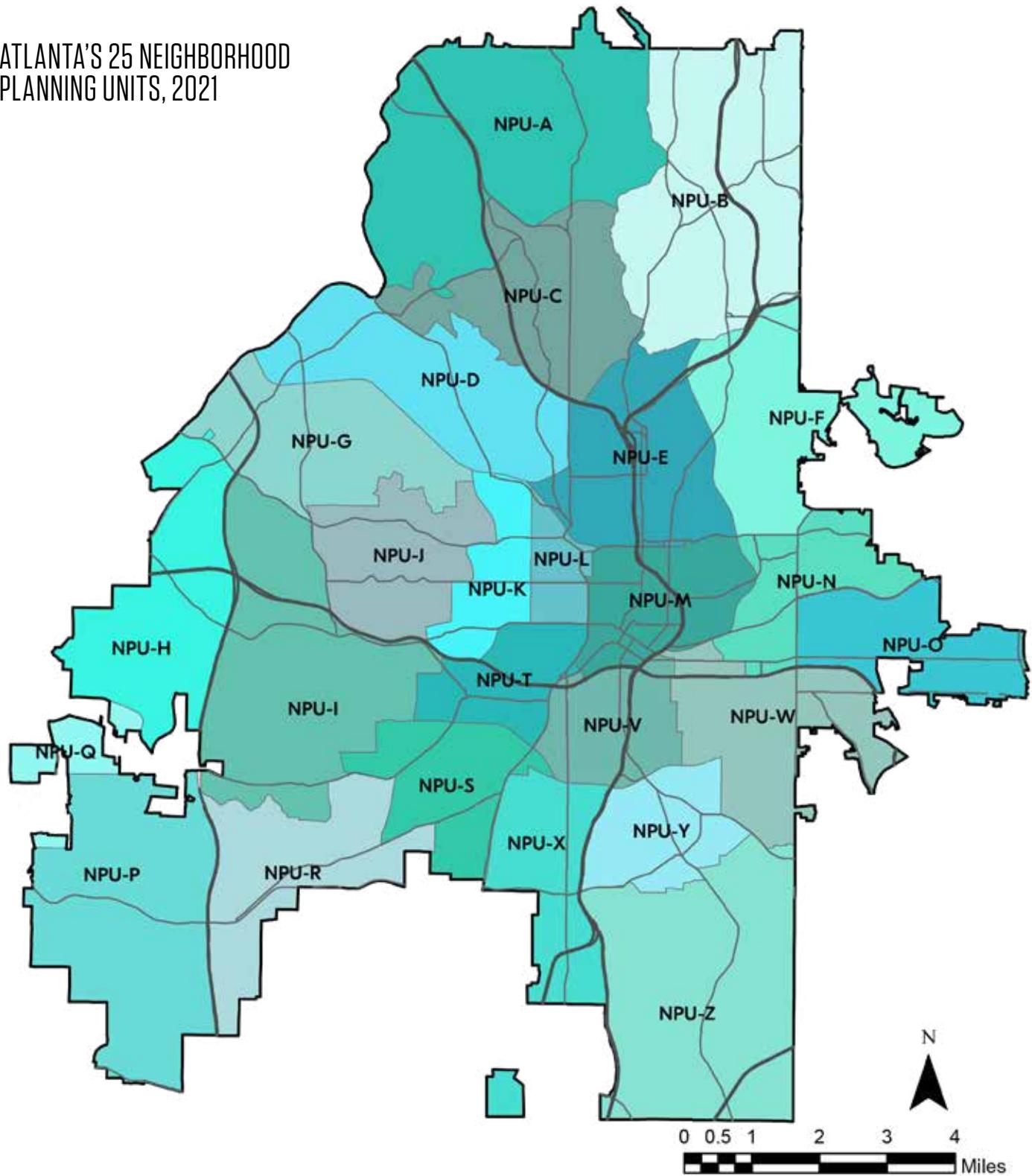


ATLANTA'S 25 NEIGHBORHOOD
PLANNING UNITS, 2021



APPENDIX III:

NPU POLICIES & MAPS

Atlanta's comprehensive development plan includes NPU Policies, which are statements of vision, goals, policies, and actions prepared by individual NPUs and submitted to the Department of City Planning for inclusion in the CDP. NPU Policies identify priority issues and aspirations for future growth and development at the neighborhood-level. The City considers NPU Policies in decisions over implementing various aspects to the CDP, particularly when changing future land use designations and preparing small area and neighborhood plans. After the final policies, there is a section dedicated to future land use changes between 2016 and 2nd quarter 2021.

NPU Policies - click on each NPU below to go to their list of policies

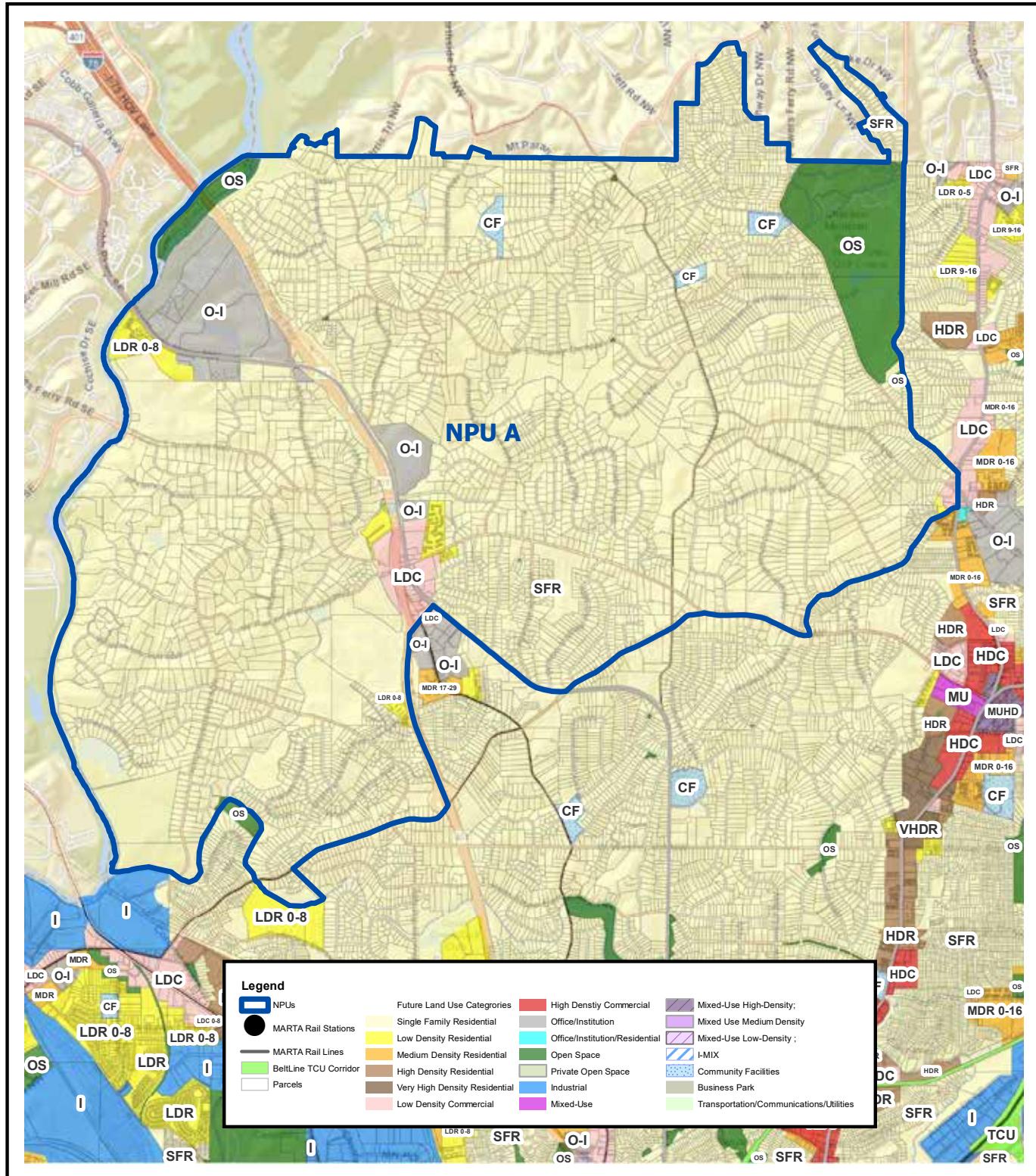
- [NPU-A](#)
- [NPU-B](#)
- [NPU-C](#)
- [NPU-D](#)
- [NPU-E](#)
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- [NPU-Z](#)

NPU-A Policies

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| <p>A-1 Assure that all land use and development reflect best practices with respect to our environment and sustainability, including (a) preserving, if not expanding, our tree canopy; (b) limiting increases in density where transportation and other infrastructure are not, at the time of permitting, demonstratively capable of fully supporting that increase without further deterioration of the environment and the quality-of-life for existing citizen/residents, (c) eliminating clear-cutting done for convenience or cost and runoff caused by grading, and (d) remedying prior damage to the environment, including excessive drainage flows through creeks, streams, yards and roadways.</p> <p>A-2 Promote the restoration of vegetation in all stream buffers, and, through limiting development where inadequate infrastructure exists, promote the regulation of flows within stream buffers in order to limit erosion and flooding, including recognizing that limiting water flow through retention ponds, detention and other means is an inadequate substitute for preservation and restoration of the tree canopy and other vegetation.</p> <p>A-3 Preserve the single-family character and set-backs of NPU-A, including the following neighborhoods: Chastain Park, Kingswood, Moores Mill, Margaret Mitchell, Mount Paran-Northside, Paces, Pleasant Hill, Randall Mill, Tuxedo Park, and West Paces Ferry- Northside. Maintain the historic and residential character of West Paces Ferry Road. Maintain allowable density at no more than the current R-1, R-2, R-3, R-3B, and R-4 density, as the case may be.</p> | <p>A-4 Maintain the boundaries of the I-75/West Paces Ferry commercial node without further encroachment south of the I-75 north off-ramp. 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.</p> <p>A-5 Maintain the established transitional buffers of that part of residential West Paces Ferry Road between Peachtree Road and Northside Pkwy, as The History Center/Regions Bank to the east and the Paces West/Longcourte Drive townhome developments to the west.</p> <p>A-6 Maintain the boundaries of the Roswell Road commercial area as a medium density corridor. Recognize the historic Sardis Church and the Georgia Power substation as the established buffers between the 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 Wiequa, Interlochen, Laurel Forest, Le Brun, and Powers Ferry Roads.</p> <p>A-7 Preserve the existing residential and historic character of Tuxedo Park (including its historic setbacks and wooded, park-like design) and maintain the existing zoning boundaries. Permit the subdivision of land only in accordance with conservation development standards. Preserve the current residential zoning of all gateway streets from Roswell Road to Tuxedo Park and South Tuxedo Park, including Blackland Road, Karland Drive and Lakeland Drive.</p> |
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| A-8 | Limit the development of office-institutional uses to the southwest quadrant of the I-75/Mount Paran Road/I-75 Interchange and prevent the development of additional commercial use property in this area. | A-16 | Limit exceptions for non-compliant fences so that the community appearance does not shift from one of being welcoming to one that falsely appears exclusionary. |
| A-9 | Preserve the single-family residential character of existing neighborhoods surrounding the I-75/Moores Mill Road Interchange. | | |
| A-10 | 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-11 | Limit multi-family uses on Northside Pkwy from the Cobb County Line to Moores Mill Road. | | |
| A-12 | Preserve the existing zoning boundaries of the Paces Civic Association neighborhood. | | |
| A-13 | Maintain the existing zoning boundaries of the Randall Mill neighborhood in which the Paces West Town Homes 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-14 | Prevent the further degradation of the residential neighborhoods in NPU-A by opposing the conversion of residential and vacant properties to non-residential uses, except in those rare situations where such conversion is required by applicable law due to the existing, established non-residential use of all surrounding property. | | |
| A-15 | Encourage the development of a trailhead at the Corner of Mount Paran Road and Northside Parkway to facilitate the extension of the Silver Comet Trail into this area. | | |

NPU-A: FUTURE LAND USE



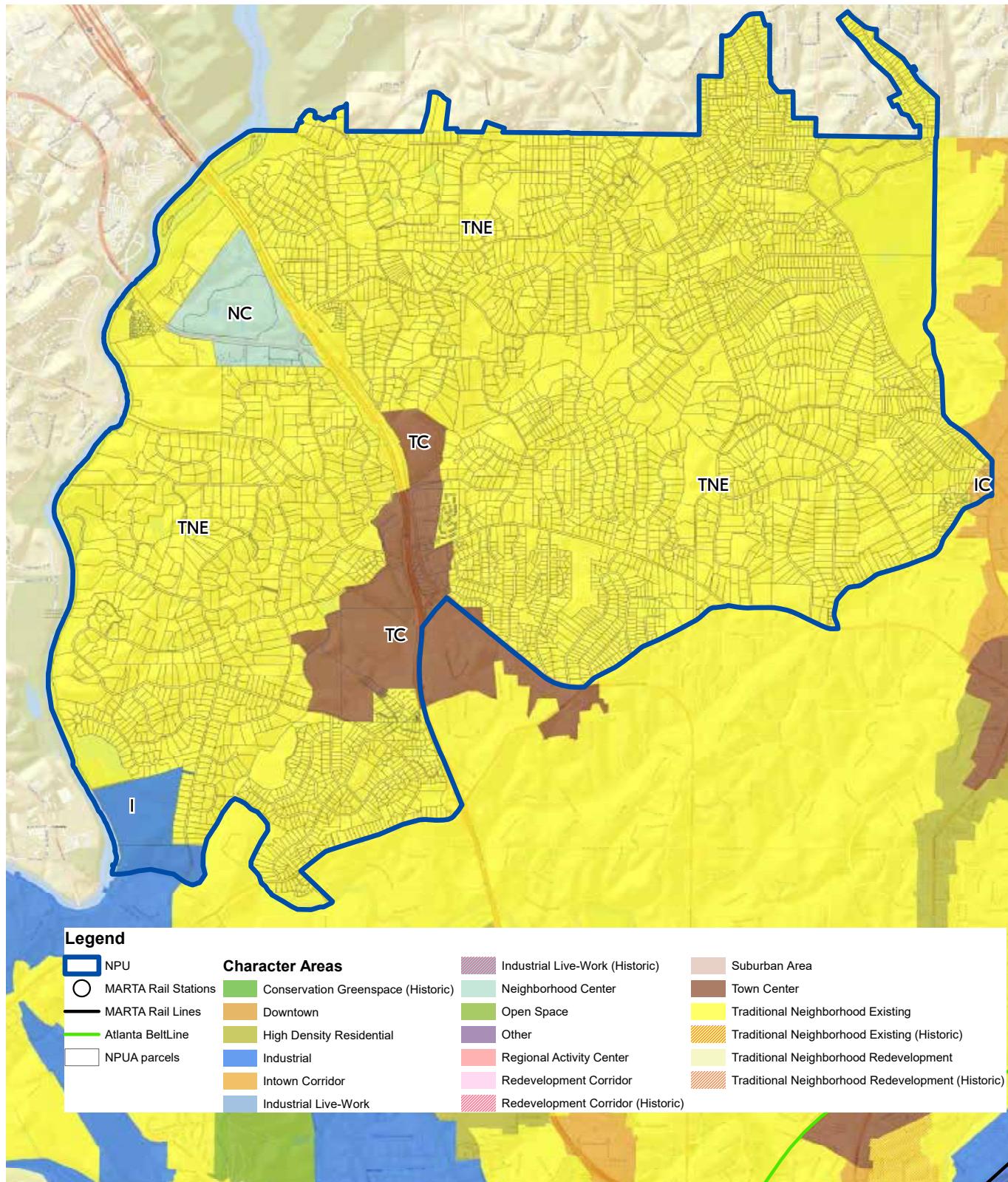
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NPU-A: CHARACTER AREAS



