business use list to encourage commercial economic development.

T-25: Support the development and implementation of a West End CID.

T-26: Encourage the redevelopment of the Westview neighborhood commercial districts along 1) Ralph David Abernathy Blvd - between Westview Cemetery and Cascade Ave, and 2) Cascade Ave - between Ralph David Abernathy Blvd and Beecher St. This redevelopment should include a zoning change from C-1 to MRC or NC (neighborhood and commercial) or the corresponding zone implemented in the current zoning re-write.

T-27: Support the redevelopment of Martin Luther King Jr. commercial district and the east end of Westview Drive, Fair Street (an intended retail area).-

T-28: Support the rezoning of commercial areas to NC: Neighborhood Commercial (NC) along RDA from Westview Dr to Willard Ave, MRC for the Kroger area, and NC for the Cascade Ave/Beecher St intersection

T-29: Encourage and support the redevelopment of Kroger CitiCenter

T-30: Prohibit additional adult entertainment in NPU-T. Especially in SPI11 subareas and SPI21 subareas.

T-31: Implement development plans per input from impacted neighborhoods for vacant structures at Westview and Lawton, Lowery and Fair, White House Dr. and MLK, and Lowery and Mitchell.



# NPU POLICIES

## Residential

- T-32: Preserve the historic residential and commercial integrity of the communities within NPU-T, including the Atlanta University Center.
- T-33: Preserve national and local designation guidelines for the West End Historic District.
- T-34: Prevent the further degradation of the residential neighborhoods in NPU-T by opposing the conversion of residential properties to non-residential uses, except in those very limited situations where such conversion is required by applicable law due to the existing, established non-residential use of all surrounding property.
- T-35: Preserve the single-family and low density character of the AUC residential portions, Beecher-Donnelly, Westview, Just Us, Ashview Heights and West End neighborhoods.
- T-36: Promote the residential quality of neighborhoods and foster and assist citizens with home ownership acquisition, rehabilitation/renovation, and sales of real property.
- T-37: Prevent the intrusion of non-residential uses in established residential areas and enforce code regulations.
- T-38: Encourage the restoration/renovation of current housing stock over new Single Family developments.

## NPU-V Policies

- V-1: Preserve and promote the low-density residential character of the Adair Park, Pittsburg, Mechanicsville (south of Georgia Avenue), Summerhill (south of Georgia Avenue), and Peoplestown neighborhoods by encouraging a mix of incomes and housing types in the redevelopment of NPU-V. With the exception of higher density in the core stadium area as describe in the LCI.
- V-2: Encourage mixed-use and Neighborhood commercial Development activities in the Georgia Ave, Ralph David Abernathy Blvd, Atlanta Ave, and McDaniel Street, Pulliam Street, Central Avenue and Pryor Street. (As were proposed in the respective neighborhood redevelopment plans) Areas in order to establish the historical small-town ambiance of these areas.
- V-3: Retain industrial uses that are compatible with their surrounding development patterns. Provide landscape or architectural buffers in order to minimize their impacts on residential areas.
- V-4: Promote mixed-use (commercial, residential, and office) development patterns that are compatible with the surrounding residential areas and are located along major transportation routes.
- V-5: Promote mixed-use and commercial development on Hank Aaron/Capitol Avenue north of Ormond Ave to create a vital connection to the downtown area.
- V-6: Encourage the environmental rehabilitation and reuse or redevelopment of the Candler Warehouse. Promote light industrial, loft housing, and/or office usage of this property.
- V-7: Maintain the land-use restrictions that were identified in the redevelopment plan for NPU-V and other approved plans.
- V-8: Promote increased MARTA and other transit connectivity frequency and access to the beltline and other key points in NPU V.
- V-9: Promote Green Infrastructure and improve storm water management.
- V-10: Identify test and encourage redevelopment of brownfields in NPU V.
- V-11: Ensure ADA accessibility for buildings and sidewalks.



- V-12: Ensure adequate Quality green space and Recreational Facilities in each neighborhood relative to the population and expansion of Peoplestown Park.
- V-13: Encourage Redevelopment of the existing event parking lots for business and residential purpose. Especially in Mechanicville on Pulliam Central and Pryor.
- V-14: Reduce lots that are dedicated solely for parking. (E.g. parking for hire, Gypsy)
- V-15: Support the recommendations of the 2016 Stadium Neighborhoods LCI and the corresponding zoning revisions made in July 2016.