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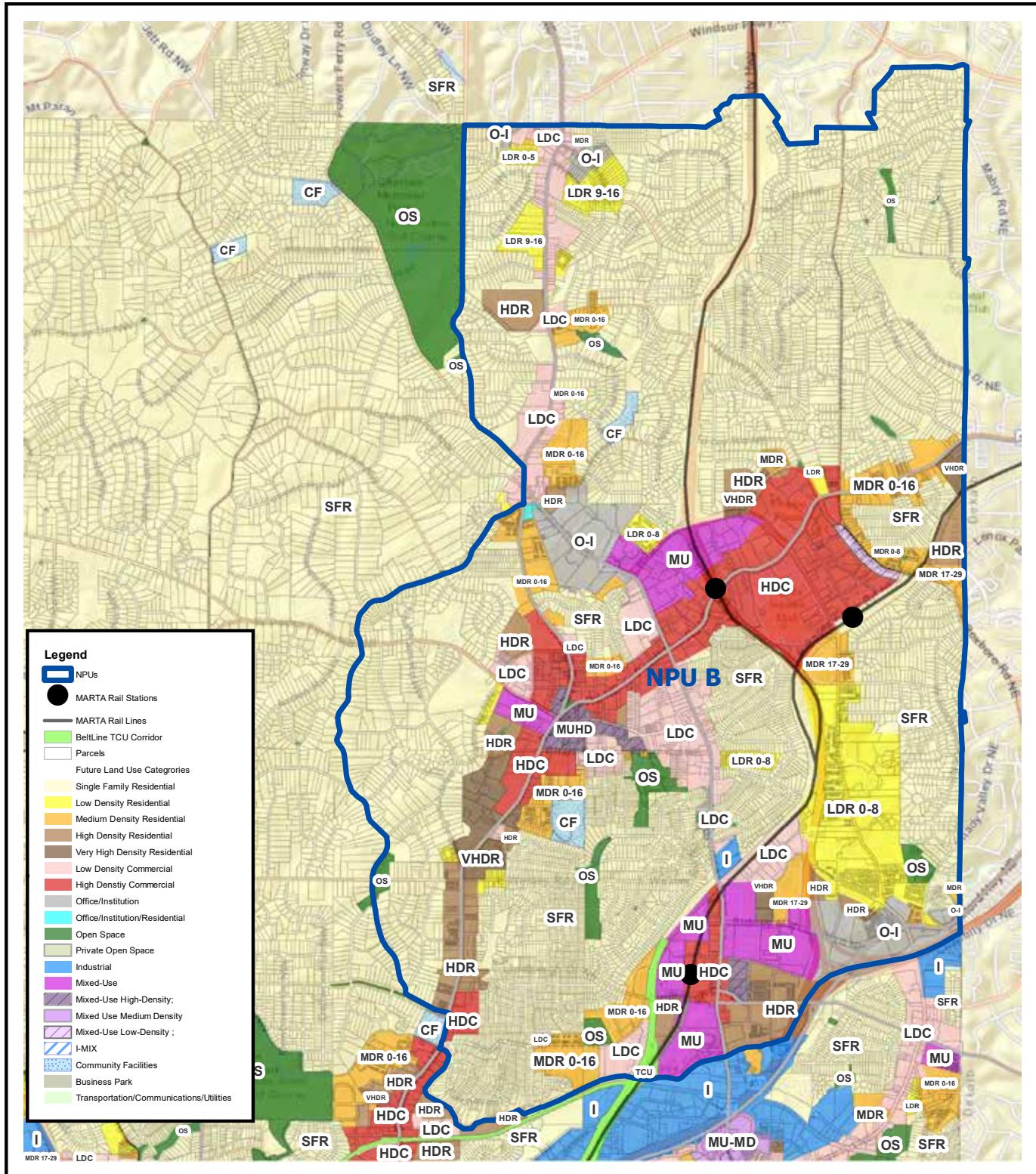
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NPU-B Policies

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| <p>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).</p> <p>B-2 Assure that all land use and development reflect best practices with respect to our environment and sustainability, including (a) preserving, if not expanding, our tree canopy; (b) limiting increases in density where transportation and other infrastructure are not, at the time of permitting, demonstratively capable of fully supporting that increase without further deterioration of the environment and the quality-of-life for existing citizens/residents, and (c) remedying prior damage to the environment, including excessive drainage flows through creeks, streams, yards and roadways.</p> <p>B-3 Promote the restoration of vegetation in all stream buffers and, through limiting development where inadequate infrastructure exists, promote the regulation of flows within stream buffers in order to limit erosion and flooding, including recognizing that limiting water flow through retention ponds and other means is an inadequate substitute for preservation and restoration of the tree canopy.</p> <p>B-4 Protect and preserve 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.</p> | <p>B-5 Encourage low density housing that is in scale with the neighborhood single family zoning that will provide a transition between single family residential and higher density residential and commercial use.</p> <p>B-6 Preserve the National Historic registry designation of the Brookhaven, Garden Hills, Peachtree Heights East, Peachtree Park, and Tuxedo Park neighborhoods, as well as the West Paces Ferry Road commercial district.</p> <p>B-7 Promote the increase in the amount of park space.</p> <p>B-8 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.</p> <p>B-9 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.</p> <p>B-10 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</p> |
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- 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-II** 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. Promote mixed-use (commercial, residential, and office) development patterns that are compatible with the surrounding residential areas and are located along major transportation routes.
- B-12** 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. Encourage mixed-used development to consist of mixed-uses in the same structures and not just on the same parcel.
- B-13** Maintain the Lindbergh Marta as a TOD (Transient Oriented Development). Promote the redevelopment of existing commercial strips south of the CSX railroad as mixed use/residential.
- B-14** 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-15** 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-16** Implement the Buckhead Commercial District Policies included in the Regional Center Character Area.
- B-17** Promote the implementation of the Buckhead REdeFINEd plan.
- B-18** Encourage the development of neighborhood traffic plans to reduce cut through traffic and promote neighborhood quality of life. Promote the BCN transportation initiative. Protect and actively monitor the classification of streets in NPU-B to protect the single-family neighborhoods. Work with ADOT for long term traffic plans to reduce cut through traffic to protect residential streets.
- B-19** Encourage the increase a variety of affordable housing through well planned redevelopment while protecting the historic single family residential neighborhoods.

NPU-B: FUTURE LAND USE



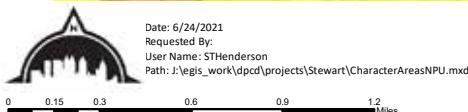
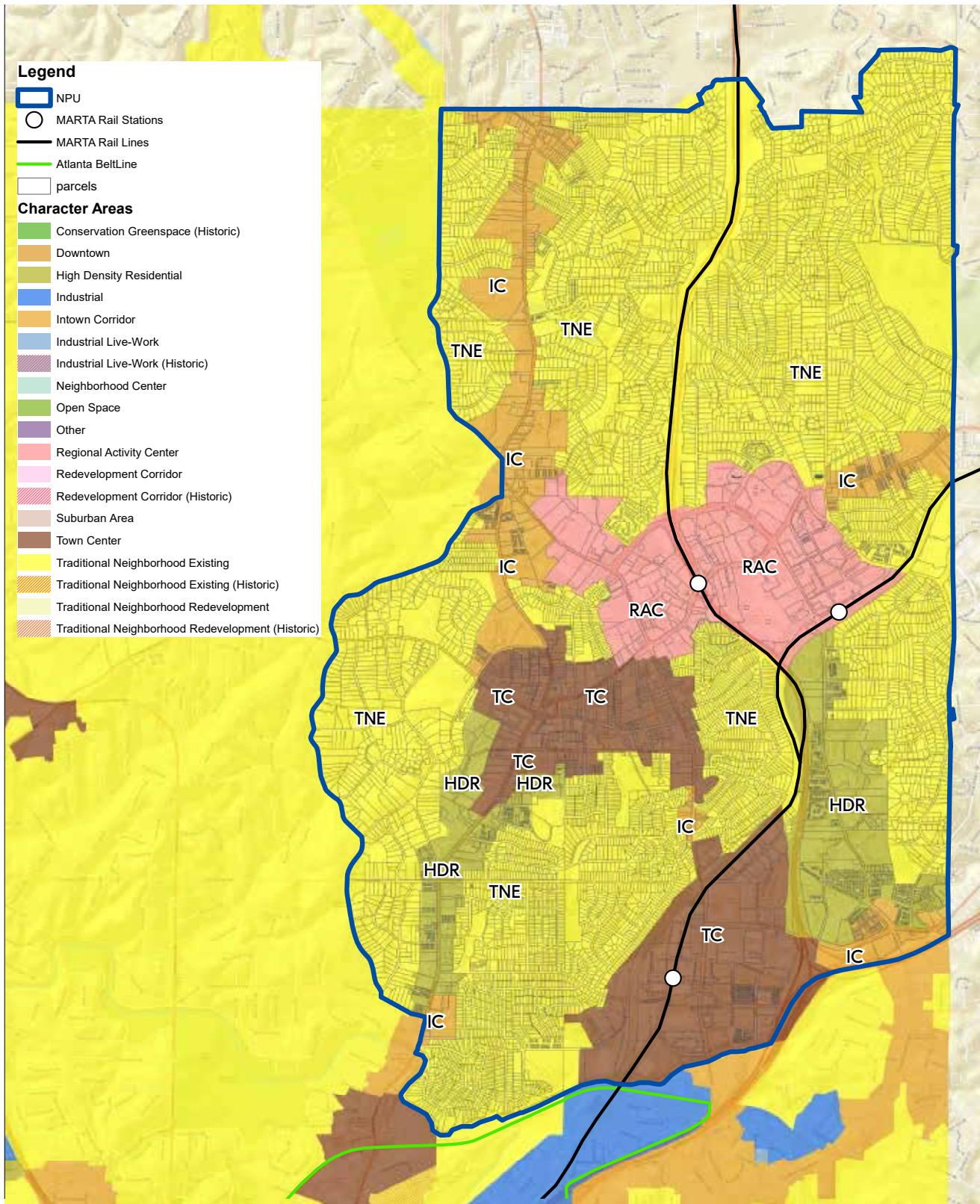
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NPU-B: CHARACTER AREAS



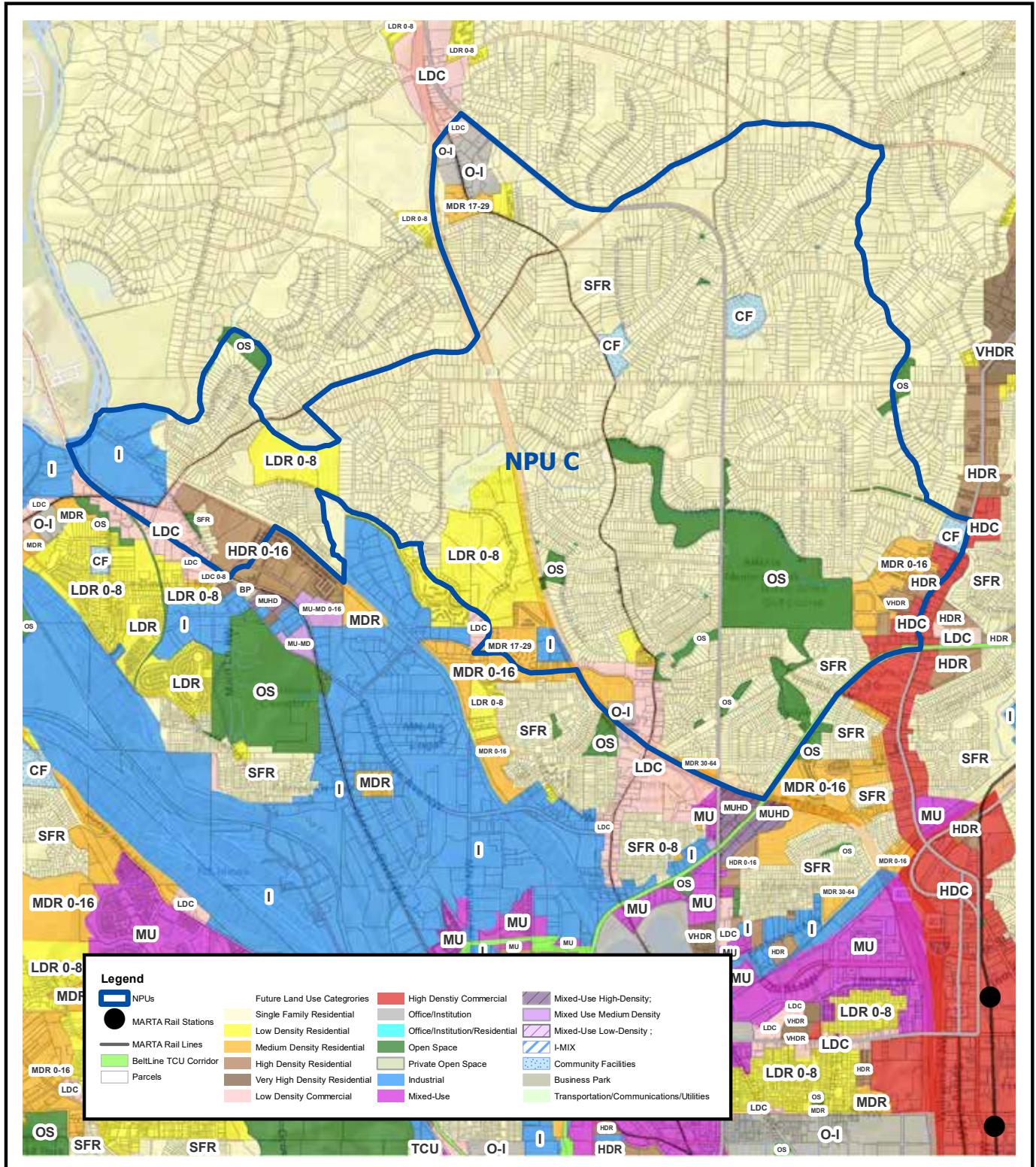
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NPU-C Policies

- 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.
- C-7** The City must remove a proposal to allow ADUs to be subdivided off single-family properties in zones R-1, R-2, R-3 & R-4.
- C-8** The City can not propose zoning changes to reduce minimum lot sizes.

NPU-C: FUTURE LAND USE



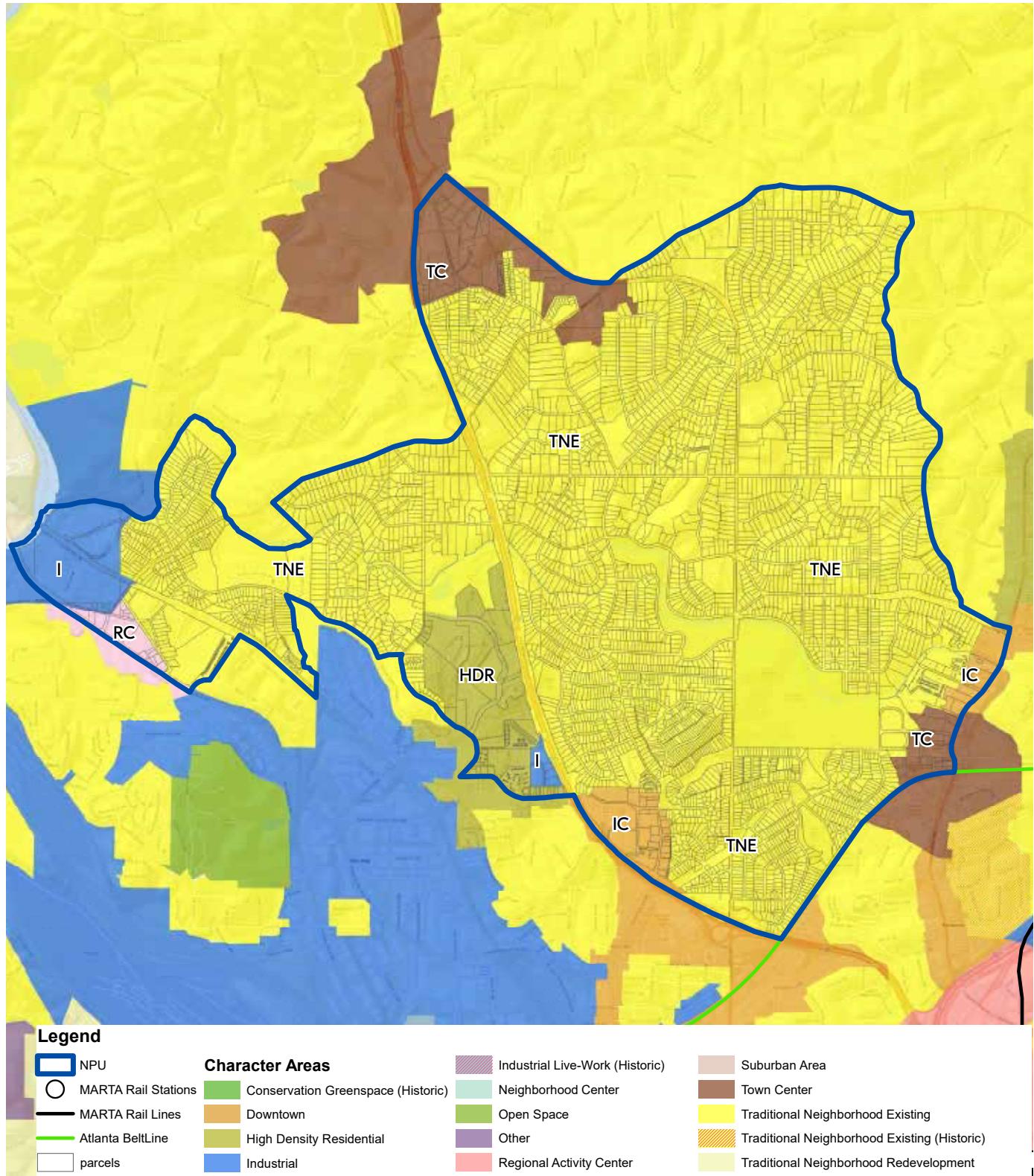
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NPU-D Policies

- D-1 Core Residential areas:** Protect the single-family and low-density residential areas in NPU-D, including the following neighborhoods: Underwood Hills, Bolton, Riverside, Whittier Mill Village, Hills Park, and Berkeley Park from commercial intrusion and rooming-house uses. Preserve all existing R-4 and R-4A zoned property and all R-4 and R-4A zoning strictures. Encourage enforcement of those strictures. Encourage appropriate transitional uses along the boundaries of single-family and low-density residential areas including medium density residential development and small-scale community-oriented commercial development.
- D-2 Trail and Greenway corridors:** Encourage the construction of a greenway trail along the Chattahoochee River (i.e. RiverWalk Atlanta) and discourage any development(s) that will interfere with this project. Specifically encourage the trail on the portion of the river behind the RM Clayton Wastewater Treatment facility and behind the Chattahoochee Drinking Water Treatment facility to be included in RiverWalk Atlanta. Encourage trail connectivity between Peachtree Creek and Marietta Road, to include the existing PATH trail that is not open to the public and the Trolley Substation. The Hartsfield Incinerator site on James Jackson Pkwy should serve as the Main public entrance to the Riverwalk Atlanta corridor. Encourage the extension of the Silver Comet multiuse trail into Atlanta and its connections to the Whetstone Creek Trail, the RiverWalk Atlanta trail, and the Atlanta Beltline Trail. Preserve undisturbed stream buffers and flood plains along the Chattahoochee River, Whetstone Creek, Woodall Creek, Proctor Creek, and their tributaries among others. Encourage the redevelopment of the historic Chattahoochee Brick site as a park, green space and memorial along the Riverwalk trail. Extend the Whetstone Creek trail along the edge of Tilford Yard to Collins Park. Encourage the development of publicly accessible greenspace in conjunction with the redevelopment of Tilford Yard.
- D-3 Industrial Transition:** Discourage heavy industrial uses throughout NPU-D and encourage existing industrial sites to convert to light-industrial or mixed industrial-commercial-residential (i.e. I-Mix) uses.
- D-4 Missing street connections:** Encourage road connections that will complete the street grid in NPU-D and reduce congestion on existing roads. The extension of Fairmont Ave to Huber St to relieve traffic from Huff Road, the extension of Trabert St from Howell Mill to Northside Drive in order to relieve traffic from Howell Mill Road, the extension of Culpepper St to Ellsworth Industrial Blvd to relieve traffic from Huff Road, the extension of Old Chattahoochee to rejoin Old Chattahoochee to relieve traffic from the intersection of Chattahoochee Ave and Howell Mill Road, and the improvement of Thomas St along the north side of Tilford Yard connecting Marietta Road to Marietta Blvd to relieve traffic from Marietta Rd, among others.
- D-5 Special Use permits:** Prevent new specially permitted heavy industrial uses such as concrete and cement plants, asphalt plants, and hazardous material handling in NPU-D industrial areas, which are ill suited to these uses.
- D-6 Defoor Ave:** Preserve the residential character of Bellemeade Ave and Defoor Ave between the commercial nodes at the intersections with Northside Drive, Howell Mill Road, and Collier Road. Discourage commercial and multi-family

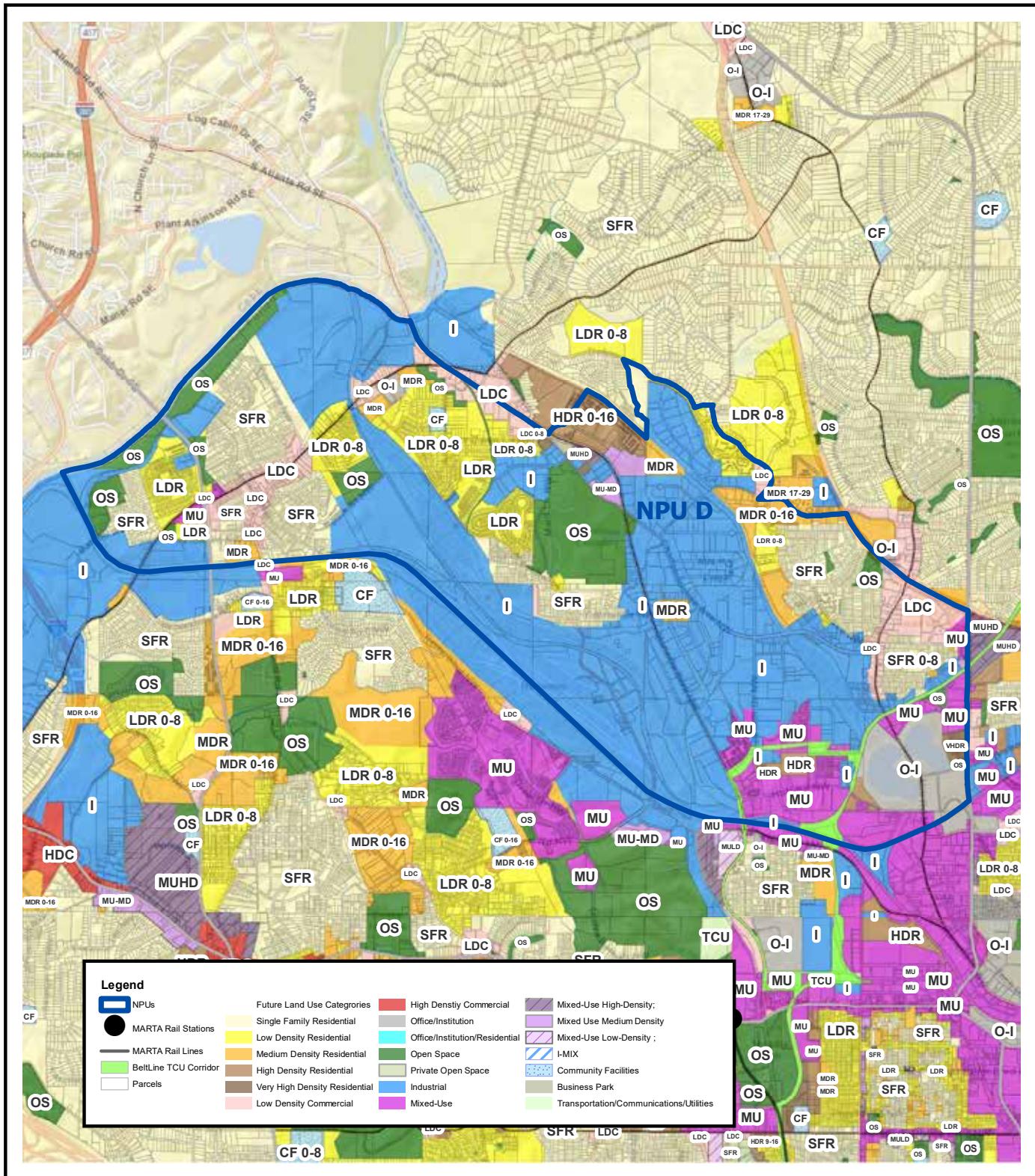
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- development on the East Side of DeFoar Ave away from these nodes. Encourage a transition to residential or office land use for the industrially zoned properties on the west side of Defoors Avenue. Encourage continuous sidewalks and bike lanes on both sides of Defoor Ave between Howell Mill Road and Bolton Road.
- D-7** **James Jackson Pkwy:** Encourage the development of James Jackson into a major commercial corridor in the NW quadrant with dining, grocers and dense residential developments.
- D-8** **Bolton Road:** Support improvements to Bolton Road with the addition of sidewalks and other streetscape measures. Encourage the development of small neighborhood-oriented commercial nodes along Bolton Road. Reduce truck traffic and traffic speed.
- D-9** **Howell Mill Road:** Encourage the conversion of Howell Mill Road to a pedestrian friendly neighborhood-oriented commercial corridor with continuous sidewalks along both sides, dedicated bike lanes on both sides joining those north of Collier road with those on Marietta St, reduced speeds, reduced truck traffic, fewer curb cuts, fewer drive-through businesses, and fewer auto-oriented uses (gas stations, body shops etc.). Encourage narrowing the roadway to two lanes with dedicated turning lanes in appropriate places between Chattahoochee Ave and Huff Rd as a means to slow traffic and provide right of way for bicycle and pedestrian amenities.
- D-10** **Huff Road:** Encourage the conversion of Huff Road to a pedestrian friendly residential and commercial corridor with a continuous 3-lane cross section to accommodate left turns in the center lane, continuous sidewalks on both sides of the street, much less truck traffic, and reduced speeds. Stop signs or traffic signals should be added at critical intersections for safe turning movements and to reduce travel speeds. Pedestrian crossings should be improved at critical intersections.
- D-II** **Marietta Blvd:** Preserve Marietta Blvd as an arterial road and potential northwest transit alignment. Improve pedestrian safety by shifting sidewalks back from the curb and adding landscaped buffers between these and traffic in the extremely wide extant right of way. Improve pedestrian crossings with new signals, clear markings, and refuges. Reduce traffic speeds to the posted 35 mph as actual speeds are currently more consistent with a freeway than an urban surface street.
- D-I2** **Marietta Road:** Divert truck traffic tied to sites south of Tilford yard to Marietta Blvd and encourage the residential character of Marietta Road between Tilford Yard and Bolton Road with continuous sidewalks on both sides of the street where possible and reduced speeds. Enforce existing prohibition against truck through traffic.
- D-I3** **Chattahoochee Ave:** Preserve Chattahoochee Ave between Howell Mill Road and Marietta Blvd as a primarily light industrial, commercial and mixed-use corridor. Discourage truck traffic from accessing the intersection of Chattahoochee Ave and Howell Mill Road. Improve sidewalks and pedestrian crossings particularly in the vicinity of Central Mobile Home Village.
- D-I4** **Collier Road:** Preserve the southeast side of Collier Road between Howell Mill Road and Defoor Ave for low and medium density residential uses.
- D-I5** **Northside Drive:** Encourage medium- and high-density residential and mixed commercial/residential developments along the west side of Northside Drive between

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- 17th Street and I-75. Discourage industrial uses, drive-through uses, and self-storage units in this area. Encourage the creation of a continuous sidewalk along this section of Northside Drive. Improve pedestrian crossings at Bellemeade Ave, Holmes St, Deering Rd, and 17th St. Crossing for a future Beltline trail should be above grade. Traffic speeds should be reduced.
- D-16** **Affordable housing:** Preserve existing affordable residential developments in nominally their current form. These include "743 @ Howell Mill" in the residential core of the Berkeley Park community at 743 Holmes St, "Central Mobile Home Village" at 1505 Chattahoochee Ave in Bolton, the Marietta Road Senior Living Highrise at 2295 Marietta Rd in Bolton, the "Bridge Side" apartments at 1955 LaDawn Ln in Bolton, and the small "missing-middle" residential development(s) along the south side of Collier Road in Underwood Hills (aka "Collier 1000", "Collier Flats"). Encourage all new residential developments to include an affordable component.
- D-17** **New residential development:** Encourage medium- and high-density residential development around the Atlanta waterworks, at the west end of Blandtown close to the new Westside Park, and along Marietta Blvd. in Bolton and Hills Park. Encourage medium- and low-density residential developments on the periphery of existing single-family areas.
- D-18** **Atlanta Waterworks:** Encourage the improvement and expansion of publicly accessible green space at the Atlanta Waterworks. This should include recreational amenities in the existing green space along 17th Street, the reopening of the waterworks lodge as an event space and the relocation or removal of fencing around the reservoir on the east side of Howell Mill Road, which is no longer relevant to the water supply with the opening of the much larger quarry reservoir.
- D-19** **Underwood Hills Park:** Improve the recreational amenities in Underwood Hills Park. Replace the existing fence along Harper St. Incorporate the unused Appletree St right of way into the park. Keep as many natural areas as possible in conjunction with providing recreational amenities. Replace deteriorating aspects of improved areas as needed.
- D-20** **Collins Park:** Improve the trail network through the park. Remove invasive species of plants. Replant stream buffers. Add trail connectivity to the Whetstone Creek / Riverwalk Atlanta Trail (crossing Bolton Road at the Ga Power transmission lines) and along the edge of Tilford Yard.
- D-21** **Whittier Mill Park:** Add recreational amenities to the park.
- D-22** **Bolton Academy:** Continue to support the development of Bolton Academy as an International Baccalaureate school, improving the educational experience for its students, and assist with planning for expansion of facilities & services for future increased families and students.
- D-23** **Cut-through traffic:** Discourage cut-through traffic in the core residential areas of Berkeley Park, Underwood Hills, Riverside, Hills Park, and Bolton with the addition of bulb outs, street closures, sheltered parking, speed humps, speed tables, textured pavement, and stop signs.
- D-24** **Agape Center:** Preserve and enhance the services offered to the community by the Agape Center on Marietta Blvd such as the summer and after school programs for children.

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- D-25 Senior citizens services:** Preserve and enhance the services offered to the community by Meals on Wheels Atlanta (formerly Senior Citizens Services) on Bellemeade Ave. in supporting seniors who are aging in place inside NPU-D.
- D-26 Historic preservation:** Preserve the historic structures at the Goat Farm, Collins United Methodist Church, the First Baptist Church of Chattahoochee, the Mason Hall building at the corner of Marietta Rd and Bolton Rd and the adjacent Adams' Hardware building (currently "The Companion" restaurant), the Bolton Academy elementary school, Fire Station 23, Fire Station 8, multiple structures at the Hemphill water treatment plant, the former Endeavor Church buildings at the corner of Annie St and Alma St, The Defoor Centre (1710 Defoor Ave), the Northside Church of God (1736 Harper St at the intersection with Defoor Ave), the Defoor Avenue Baptist Church (1871 Defoor Ave), the Southern Bearing Lofts (1791 Harper St) and the trolley tunnel and substation next to Bolton Road on the RM Clayton site among others. Encourage new historical markers and neighborhood identification signage to raise public awareness of NPU-D communities and their history.
- D-27 Zoning enforcement:** Encourage the enforcement of zoning codes against long-standing violations including excess commercial signage in the Beltline Overlay along Howell Mill Road, the configuration of the Kroger driveway onto Bellemeade Ave in Berkeley Park, parking in required yards, rooming houses in Berkeley Park and Underwood Hills, and chain link and razor wire fencing along Old Chattahoochee among others. Expand the area covered by SPI-14 (rooming house definition) and enforce its strictures. Encourage regular reporting by city staff to NPU-D with regard to ongoing zoning violations. Withhold certificates of occupancy for projects that do not conform to zoning requirements.
- D-28 Beltline:** Encourage the speedy construction of the main Beltline trail through NPU-D with the trail configuration off-street wherever possible; with off-grade crossings of Marietta Street, Howell Mill Road, and Northside Drive; with spur trails connecting to the Whetstone Creek Trail, the Proctor Creek Trail, and the Silver Comet Trail; and with amenities similar to those along the completed westside trail.
- D-29 Sewer and Storm water issues:** Address the longstanding stormwater flooding and combined sewer issues in NPU-D, particularly those in Bolton (around Loop Road and Adams Drive) and Berkeley Park (around Antone St and Forrest Ave). Encourage a survey of existing stormwater and sewer infrastructure throughout NPU-D.
- D-30 RM Clayton Plant:** Encourage appropriate visual screening for the heavy industrial operations at the RM Clayton sewage treatment plant from the surrounding communities. Reduce odors, truck traffic, and airborne particulates related to activities on this site.
- D-31 Tree preservation:** Preserve the existing mature tree canopy in NPU-D, and encourage replanting of appropriate tree species in conjunction with all new developments.
- D-32 Development impact fees:** Retain the impact fees generated by new developments in NPU-D for infrastructure projects in NPU-D. In particular, the impact fees from developments in the Blandtown community should be directed toward improvements to Huff Road.

-
- D-33 Proactive rezoning:** Down-zone or rezone parcels where prior rezoning(s) have created impediments to their redevelopment. In particular MR-2 zoned parcels along Marietta Rd.
 - D-34 Community supportive development:** Encourage new commercial and residential developments that support the viability and vibrancy of the existing communities in NPU-D. These include grocery stores, dining, small scale retail, medical and dental offices, and residential developments geared toward attracting long-term residents among other things.
 - D-35 Noise:** Ensure that the city's noise ordinance is rigorously enforced and that businesses flaunting this ordinance are discouraged from locating inside NPU-D. Ensure that any waivers granted to the noise ordinance are first vetted in public meetings of the full body of NPU-D.
 - D-36 Special Administrative Permits (SAPs):** Ensure that any new development or renovation that should require an SAP applies for and receives one before being issued a certificate of occupancy. Ensure that any administrative variations granted in the SAP review process are explicitly justified by specific details of the plan under review.
 - D-37 Pocket parks:** Encourage the development and enhancement of pocket park spaces throughout NPU-D including those at the intersections of Buchanan St and Verner St and the intersection of Forrest Ave and Berkeley Ave in Berkeley Park.
 - D-38 Freight rail lines:** Encourage enforcement of city ordinances with regard to freight rail operations.