### **NPU-W Policies**

- W-1: Preserve the single-family and low-density character of the Ormewood Park, East Atlanta, Woodland Hills, Custer Avenue, McDonough, Guice, Benteen, Boulevard Heights, and Grant Park neighborhoods.
- W-2: Preserve the historic integrity of the Grant Park neighborhood and the Oakland Cemetery Historic District.
- W-3: Promote low-density residential development of the Hoke Smith High School property in a manner that preserves the historic integrity of the Grant Park neighborhood.
- W-4: Encourage mixed use development along the Memorial Drive and Moreland Avenue corridors. Consolidate strip-commercial uses in order to create a unified development pattern having a minimum number of curb cuts and turn lanes.
- W-5: Maintain the boundaries of the existing commercial uses along Hill Street from I-20 to Memorial Drive. Prevent the encroachment of these uses into adjacent residential areas.
- W-6: Support the development of a limited access road from I-20 to the CSX landport facility between Memorial Drive and Boulevard. Minimize the adverse impacts of the CSX landport facility on adjacent residential areas.
- W-7: Support and promote the continued commercial revitalization efforts for the East Atlanta business district.
- W-8: Encourage and foster the revitalization of NPU-W by annually reviewing the City's NPU-W 15-year Land Use Map.
- W-9: Promote the redevelopment of the Williams Brothers/Blue Circle property north of Glenwood Avenue and east of Boulevard as a mixed housing/retail commercial area. Promote this area as a viable location for major grocery and anchor stores, with supporting smaller retail/restaurant businesses. These new commercial uses should serve to provide an appropriate transition from commercial to adjacent residential areas.
- W-10: Support the adoptive reuse of the facilities comprising the former John B. Gordon School, John Slaton School, and Anne E. West School for residential and neighborhood-oriented commercial purposes, and preserve the historically significant components of the structures.
- W-11: Encourage the preservation and promote the use of the Entrenchment Creek floodplain as open space and the site of a 25-acre park and adjacent PDH housing.
- W-12: Support a restriction on the siting of impound lots, landfills, municipal trash transfer stations and other similar facilities in NPU-W.

### **NPU-X Policies**

- X-1: Preserve the single-family character of the Capitol View, Capitol Manor, Sylvan Hills, Perkerson and Hammond Park neighborhoods.
- X-2: Preserve the historic integrity of the Capitol View neighborhood.



## NPU POLICIES

- X-3: Support unified development in the Cleveland Avenue/I-75 and the Lakewood Freeway/I-75/85/ Langford Parkway Interchange areas, with emphasis on concentrated mixed-use development.
- X-4: Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- X-5: Maintain the boundaries of industrial uses on Murphy Avenue and prevent industrial encroachment into adjacent single-family residential areas.
- X-6: Encourage the creation and development of a Master Plan for NPU-X.
- X-7: Encourage the support of Perkerson Park.
- X-8: Encourage and promote low density commercial and neighborhood commercial land uses at the following intersections: Avon at Murphy, Dill Avenue at Murphy, Deckner at Murphy, Birch at Deckner, Lakewood at Murphy and Metropolitan Parkway west side immediately north of Casplan, across from the Atlanta Metropolitan College.

### NPU Y Policies

- Y-1: Preserve the single-family and low-density residential character of the Chosewood Park, High Point, Joyland, Betmar LaVilla, South Atlanta, and Lakewood Heights neighborhoods.
- Y-2: Promote the redevelopment of the Lakewood Fairgrounds property as an entertainment/sports center. Preserve the historic fairground buildings.
- Y-3: Consolidate strip commercial uses to create a unified development pattern having a minimum number of curb cuts and turn lanes.
- Y-4: Promote commercial development nodes on Boulevard and Ellenwood.
- Y-5: Promote redevelopment of industrially designated land south of the BeltLine with civic and institutional uses.
- Y-6: Preserve the underlying nature of Chosewood Park neighborhood with transitional heights.