NPU-D: FUTURE LAND USE

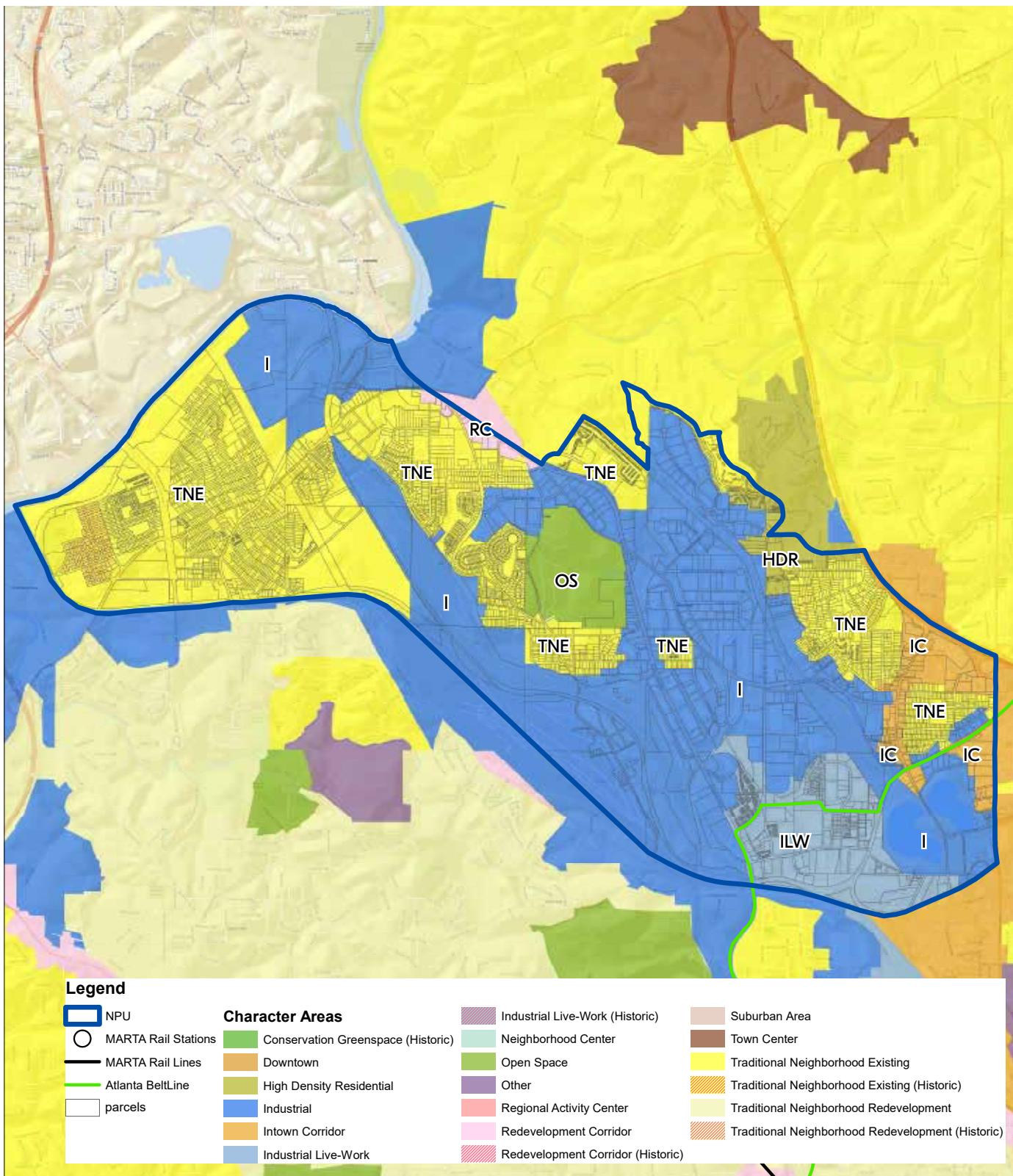


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NPU-D: CHARACTER AREAS



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NPU-E Policies

- | | |
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| <p>E-1 Preserve the historic integrity of Ansley Park, Ardmore Park, Brookwood, Brookwood Hills, Georgia Tech, and Midtown.</p> <p>E-2 Support the establishment of historic or landmark properties, districts, or overlays. Support the requirements of a specific landmark district or overlay as the superseding requirement where there is conflict with existing underlying zoning. Ensure the survival of any landmark district or overlay in future zoning changes.</p> <p>E-3 Preserve the single-family and low-density residential character of the Ansley Park, Sherwood Forest, Brookwood Hills, Ardmore, Loring Heights, Midtown (Garden District), Brookwood, and Home Park neighborhoods.</p> <p>E-4 Support the enforcement of lot coverage limits and other appropriate measures, such as protecting and increasing the tree canopy, to limit stormwater runoff.</p> <p>E-5 Support the enforcement of existing zoning codes, sanctions for permit and code violations, and provision of sufficient staffing and accountability within the appropriate departments.</p> <p>E-6 Where NPU-E Traditional Neighborhood Existing policies and Transit-Oriented Development policies conflict, support the TNE policy to preserve historic NPU-E neighborhood fabric.</p> <p>E-7 Maintain an accurate inventory of all single-family, duplex, and multi-family build in each TNE within NPU-E. Conduct the survey through observation and Fulton County property records and not exclusively through zoning classification in order to capture all non-conforming properties.</p> | <p>E-8 Where there is NPU-E support, protect existing "missing middle" housing from demolition.</p> <p>E-9 Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas.</p> <p>E-10 Support the continued development of the Atlanta Beltline Eastside Trail including improvements to the intersection located at 10th Street NE and Monroe Drive NE as part of the RENEW / TSPLOST Monroe corridor road improvement project. Support the prioritization of pedestrian and bicycle safety in the intersection design to include the consideration of:</p> <ul style="list-style-type: none">• an all-way pedestrian scramble crossing;• pedestrian / LIT elevated bridge;• acquisition of additional land at the SE corner of Beltline entrance to expand ped/bike refuge and enhance pedestrian movement; and• collaboration with private property owners to improve the design of NW parking lot entrance to improve ingress/egress efficiency and dangerous traffic congestion at the intersection. <p>E-11 Support NPU-E's ability to introduce and request new legislation to be sponsored by Atlanta City Council Members.</p> <p>E-12 Support the continued allowance for NPU autonomy to structure their bylaws, policies, and communications unique to their NPU so that each NPU can represent and advocate on behalf of their member neighborhoods in a manner tailored to their communities.</p> |
|--|---|

E-13	Support the legislative and policy changes guaranteeing NPU's the right to present at all License Review Board hearings including Due Cause proceedings. Support legislative changes that allow NPU's to formally initiate City of Atlanta investigations into nuisance properties.	<i>Ansley Park</i>
E-14	Support legislation that requires NPU support or support with conditions for special event permits and liquor license applications prior to the issuance of said permit or license.	E-20 Preserve Ansley Park, listed on the National Register of Historic Places for historical and architectural significance, from encroachment of development, rezoning, or amending future land use within its long established boundaries that is not compatible with single family land use designation. Maintain the alleyway between Peachtree and Peachtree Circle that was demarcated in the original conservation plan for Ansley Park as buffer for commercial development along Peachtree. Development along Ansley Park borders should incorporate a transitional height plane and rear facing facades of developments including parking decks should be designed to mitigate their impact to residents and pedestrians in Ansley Park. Support development along the Beltline between Piedmont and I-85 in areas already zoned for commercial activities that respect the predominantly single-family residential homes nearby, mitigating the impact of sound, light and security concerns and other negative externalities so the Beltline continues to be a positive force for neighboring residents. Ensure all commercial or mixed use development including those adjacent to Ansley Park reduces the volume of stormwater and considers the impact to sewer capacity due to existing flooding conditions in the neighborhood, particularly along Peachtree Circle.
E-15	Protect existing parks, public open space, and public greenspace in NPU-E from encroachment, sale or redevelopment. Encourage opportunities to increase greenspace.	
E-16	Support legislation that provides for limitations on outdoor amplified sound variances granted in conjunction with Gated and Ticketed Event and Outdoor Festival Permits.	
E-17	Support legislation that provides protections to LIT transit lanes from unnecessary closure or blockage from private citizen vehicles, third-party contractors, construction projects, city services vehicles, and special events.	
E-18	Protect the residential character of the Inwood Circle neighborhood.	<i>Brookwood Hills</i>
E-19	Support the expansion of and investment in our city's Light Individual Transit (LIT) network including a focus on connecting to major MARTA and other ROW public transit lines. Promote the adoption of innovative and aesthetically pleasing safety buffer systems. Allocate funding that is appropriate and sustainable for the maintenance and repair of this city-wide circuit. Prioritize LIT lanes as permanent transit lanes and protect them from closure or obstruction.	E-21 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.

Home Park

- E-22** Maintain Tenth Street as the boundary between the Georgia Tech campus and the Home Park Neighborhood.

Loring Heights

- E-23** Amend the CDP to remove the Industrial Character Area along Bishop Street in Loring Heights Neighborhood. When Atlantic Steel was rezoned and developed 20 years ago, the ancillary industrial uses along this street lost relevance. Additionally, many industrial users have voluntarily left the area due to size and location constraints of the area for other, better suited, industrial areas within the City. As this area borders an existing single family neighborhood, the uses are not appropriate to continue as Heavy and Light Industrial. The Loring Heights Master Plan (adopted into the CDP in 2012) calls for underlying land use changes within this area.

Midtown

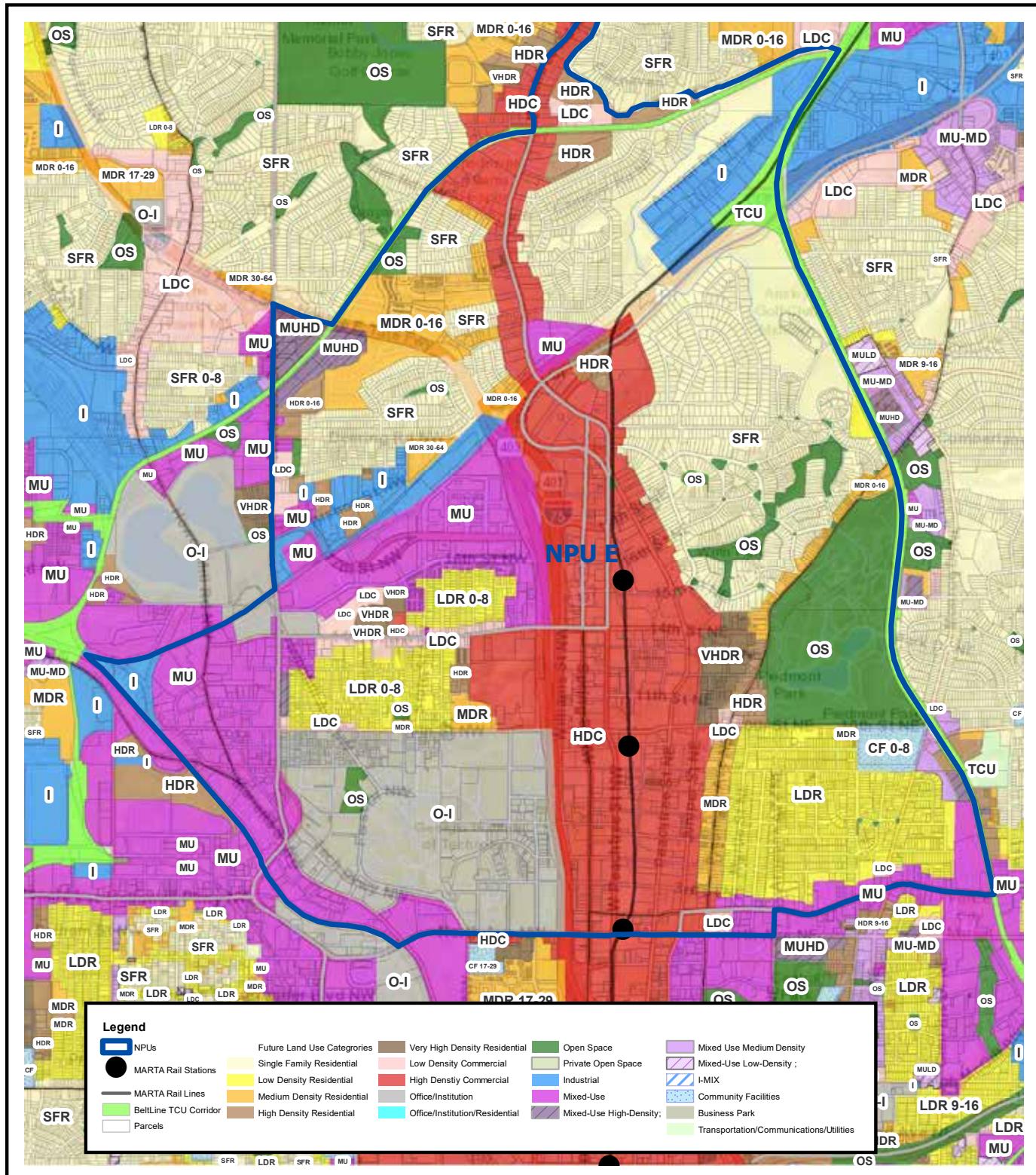
- E-24** Promote the development of housing and accessory commercial uses in the Upper Midtown area in accordance with density, height, and design guidelines that serve to protect the character of Piedmont Park and adjoining residential neighborhoods. The Upper Midtown area is bounded by 10th Street to the South and 14th Street to the North. 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 to 14th Street). Maintain a transitional height plane requirement for all parcels located on the western side of Piedmont Avenue facing

Piedmont Park from 10th Street to 14th 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-25** Encourage mixed-use nodal development in the Midtown Improvement District that is centered on MARTA transit stations.
- E-26** Promote activated street-level engagement to maximize pedestrian movement through the Midtown Neighborhood, enhance public safety, and offer a wide variety of retail and personal services in addition to dining within the community. Discourage the outsized use of street-level square footage for entry lobbies and building-specific amenity spaces.

E-27	Promote density indications within the Midtown Improvement District as outlined in SPI-16 and SPI-17. Promote the density indications for the Historic Midtown Garden District as outlined in the Midtown Garden District Master Plan (adopted into the CDP in 2017) including:	to residential options including affordable housing units. Development to minimize traffic imposition on existing Historic Midtown Garden District residential streets, eliminate noise and light pollution, enhance public safety measures at ingress and egress access points into the Historic Midtown Garden District, and provide pedestrian and bicycle access to the Eastside Beltline Trail.
	<ul style="list-style-type: none"> • limiting development to low-density residential (0-8 units / parcel) within the Midtown Garden District and requiring design that is compatible with the existing R-5 zoning requirements including transitional height plane, FAR ratio, max lot coverage, and setback requirements; and • allowing some increased density of NW, NE, and SW parcels at the intersection of 10th and Piedmont and along the Ponce de Leon corridor to achieve the highest and best use of available development parcels while retaining compatibility requirements like transitional yard and transitional height plane. 	
E-28	Preserve the Historic Midtown Garden District, listed on the National Register of Historic Places for historical and architectural significance, from the encroachment of incompatible development, rezoning, or amending future land use within its established boundaries using the Midtown Garden District Master Plan (adopted into the CDP in 2017) as a guiding resource for neighborhood development.	
E-30		Support the update of existing RPP parking zones and expansion or creation of new parking regulations within the Midtown Garden District to simplify parameters. Support an increase in enforcement through both traditional citation and digital enforcement programs.
E-31		Support the expansion of art placement throughout the Midtown Neighborhood including both the Midtown Improvement District (i.e. privately owned outdoor plazas and the Midtown Art Walk) and the Historic Midtown Garden District (i.e. shared public green spaces along Charles Allen Drive and Greenwood Avenue).
E-32		Support the requirement of a Special Exception Permit including NPU-E review and vote of outdoor amplified sound within SPI-16 and SPI-17.
E-33		Support participatory budgeting initiatives that allow Midtown Neighborhood residents to choose infrastructure and safety programs that have a positive impact on the community.
E-29	Provide mixed-use development in the area that is bounded by Lakeview Avenue/Monroe Circle to the west, the Atlanta Beltline Eastside Trail to the east, Ponce de Leon Avenue to the south, and Monroe Drive/Virginia Avenue to the north. Mixed-use development to be designed with a majority of the developed property square footage to be allocated	

NPU-E: FUTURE LAND USE



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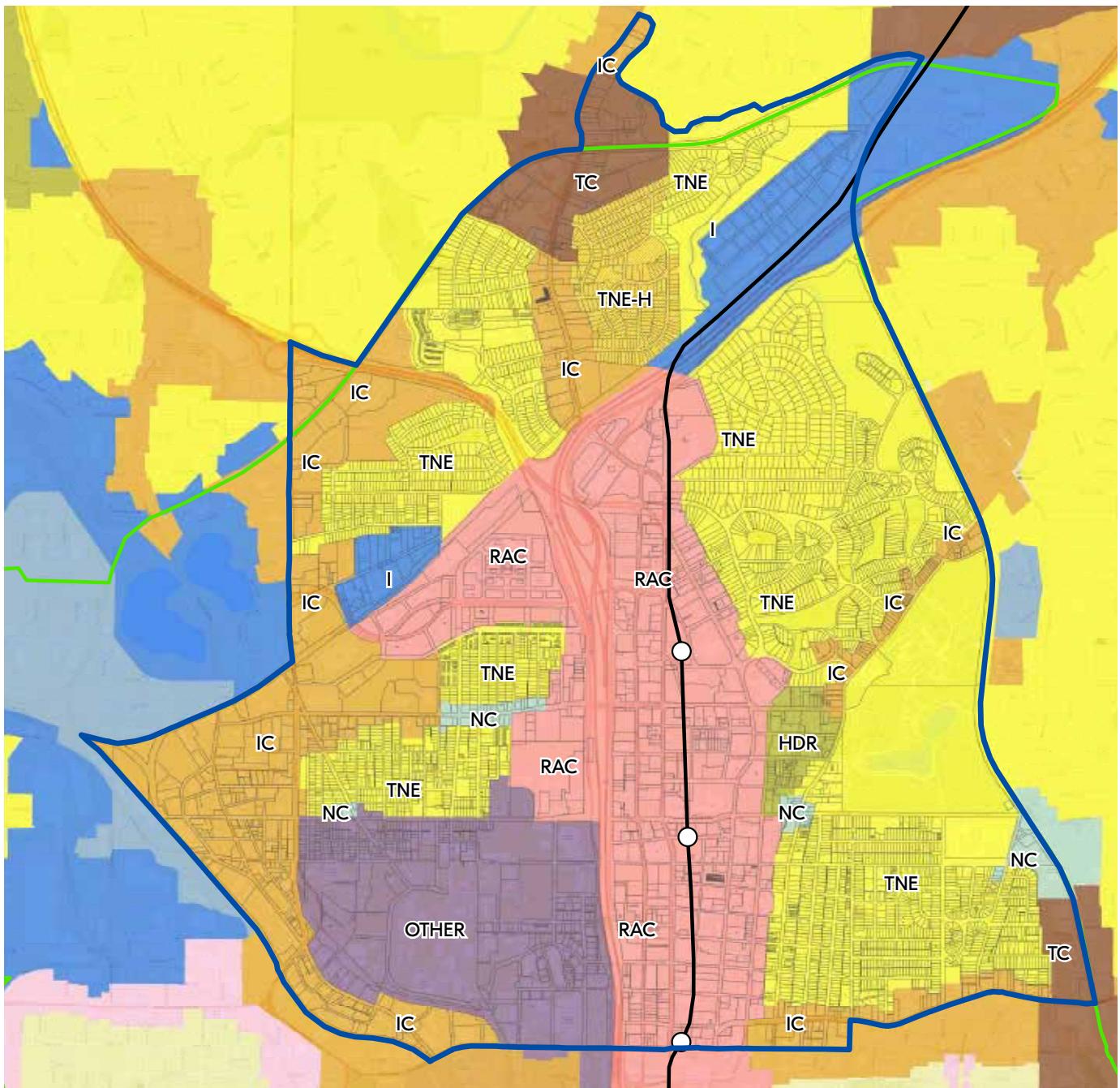
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NPU-E: CHARACTER AREAS



Legend

NPU		Character Areas									
	NPU		Industrial Live-Work (Historic)		Conservation Greenspace (Historic)		Neighborhood Center		Suburban Area		Town Center
	MARTA Rail Stations		Downtown		High Density Residential		Open Space		Traditional Neighborhood Existing		Traditional Neighborhood Existing (Historic)
	MARTA Rail Lines		Industrial		Intown Corridor		Industrial Live-Work		Regional Activity Center		Redevelopment Corridor
	NPUE parcels		Other		Redevelopment Corridor (Historic)						



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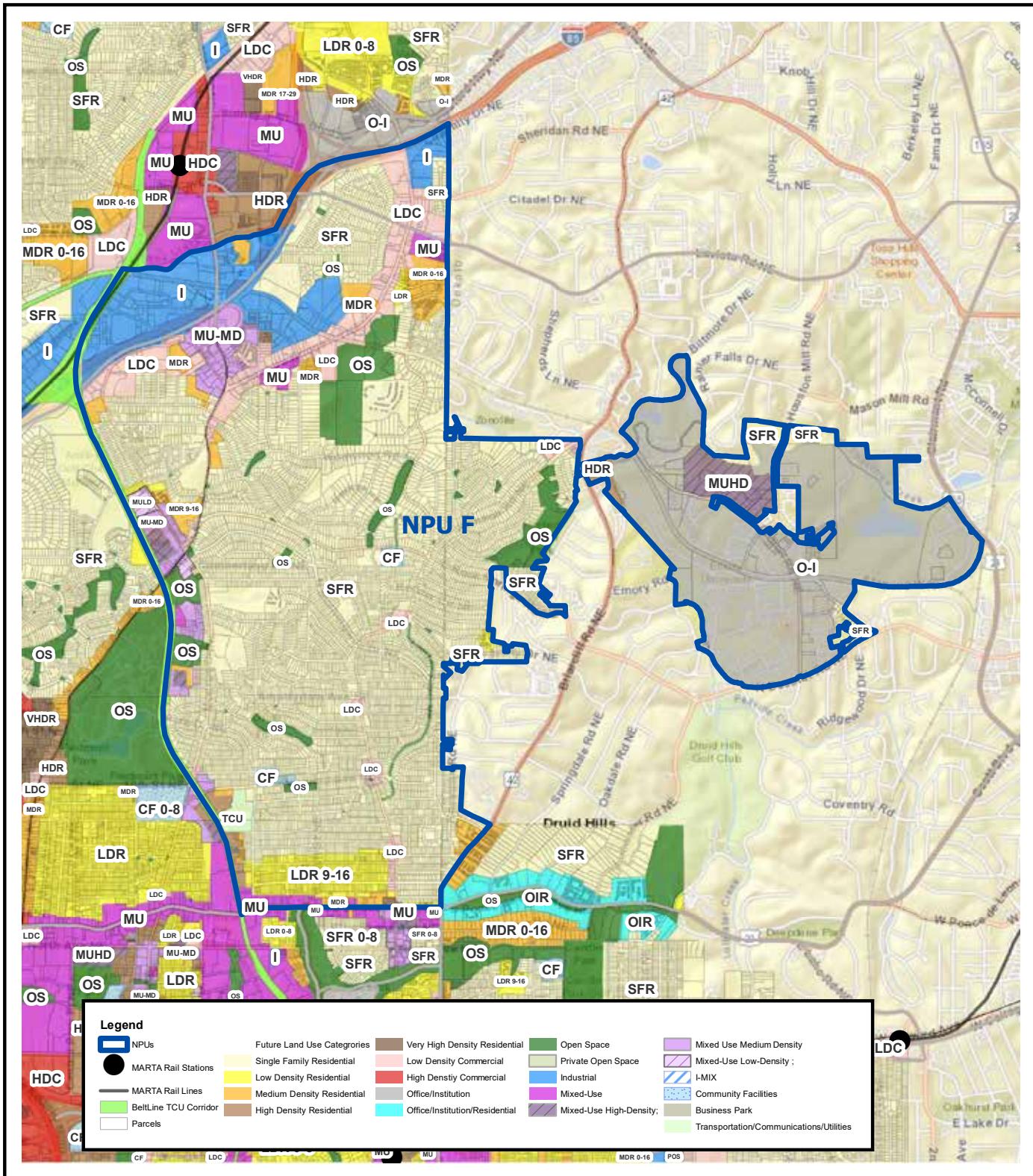
NPU-F Policies

Residential Neighborhoods

- F-1 Protect the historic integrity and character of existing single-family (R-4) districts. Protect the low-density multi-family residential character of the St. Charles-Greenwood district. Assemblages and re-zonings of such districts to higher-density residential, commercial, or mixed-use categories should be rejected.
- F-2 Actively support new development on properties currently zoned for it. Evaluate proposals for land use changes and rezoning amendments in light of their overall impacts on the quality of life, transit, density, and compatibility with neighborhood, NPU, and city plans and goals, including those referenced in F-1.
- Support alternatives and approaches that decrease parking requirements
 - Discourage further strip development. Encourage consolidation and redevelopment of existing strip retail centers to be compatible with adjacent neighborhoods using neighborhood commercial zoning principles.
 - Oppose zoning and retail creep from existing commercial districts into adjacent residential areas.
- F-3 Utilize substantial foliage to preserve the character and livability of existing residential communities and screen them from the impacts of new parking decks.
- F-4 Promote individual mobility and provide improved and safer conditions and facilities for pedestrians and cyclists.
- F-5 Preserve existing Open Space.

- F-6 Support inter-modal transit planning and functionality that will address the 'last mile' challenge. Emphasize more local access along new transit lines.
Office/Institutional Area including Emory University/CDC/CHOA/Villa International/Synod of the South Atlantic of the Presbyterian Church (*including property in the City of Atlanta, north of North Decatur)*
- F-7 Minimize impact of facilities and expansion in surrounding neighborhoods.
- F-8 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.
- F-9 Minimize the use of adjacent neighborhood streets for parking by establishing adequate parking requirements and encouraging shared parking arrangements. Encourage well designed public parking.
- F-10 Encourage integrated modes of transportation including pedestrian, bicycle, auto, private shuttles and the use of public transportation.
- F-11 Encourage Emory's development of the Haygood Drive/Ridgewood Drive corridor and the Gatewood Road/Luckie Lane corridor on its campus consistent with policies F-7 through F-10.

NPU-F: FUTURE LAND USE



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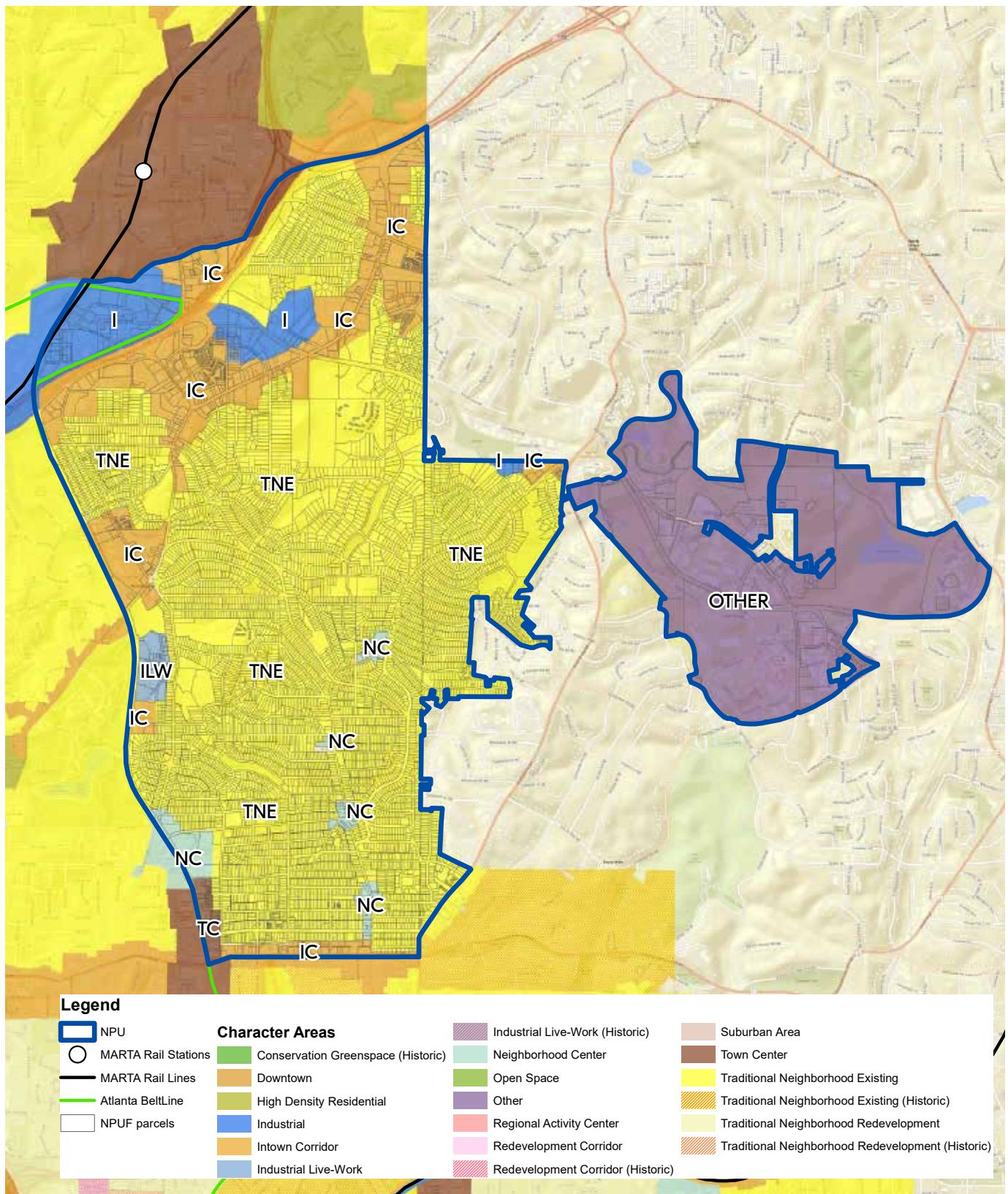
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NPU-F: CHARACTER AREAS



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NPU-G Policies

Housing

- G-1** Support and promote the NPU-G Community Master Plan Update 2020.
- 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 (such as Atlanta Industrial Park and Inman Yard) and provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas. Work with industrial property owners, Fulton Industrial Boulevard CID, and City of Atlanta to establish I-Mix Districts in areas like Atlanta Industrial Park to allow for the co-location of residential and light industrial jobs.
- G-5** Encourage the redevelopment of the Atlanta Housing (former Bowen Homes Project) site to a mixed-use medium to high-density land-use and zoning and maintaining deep affordability of housing where possible, commercial, entertainment, schools and community resources. 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 on the southside.
- G-6** Encourage and channel redevelopment to existing corridors (i.e., Donald Lee Hollowell Pkwy, James Jackson Pkwy), ensuring design plans for new or redeveloped commercial and mixed-use have appropriate transitional

zones between mixed-use medium density developments to existing single-family neighborhoods.

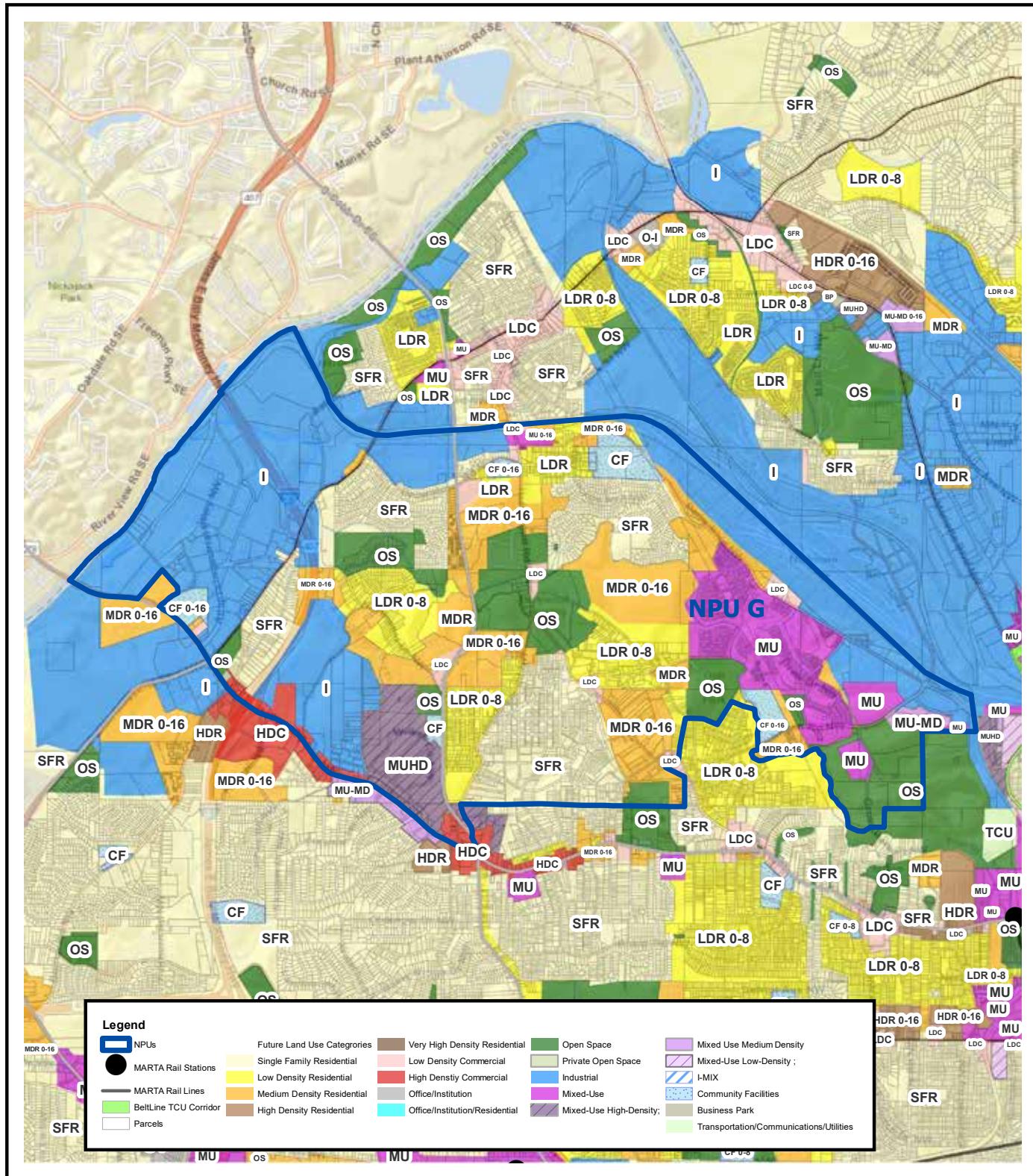
- G-7** Introduce medium-density residential or mixed-use medium density land-use and zoning on Atlanta Housing (former Hollywood Courts Project) site in the Scotts Crossing neighborhood. Promote transitional zones between medium densities development along Hollywood Road corridor to existing single family residential neighborhoods using mid to low-rise mixed use development.
- G-8** 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).

Commercial/Pedestrian Safety/Other Purposes

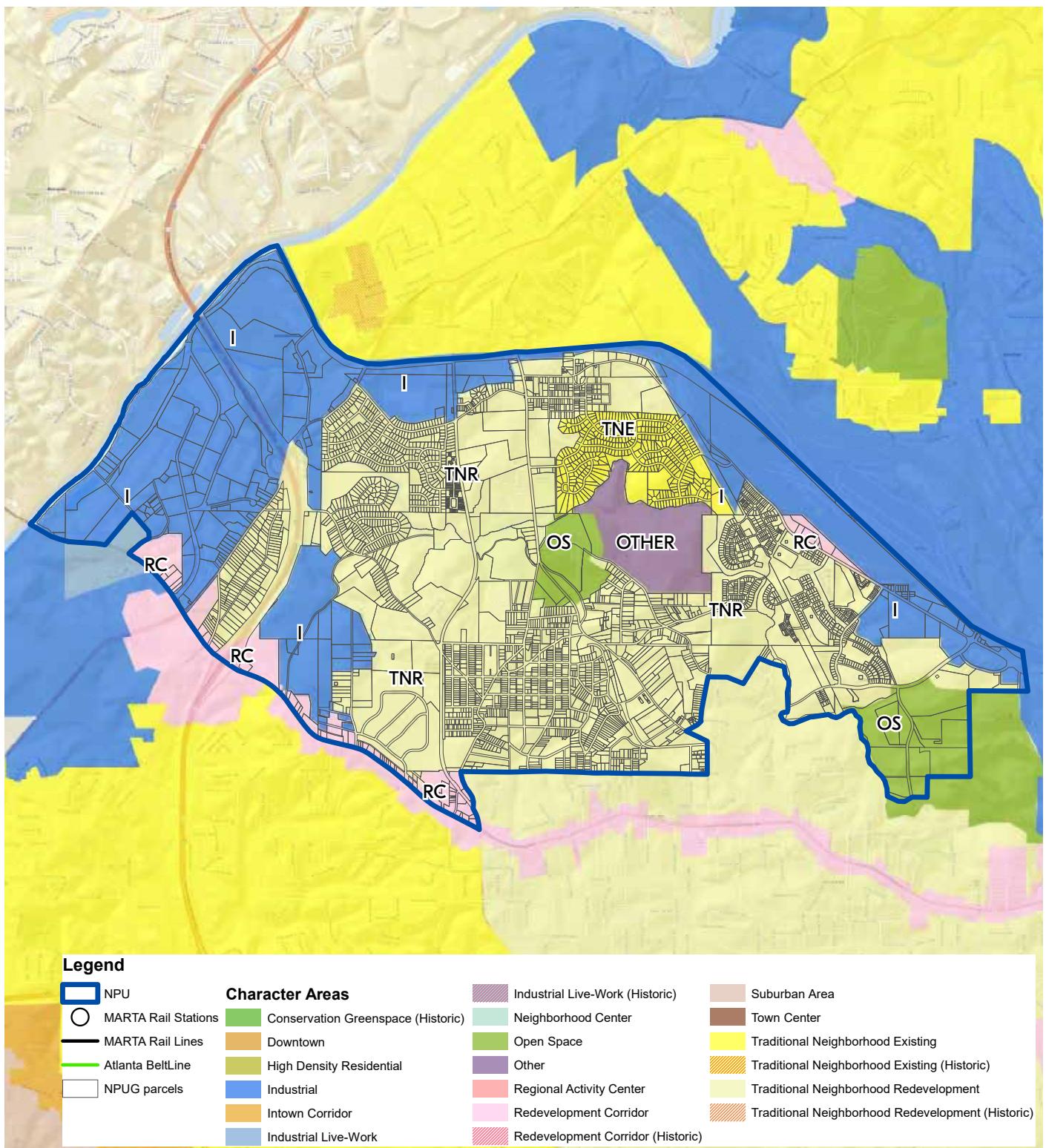
- G-9** Create low-density commercial land use on the northeast side of Perry Boulevard adjacent to the Inman Railyard.
- G-10** Contain strip commercial use along Donald Lee Hollowell Parkway. Consolidate strip commercial uses so as to create a unified development having a minimum number of curb cuts and turn lanes.
- G-11** Implement 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. Work with the Office of Zoning and Development and the Office of Design to local design standards and communicate to property owners and developers what are their priorities for and how development should look and integrate into the area.