### NPU Z Policies

- Z-1: Promote MRC-3 land use along the Cleveland Avenue Corridor. Review and update the Cleveland Avenue Corridor Study/Plan.
- Z-2: Promote MRC-3 land use along the Jonesboro Road Corridor from Schoen Street, SE southbound to I-285 to encourage high density development and commercial/retail development along that Corridor. Review and update the Jonesboro Road Corridor Study/Plan.
- Z-3: Encourage the purchase of the two undeveloped lots to the right of the Cleveland Avenue Library and the purchase of property in front of Cleveland Ave Elementary school owned by APS (Atlanta Public Schools). This addition will encourage the Cleveland Avenue Park to be visible from Cleveland Avenue to aid in increasing public safety and curb appeal.
- Z-4: Encourage all development in the Glenrose Heights community in the “Cleveland Avenue Corridor Plan” to be in accordance with the guidelines set forth in the final adopted version of the “Cleveland Avenue Corridor Plan” by incorporating appropriate elements into the CDP.
- Z-5: Encourage pedestrian mobility by completing ADA (Americans with Disabilities Act) compliant sidewalks throughout the all NPU-Z communities and upgrading and adding crosswalks. Improve pedestrian amenities



such as street trees and wide sidewalks to further encourage pedestrian travel. Encourage safe and responsible driving patterns throughout NPU-Z through implementation of traffic calming measures and enforcement of speed limits.

- Z-6: Prevent the encroachment of industrial and commercial uses into all residential areas of NPU-Z.
- Z-7: Discourage the development of businesses in NPU-Z that do not enhance the quality of life of the NPU, such as liquor stores, strip malls, tire and auto shops, poorly managed labor pools, and adult entertainment establishments. Additionally, prohibit the number of social service providers seeking to establish locations in NPU-Z on the premise of serving the underserved. Encourage reorganization of their geographic location throughout the City to prevent their concentration on the South side of the City.
- Z-8: Encourage more middle to high-end housing to be introduced into NPU-Z to help create a more diverse socio-economic community and increase property values. Discourage the development of new low income single family and multifamily housing in the NPU-Z communities, as systematically, the greatest amount of “affordable housing” developments have been targeted for the South side of the City, and particularly in NPU-Z.
- Z-9: Discourage development of new single and multi-family planned communities until all unfinished planned communities are completed in NPU-Z.
- Z-10: Support the development of compatible infill housing that is consistent with the lot coverage, floor-to-area ratio, building height, and wall/fence height of nearby homes in NPU-Z communities.
- Z-11: Provide landscaped architectural and noise pollution buffers to minimize the impact of non-residential and mixed uses on residential areas. Encourage the underground placement of overhead utility lines as requisite of large scale redevelopments and urban design.
- Z-12: Encourage installation of better street lighting to encourage pedestrian safety along all streets of NPU-Z.
- Z-13: Enforce signage ordinances to minimize visual blight in all NPU-Z communities. Encourage the City to enforce its noise ordinances to protect the auditory health of all children, seniors and adults throughout NPU-Z,
- Z-14: Preserve the residential, single family, low density character of all NPU-Z communities currently bearing this character designation. Reserve high density development for Corridors zoned MRC, such as Jonesboro Road, but preserve the residential areas off Jonesboro Road and prevent multi-family development in the predominately R-4 zoning.
- Z-15: Require infill development to conform to present character of the neighborhood (especially Habitat for Humanity).
- Z-16: Encourage medium-high density commercial retail development at the Jonesboro Road – I-285 intersection with restrictions/control to type of businesses that can locate in that area.
- Z-17: Maintain South River and preserve its natural boundaries.
- Z-18: Encourage light industrial development in South River Industrial Pkwy and South River Industrial Parkway.
- Z-19: Promote mixed use development, including residential, on the 200+ acres owned by Waste Management (borders Live Oak Landfill) and Forrest Park Road.
- Z-20: Facilitate zoning, so that, all residential land is zoned as such and the Industrial zoning removed on Land Use map. Encourage the removal of the Industrial overlay zoning on the land use map.
- Z-21: Preserve green space and provide care for trees along Forrest Park, Hutchens, Jonesboro and Constitution Roads.



## NPU POLICIES

- Z-22: Support restrictions on landfills, recycling operations, waste transfer stations, and dumps attempting to locate in NPU-Z.
- Z-23: Preserve Civil War cemetery on Katamarick Dr.
- Z-24: Promote commercial/retail businesses at I-285 and Jonesboro Road, including big box stores.
- Z-25: Acquire land for parks and green space within the South River Gardens, Leila Valley/Rebel Forest and other NPU-Z communities where such amenities currently do not exist. Extend Southside Park from Jonesboro Road to Forrest Park Road.