-
- G-12** Encourage the utilization of undeveloped land along the Chattahoochee River for a park, bike trail and Riverwalk Atlanta greenway as envisioned in the Chattahoochee RiverLands. Support the City and Region's project to extend the Proctor Creek Greenway to the Chattahoochee River which would include a Park or Historical walk recognizing the stories of the Chattahoochee Brickyard Site.
- G-13** Encourage pedestrian mobility by completing the sidewalk networks throughout NPU-G and upgrading and adding crosswalks for pedestrians' safety. Improve pedestrian amenities such as street trees and wide sidewalks to further encourage pedestrian travel. Encourage safe and responsible driving patterns throughout NPU-G and through implementation of traffic calming measures and enforcement of speed limits.
- G-14** Work with the Department of Parks and Recreation and Atlanta Department of Transportation to ensure the Westside Park has safe and accessible connections to NPU-G neighborhoods.
- G-15** Discourage the development of businesses, such as liquor stores and non-tax contributing entities.
- G-16** Discourage any development that proposes development in floodplains.
- G-17** Advocate for open space land use that preserves for Public Park, cemetery, or greenspace as the following: Gun Club Park, Gun Club Landfill and the old Finch Elementary School site in the Carver Hills community.
- G-18** Work with owners of large tracts to ensure that development proposals incorporate thoughtful green infrastructure designs.
- G-19** Explore opportunities for increased food access through community-supported agriculture, farmers' markets, or other retail opportunities.

NPU-G: FUTURE LAND USE



NPU-G: CHARACTER AREAS



NPU-H Policies

Vision Statement:

Create a vibrant and safe community for the NPU-H neighborhoods by offering diverse housing options, thriving businesses, accessible transportation, connections to nature, and a high quality of life for all.

Goal 1: Create a high quality of life for all residents

- Engage local educational partnerships with community organizations, non-profits, and recreation centers to increase the quality of education for people of all ages
- Encourage developers to provide usable green space in all redevelopment and use green infrastructure where possible
- Attract a diversity of businesses that meet the needs of the community, including daily needs shopping and a variety of restaurants
- Increase access to healthy, fresh food through redevelopment, community partnerships, and urban food gardens
- Take a proactive stance on public health and mitigate the negative impacts of industries on Fulton Industrial Boulevard
- Maintain parks and offer programming for residents of all ages
- Add small community gardens to community curbs and community parks.
- Planting of edibles, such as fruit trees along the streets within the neighborhoods, to rebuild the tree canopy of the area, lower the heat index, and enhance the health of the residents.

- Encourage the design and utilization of rooftop gardens, and renewable building materials, such as hemp crete, to help lower the heat island index of the area, as well as the amount of pollution from our surround high polluters (airport, 3 highways, trucking centers, high traffic roads, etc.)

Goal 2: Focus redevelopment on priority vacant properties and abandoned structures

- Implement strategic rezoning that benefits residents and meets the goals set forth in this plan
- Determine development criteria for priority redevelopment sites
- Promote redevelopment of key commercial nodes and aging apartment complexes
- Minimize flooding by maintaining natural terrain and using best practices for storm-water management
- Use green infrastructure and temporary garden plantings on vacant lots to maintain the beauty and value of vacant lots.

Goal 3: Promote inclusiveness for all people

- Foster aging in place through design and policy recommendations
- Increase the rate of homeownership in the community
- Promote awareness of existing and future homeownership programs and bill assistance programs
- Promote home rehabilitation programs and alternative energy sources to mitigate the cost of living for current homeowners

- Engage renters in the community and encourage them to stay
- Preserve naturally occurring / subsidized affordable housing units
- Preserve the character of the single-family areas
- Identify the communities as historical areas to preserve history and community character.
- Create avenues such as tax incentives, grants, etc to long time, and elder residents to help maintain their homes against raising of taxes with new developments.
- Integrate the Martin Luther King, Jr. Drive and Fairburn Road corridor projects into this plan
- Slow traffic and make major corridors walkable and safe
- Promote walkability by expanding the network of safe sidewalks
- Add street lighting to low lit areas
- Improve access to existing parks for all modes of transportation
- Add white street lighting to improve the characterization of the community
- Add green white light post to high traffic volume roads, and highways such as MLK, Fairburn Rd, Boulder Park, Bolton Rd, Bakers Ferry, Adamsville, Collier Heights, to improve visibility, safety, and character.

Goal 4: Improve the cleanliness and appearance of properties, streets, and parks

- Enforce zoning, building codes, and public safety
- Prevent dumping of trash, illegal parking, and illegal land uses
- Improve City of Atlanta responsiveness to code violations
- Establish community clean-up initiatives
- Promote community pride and ownership
- Adding of recycling, compost, and trash bins to streets, parks, and high traffic corner areas to help eradicate illegal littering.
- Adding art work, designs, and beautification to all public spaces, and incentives to privately owned commercial properties to add art to their spaces.

Goal 5: Improve mobility by investing in existing infrastructure, increasing safety and security of transportation modes, and expanding transportation options.

- Add street lighting to low lit areas
- Improve access to existing parks for all modes of transportation
- Add white street lighting to improve the characterization of the community
- Add green white light post to high traffic volume roads, and highways such as MLK, Fairburn Rd, Boulder Park, Bolton Rd, Bakers Ferry, Adamsville, Collier Heights, to improve visibility, safety, and character.
- Maintaining green spaces along the high traffic areas, such as MLK, Fairburn Rd, etc to serve as pollution and noise buffers to local communities.

Policies

Residential Housing

Establishing the communities as historical neighborhoods to protect the homes, house designs, and land/housing prices of NPU-H communities.

- H-1** Preserve the single-family residential character of NPU-H in all neighborhoods especially the Carroll Heights, Fairburn Heights, Adamsville, Boulder Park, Baker Hills, and Collier Heights Neighborhoods.
- H-2** Encourage new, infill development that is appropriately scaled and compatible with surrounding uses.

H-3	Middle to high income housing is encouraged to establish a more diverse housing while being mindful that legacy residents should not be forced from their homes because of increased taxation. Create a financial support grant to assist the legacy residents in maintenance of their homes to keep up with, provide support for increased property taxes and to help with their rising cost of living.	H-10	Encourage sidewalks on residential properties to improve safety and mobility, and advocate for financial assistance to property owners.
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-II	Promote sustainable and environmentally friendly materials, such as hemp crete, in the building of new homes, and in the educating of residents in the renovation of their homes and ensuring they can save monies on utilities, and to mitigate pollution in the area.
H-5	There should be a concerted effort to improve the housing stock by decreasing the number of unoccupied single dwellings through renovation and/or encouraging absentee homeowners to improve their property.	H-12	Support the testing of old and new homes to ensure they are primed for utilization of renewable energy technologies, including water collection, solar panels, hydropower technology within the sewer water system and home systems, create greenspaces along the sidewalks to enhance beauty and health of residents.
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.	<i>Commercial - Industrial</i>	
H-7	Support the preservation and the development of senior housing units and particularly affordable housing units along Fairburn Rd.	H-13	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.
<i>Residential - Undeveloped/Vacant</i>		H-14	Encourage diversity of commercial businesses on M.L. King Jr. Drive, such as a grocery store, sit down restaurant, and small stores.
H-8	Encourage new housing developments that are compatible with the character of existing neighborhoods, in design and value.	H-15	Support unified development of the Admansville commercial area and its associated community facilities without encroaching into adjacent residential areas.
H-9	Encourage developers to use city, local, and minority based labor and businesses to develop projects. Do so by identifying and using programs and initiatives via inter-community business owners and residents.	H-16	Create a greenspace collection fund to save, add, and maintain our greenspaces along our major use roads such as MLK as they are the only buffers helping to keep our community safer from the heavy pollution sources surrounding our communities.

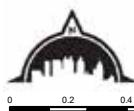
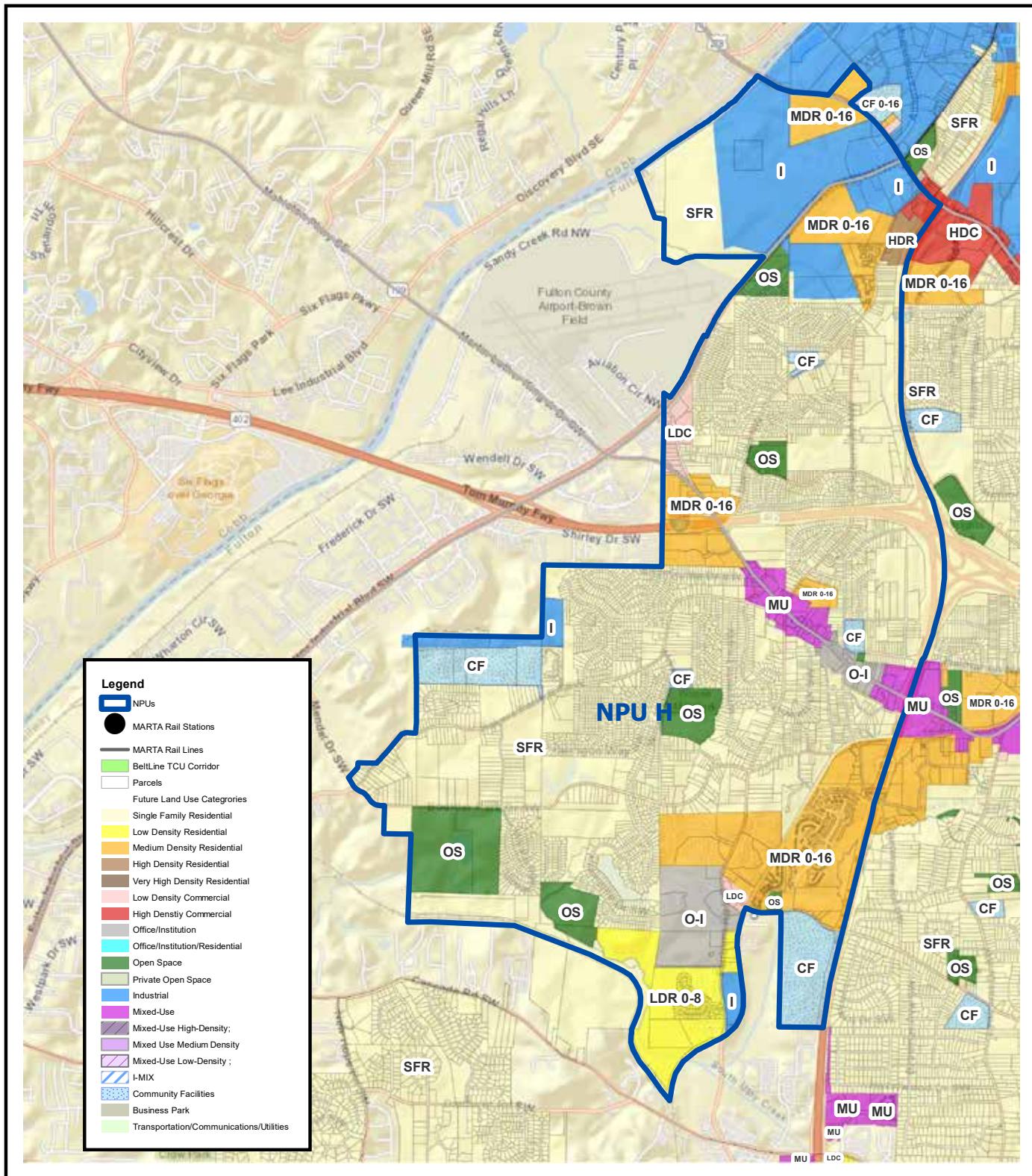
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| <p>H-17 Encourage the re-zoning from RG-3 to Mixed Use Development from on Martin Luther King Jr. Drive from Bolton Road to Fulton Industrial Boulevard without encroaching into adjacent single-family residential areas.</p> <p>H-18 Discourage un-kept commercial storefronts. Encourage enhancing the exterior and adding, when possible, greenery such as edible shrubbery, grass, flowers, as well as fruit and flower bearing shrubbery and trees.</p> <p>H-19 Encourage new business with acceptable storefront designs according to guidelines identified in the NPU-H- Adamsville 2011 Comprehensive Development Master Plan</p> <p>H-20 Maintain the boundaries of commercial, industrial, and institutional uses without encroaching into low-density residential areas.</p> <p>H-21 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.</p> <p>H-22 Retain industrial uses. Provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.</p> <p>H-23 Preserve, protect, and maintain flood plain areas in their natural states</p> <p>H-24 Encourage developers and private owners to install sidewalks throughout NPU-H which will eliminate residents, especially children walking in the street. Create a task force to determine how sidewalks can be installed with all stakeholders involved with the eventual plan on major roads. Develop grants to encourage and assist home owners to add sidewalks.</p> <p>H-25 Support the preservation and the development of senior housing units and particularly affordable housing units.</p> | <p>H-26 Encourage the creation of training centers for entering or transitioning into new careers, entrepreneurship centers; create economic institutions to empower elders and lower income families to maintain their own properties and remain residents and owners.</p> <p>H-27 Encourage new developments to creating organic foodscapes, such as gardens and urban gardens, creating new technologies for construction utilizing greenspace rooftops.</p> <p>H-28 Redesign the parking lots to use green infrastructure, such as permeable pavers for water mitigation, and not settling for the creation of gulch capture spaces that allow for fast flowing waters back into the sewer system and local water systems.</p> <p>H-29 Create policies that will enforce the updating and upkeep of community business, to eradicate blight, and empower business owners to beautify their businesses, and utilize renewable energy.</p> |
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- Transportation*
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| | <p>H-30 Work with MARTA in planning to expand the rails beyond H. M. Holmes so that it does not destroy the MLK Village and its surrounding area. Create a new MARTA station to slow the amount of traffic entering Atlanta through our area and to attract more visitors to local businesses, place recycling and trash bins abundantly to ensure community members take care of their environment, redesign parking lots to utilize green infrastructure as both education and environmental healing.</p> <p>H-31 Encourage green beautification to be added to streetways to extend the MLK Path Work that started from Downtown to end where MLK meets Fulton Industrial.</p> |
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| <p>H-32 Use green infrastructure for community and road improvements and beautification, including fruit and flower trees along the roads, to help the mitigation of water, and lower stress on the storm water management — such as the flooding that is occurring with climate change.</p> <p>H-33 Change the lighting within our communities to white light instead of the orange bulbs, adding the green light polls along our major streets and highway roads, such as MLK Dr, Fairburn, Bolton, Bakers Ferry, Bolder Park, Collier Rd, Wilson Mill, Adamsville Rd, Delmar Ln — all those roads should have the green post white lamp polls to add to the lighting and beautification of the areas.</p> <p>H-34 Change the color of the roads to a lighter color to lower the heat island index within NPU-H as one of the hottest areas of Atlanta; or utilize the recycled rubber roads from Europe to help with water mitigation and cooling of roads.</p> <p>H-35 Encourage additional storm drains on streets where street flooding occurs during heavy rain.</p> <p>H-36 Encourage the creation of turn lanes on major thoroughfares (M. L. King Jr. Drive, Fairburn Road, Bolton Road, Boulder Park Drive, Bakes Ferry Road, Delmar Lane) at all intersections.</p> <p>H-37 Encourage the creation and designation of Bike Lanes on major thoroughfares (M.L. King Jr Drive & Fairburn Road).</p> | <p>H-38 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 as well as redesign of streets to allow room for bikes; shall be included in the development plans of all new retail/commercial projects and multifamily housing complex in NPU-H.</p> <p>H-39 Encourage the City to install pedestrian crossings equipped with count down signals, bright street lighting, and well-defined crossing walk.</p> <p>H-40 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.</p> <p>H-41 Support and encourage connectivity such as marked routes, bus routes and walking paths/routes to nature preserves in NPU- H.</p> |
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- Planning and Urban Design*
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| | <p>H-42 Encourage incentives to implement green infrastructure, architecture, and access to sustainable energy. Work with Office of Sustainability to build foodscapes and sustainable energy production for businesses and homes.</p> <p>H-43 Advocate for all developers coming into the area to dedicate at least 20% of their budget to creating training opportunities for people entering or transitioning into new careers, and work with the NPU-H board to create long lasting partnerships.</p> <p>H-44 Support an entrepreneurship, and jobs training facility shall be added to NPU-H to eliminate crime.</p> |
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| <p>H-45 Encourage green infrastructure will be used to eliminate flood planes, educate and train community members on new technologies, and to beautify the community.</p> <p>H-46 Promote that all new developments shall utilize green architecture to beautify the area while advancing the overall health of the residents, lowering the ecological footprint of the area, and lowering the heat island index of the area.</p> <p>H-47 Support public and private businesses to add recycling and trash bins abundantly to roadsides to ensure community members will take care of their environment (mostly in high traffic areas).</p> <p>H-48 Create green spaces along the sidewalks to enhance beauty and health of residents, including fruit and flower shrubs and trees.</p> <p>H-49 In new development or redevelopment of properties encourage the creation of areas of play for children and family activities.</p> <p>H-50 In multifamily development, a community/family activity center is encouraged to allow for residents to host small events, meetings, etc.</p> <p>H-51 Residential or Commercial Development that stops or alters the natural flow of water in creeks, streams, or lakes is not encouraged.</p> <p>H-52 New Development with three story homes that rise two stories above the nearest homes within 300 yards of the new development is not encouraged.</p> <p>H-53 New Development below street level that will require sewage to be pumped up to the main sewage line is not encouraged.</p> | <p><i>Planning and Urban Design/Parks Recreation & Cultural Affairs Coordination</i></p> <p>H-54 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.</p> <p>H-55 Elevate the need for NPU-H to have historical markers detailing all of the historical sites, homes, and communities to further bring pride to the residents, and to educate the city and world to the importance of the area. This includes on both public and private spaces.</p> <p>H-56 Encourage adding walkable tracks, pathways, and enhanced low set white lighting to community parks for residential use during early to late hours.</p> <p>H-57 Support open hours and access to the Benjamin E. Mays High School Track for residents historical utilization.</p> <p>H-58 Support open access ways for residents to walk to natural water systems within the communities.</p> <p>H-59 Work with the City's Department of Parks and Recreation to redesign the park parking lots to use green infrastructure, such as permeable pavers for water mitigation.</p> <p>H-60 Encourage community center and recreation center development of 2/3 acres or more include a section of greenspace & play area. Senior facilities should include outdoor bench(s)/quiet spot for residents. Walking trails should be encouraged in larger developments.</p> <p>H-61 Encourage the maintenance of city parks, public, and private greenspace areas</p> |
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- H-62** 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-63** 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
 - 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. Work with the owners of the Judge William A. Wilson House to finish developing the grounds into a garden surrounding the ruins.
 - Create a grant fund to support jobs created specifically to the maintenance of these spaces by the hands of residents of the community.

NPU-H: FUTURE LAND USE



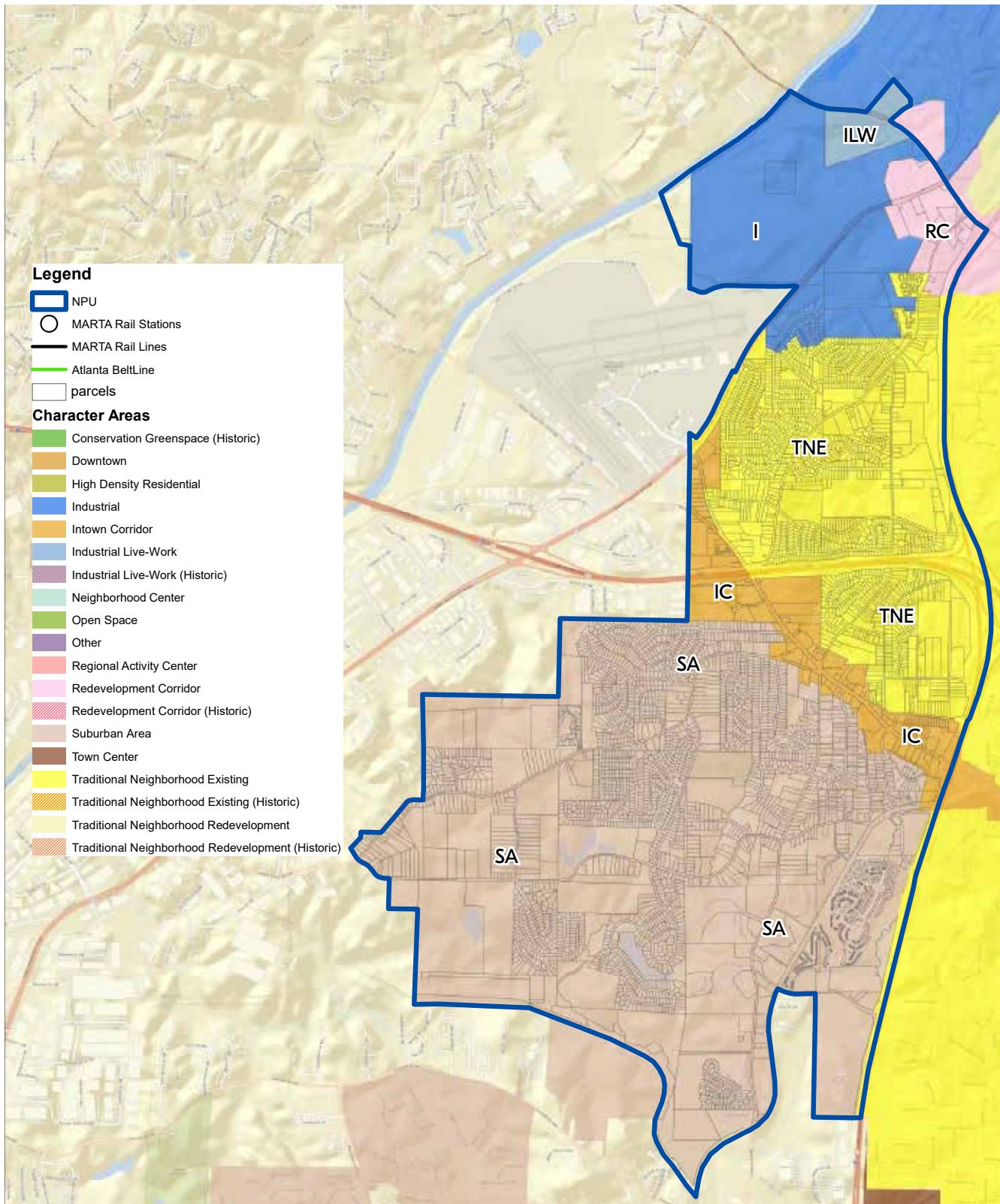
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NPU-H: CHARACTER AREAS



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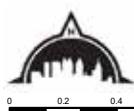
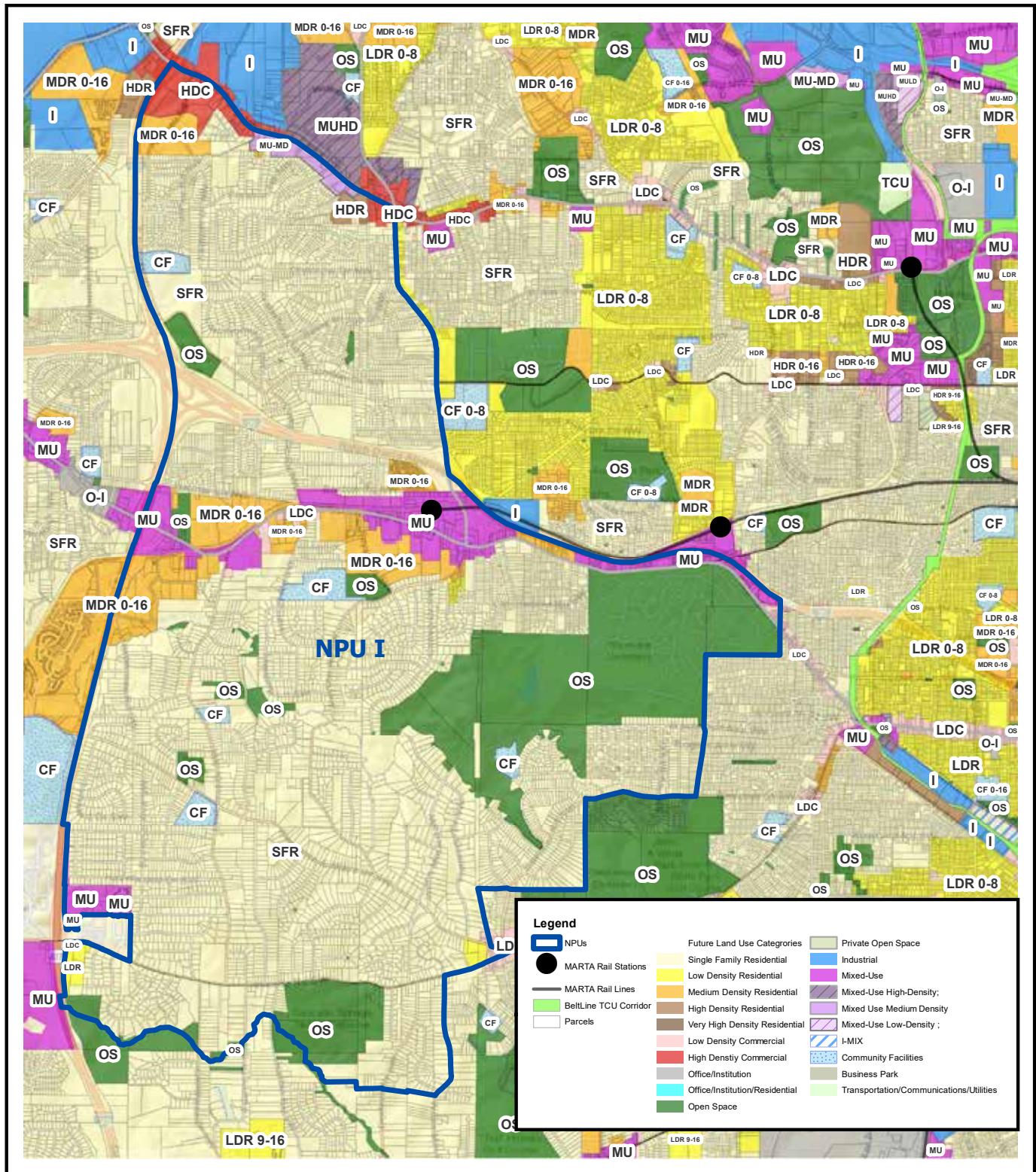
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NPU-I Policies

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| <p>I-1 Preserve the single-family residential character of all NPU-I Neighborhoods. Single family residential neighborhood is the character of NPU I and the desire are to maintain single family homes with similar zoning requirements and building materials. Special preference should be given to preservation of the tree canopy and natural habitat. Single family, detached, residential neighborhoods should also be protected from encroachment by non-residential uses and incompatibly scaled residential development. Encourage construction of conservation subdivisions.</p> <p>I-2 Encourage infill housing on vacant lots that are compatible with surrounding areas. Vacant lots should be addressed with priority in terms of development. In commercial and mixed used spaces, development should focus on areas of blight or empty lots along the Martin Luther King corridor. Residential lots should be developed with homes designed that are substantially similar with those in existing neighborhoods, existing tree cover and natural habitat. Infill housing should focus on the preservation of the environment and tree canopy. Affordable housing encouraged throughout the City of Atlanta and NPU-I. Affordable housing should be represented by a consistent percentage throughout the City of Atlanta, and they should be driven by the same character that exist within every Neighborhood within NPU-I. They should be detached single family homes. Within the Corridors, multi-family, missing middle housing is encouraged.</p> | <p>I-3 Consolidate strip commercial uses to create a unified development having a minimum number of curb cuts and turn lanes. When possible, promote the redevelopment of existing commercial structures considering the ability to create turn lanes that help keep the flow of traffic smooth and focus on pedestrian safety as a component.</p> <p>I-4 Support redevelopment and unification of commercial and multifamily uses along Martin Luther King Jr. Drive and Donald Lee Hollowell Parkway without encroachment into adjacent low density and single-family residential areas. The greatest opportunity to increase population density within NPU-I is along our commercial corridors. These include Martin Luther King Jr. Drive, Donald Lee Hollowell Parkway, and a portion of Cascade Road near I-285. On Martin Luther King Jr. Drive, there are areas that run along the MARTA rail line that should be considered for multifamily use. Multifamily units, maximum height should be 100 feet. Affordable housing is encouraged along Martin Luther King Jr. Dr serving residents between 80% AMI and 120% AMI.</p> <p>I-5 Encourage concentrated, high-density mixed-use development in the Hightower /Hamilton E. Holmes Station development node. Examine this node for opportunity to have residential and small business components. i.e., Live/work, restaurants, medical offices. Focus should be given to connecting this development to trails, Atlanta BeltLine and pathways to promote the pedestrian component. Encourage a Tax Allocation District around the Holmes station.</p> <p>I-6 Support strong oversight, upkeep & funding of all NPU-I parks, trails and green spots. Ensure that safety measures are foremost in the upgrading process, as well as strong green infrastructure with a focus on ensuring that all water systems are supported and managed.</p> |
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| <p>I-7 Protect the integrity of all greenways. Protect, preserve, and maintain waterways and maintain the 75-foot stream buffer; do not allow encroachment into the buffer. Encourage cleanup efforts like those currently happening at the Chattahoochee River in Utoy Creek.</p> <p>I-8 Encourage and support improvements to NPU-I Roads, including resurfacing of gravel roads on Martin Luther King Jr. Drive near Willis Mill Road, to the Lionel Hampton gateway and bike trail. The method in which the Lionel Hampton Trail, PATH, and Atlanta BeltLine should be connected in a manner that is safe, pedestrian, and biker friendly. This should include sidewalks that provide connectivity to the Trail. Currently there are no over- arching plans to connect existing trails. Transportation must be addressed to create an adequate north-south artery within NPU-I.</p> <p>I-9 Encourage Community Centers and Recreation Center development of 2/3 acres or more including a section of greenspace & play area for children. Senior facilities – efforts should be made to include outdoor bench(s)/ quiet spots for residents. Walking trail(s) would be encouraged for larger development.</p> <p>I-10 Address flood; sewer; stormwater; brownfields; poor water quality and stormwater management and upgrades.</p> <p>I-II Promote the construction of sidewalks and green-spaces along the main thoroughfares to promote safer pedestrian traffic and aesthetic appeal. Encourage the maintenance of public and private greenspace areas. Strengthen the City of Atlanta Tree Ordinance, which should include maintenance.</p> | <p>I-12 Support more adequate street-lighting, well-marked pedestrian crosswalks, and more sidewalk community/connectivity to subdivisions and for single family infill development.</p> <p>I-13 Support more street signage such as slower-speed limit signs in support of Vision Zero that will increase safety and signs to identify the Community and its predominantly single-family residential character.</p> <p>I-14 Encourage developers and private owners to install sidewalks and curbs throughout NPU-I which will eliminate residents from walking in the Streets and promote safety. A traffic study should drive every development with emphasis on reducing speeding and increases pedestrian traffic safety.</p> <p>I-15 Maintain and follow the City of Atlanta cutting schedule for maintaining landscape of City right of way at bridges, City lot, overpasses, street intersections and sidewalks that obstruct view and impede pedestrian circulation.</p> <p>I-16 Preserve the historical characteristics of all Neighborhoods within NPU-I with a focus on all graveyards within NPU-I. This includes a historic study relating to the Civil War, Black History and Native American designated landmarks.</p> <p>I-17 Encourage the focus on the hazardous Streets within NPU-I to make them safe and add the amenities that will support safety. This includes, Donald Lee Hollowell, Martin Luther King, Jr. Dr., Cascade Road, along with road that are moving toward hazardous road such as Lynhurst Drive, Benjamin E. Mays Drive, Veltre Circle, Peyton Road, Tuckawanna Drive, Flamingo Drive and other Roads within NPU-I that are two to three driving miles and have problems with speeding.</p> |
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NPU-I: FUTURE LAND USE



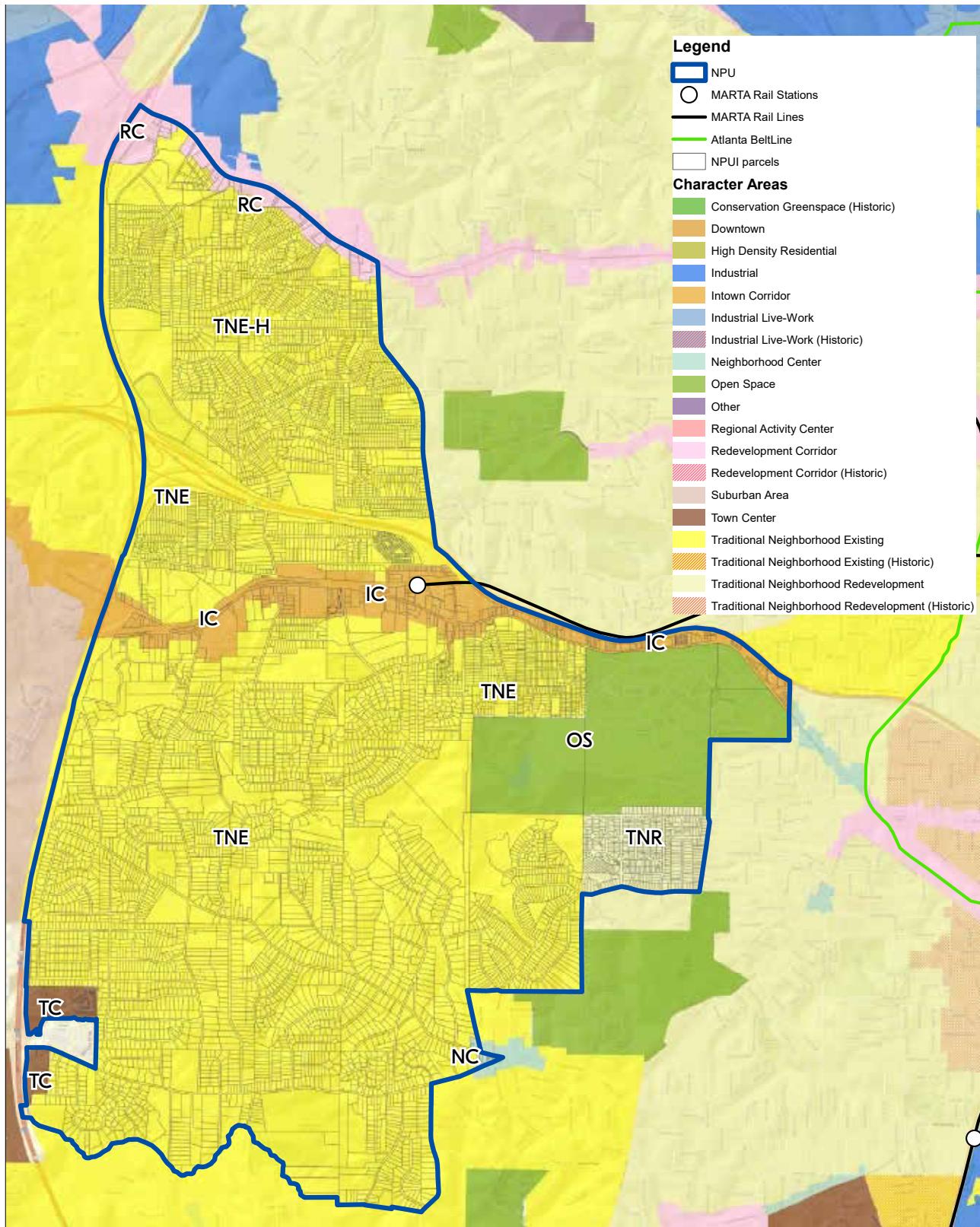
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NPU-I: CHARACTER AREAS



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NPU-J Policies

General

- J-1 Preserve the culture and character of the neighborhoods of NPU-J, to include compatible design, visually similar building materials, height, setbacks, parking accommodations, and landscape; and encouraging infill development compatible with surrounding uses.
- J-2 Support medium-to-high density in residential areas with an emphasis on mixed incomes, except where otherwise indicated in adopted neighborhood-specific plans.
- J-3 Support growth and patronage of local businesses.
- J-4 Support the implementation of research-based plans that are consistent with the growth and priorities of the NPU-J neighborhoods, including D3 - Westside Revive Plan (2019), Donald L. Hollowell Parkway Redevelopment Plan (2004), Bankhead MARTA Station LCI Study (2006), and Simpson Road Corridor Redevelopment Plan Update (2006).

Commercial

- J-5 Encourage transit-oriented development for medium-density commercial and residential uses in proximity to the Bankhead and West Lake MARTA Stations.
- J-6 Encourage medium density commercial uses around Donald Lee Hollowell Pkwy, Joseph E. Boone Blvd., and Martin Luther King, Jr. Drive.
- J-7 Restrict additional commercial business curb cuts on interior residential streets. Direct traffic via main streets.

- J-8 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- J-9 Restrict the development of storage facilities, adult venues, event spaces, night clubs, automobile shops, convenience stores and dollar stores throughout NPU-J.
- J-10 Work with large developments in structuring community benefits agreements to ensure the developments benefit the community.
- J-11 Publicly funded projects should be aligned with strategic and/or action plans adopted by the impacted neighborhood or area.

Residential

- J-12 Increase community stability by promoting diverse housing options, public funding for down payment assistance and other homeownership programs for current residents. Encourage the enforcement of laws that govern home rehabilitation/renovation, and the sale of real property.
- J-13 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.

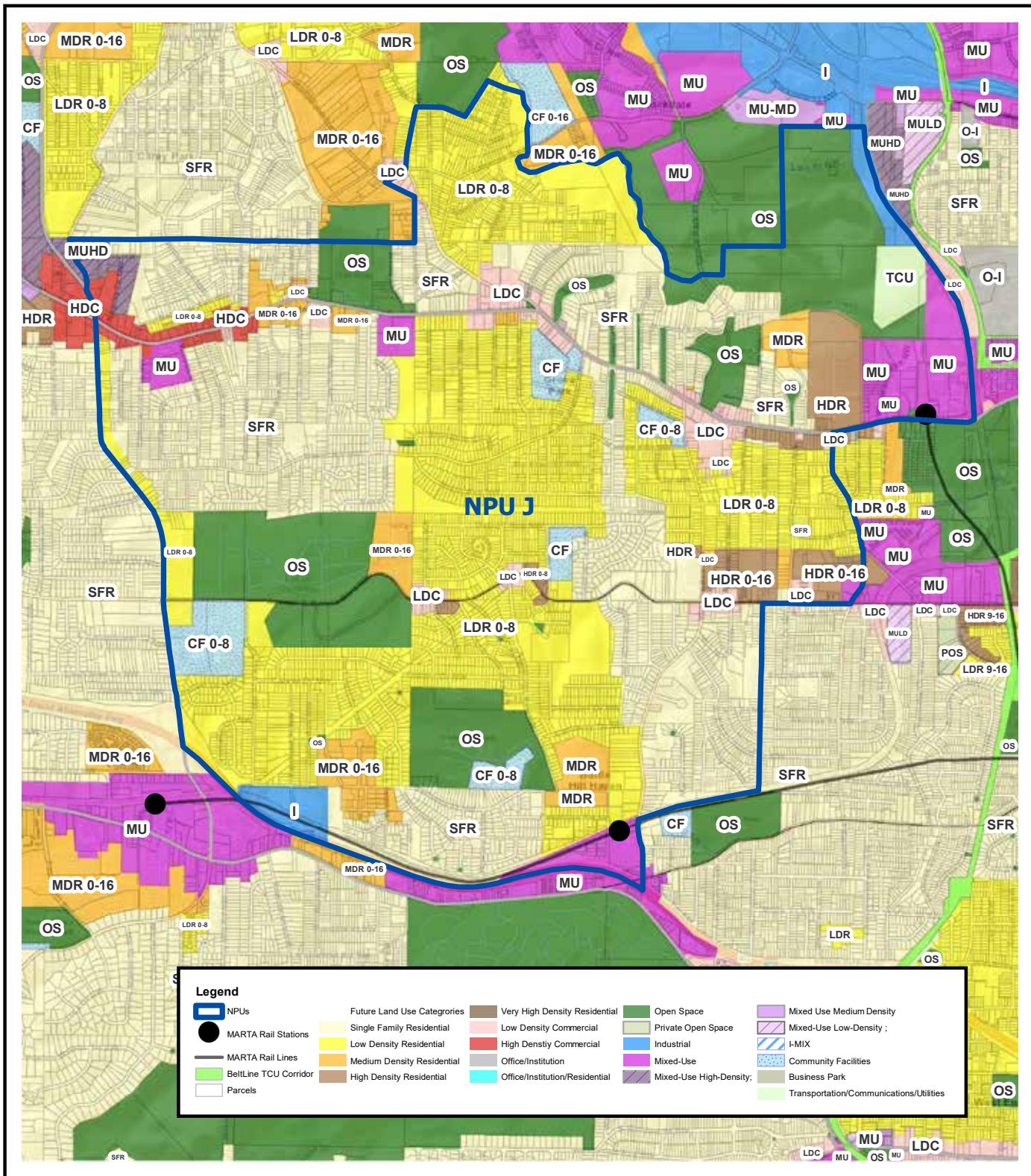
Infrastructure

- J-14 Support the initiatives that encourage connectivity throughout all NPU-J neighborhoods, including trails, parks, and sidewalks throughout NPU-J, adding crosswalks and improving existing crosswalks. Promote equitable development by supporting public/private partnerships and public resources to improve connectivity to the Westside Park from the south and west entrance to alleviate heavy traffic and reduce neighborhood traffic.
- J-15 Encourage public and private partnerships and resources to support improvement, development, and programming for NPU-J recreation centers.
- J-16 Require landscape 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.
- J-17 Foster and encourage the installation and preservation of green infrastructure for recreational, environmental and storm water benefits.
- J-18 Encourage mobility options to reduce motorized vehicles and improve walkability.
- J-21 Support equitable enforcement of the Code of Ordinances to combat illegal group homes, dumping, open and vacant homes, storage containers, construction and renovation, operation of commercial trucking and/or automobile repair businesses, parking and storage of illegal vehicles, grass height, and any other unnamed code enforcement and zoning violations.
- J-22 Support legislation that will strengthen the penalties for absentee owners whose vacant properties contribute to blight and illegal activity.
- J-23 Support a city-funded study to determine the impact of changing US-29 (Donald Lee Hollowell Pkwy) from a state route to a city road, to enhance resident safety and connectivity. Promote zoning changes and other recommendations supported by the study, including the installation of speed bumps, reduced speed zones, and crossings as adopted in area plans.

Safety

- J-19 Support funding and resources to continue and expand policing alternative programs.
- J-20 Promote safe and repaired sidewalks that connect residents to needs within and outside of the community.

NPU-J: FUTURE LAND USE



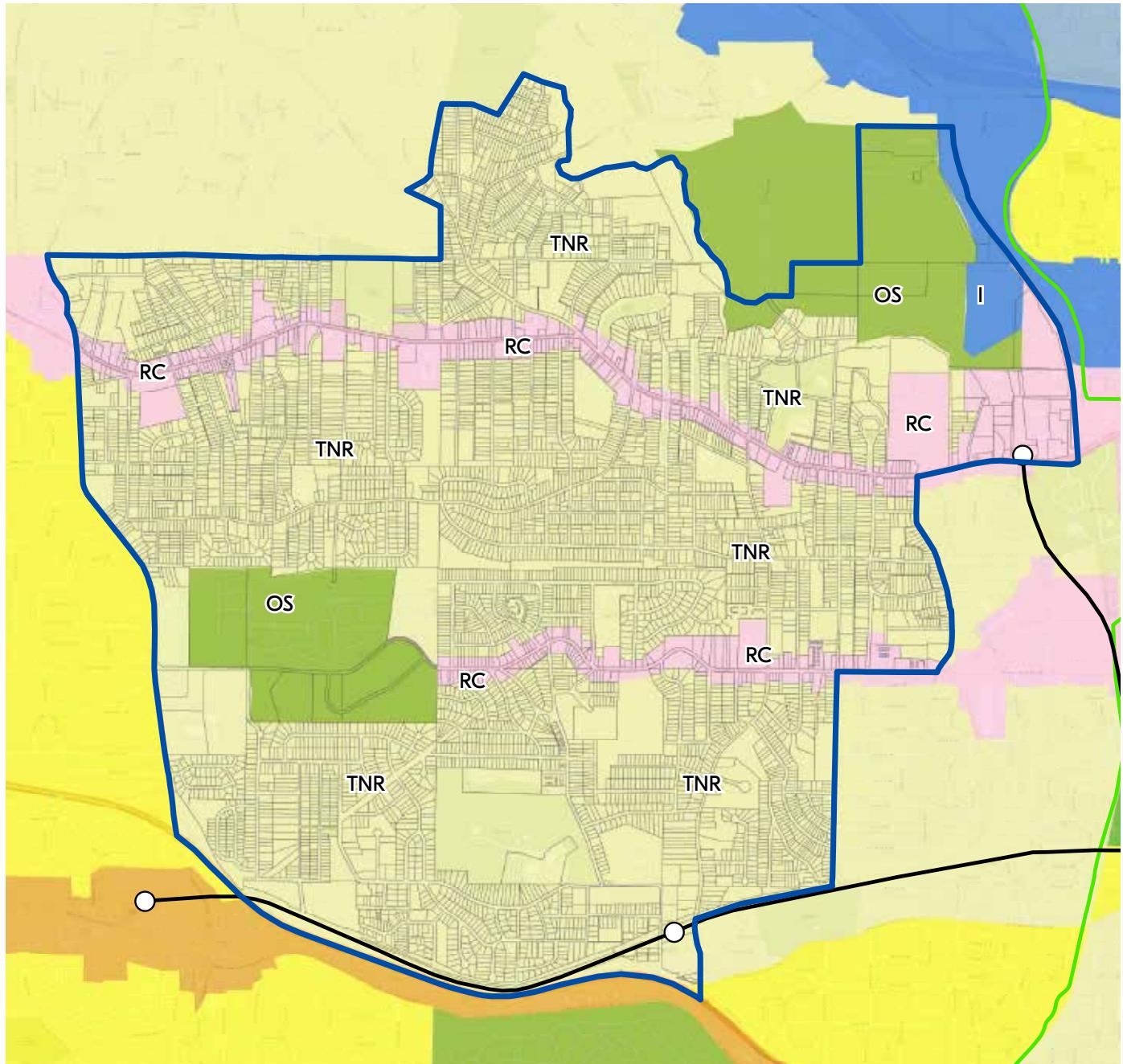
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NPU-J: CHARACTER AREAS



Legend

Character Areas	
NPU	Industrial Live-Work (Historic)
MARTA Rail Stations	Conservation Greenspace (Historic)
MARTA Rail Lines	Neighborhood Center
Atlanta BeltLine	Open Space
NPUUJ parcels	Other
	Regional Activity Center
	Redevelopment Corridor
	Redevelopment Corridor (Historic)
	Traditional Neighborhood Existing
	Traditional Neighborhood Existing (Historic)
	Traditional Neighborhood Redevelopment
	Traditional Neighborhood Redevelopment (Historic)
	Suburban Area
	Town Center



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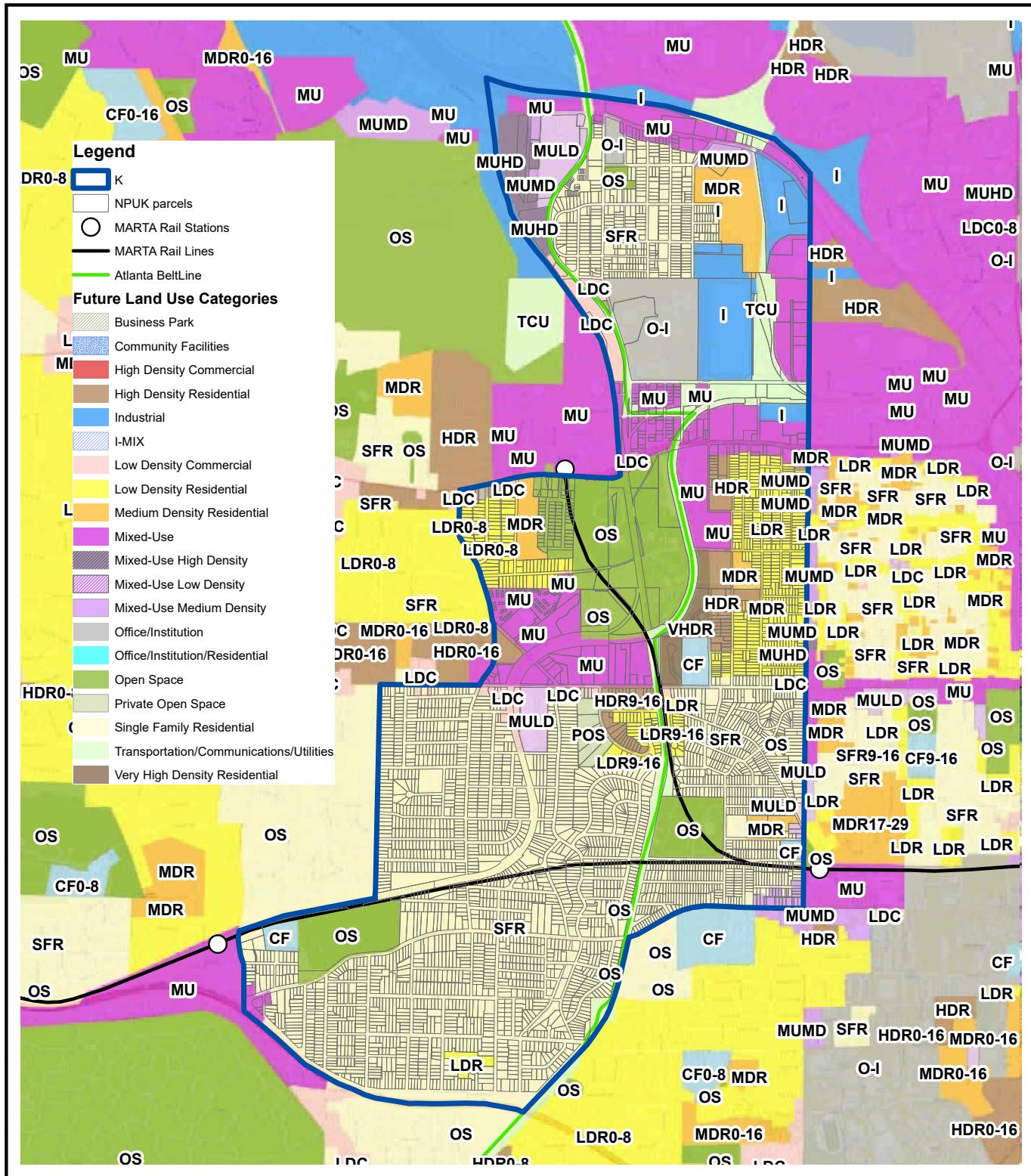
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NPU-K Policies

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| <p>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.</p> <p>K-2 Provide landscaped and/architectural buffers between commercial/industrial and residential uses, and correct neighborhood gateway signs.</p> <p>K-3 Prevent encroachment of commercial uses into residential areas, and discourage higher density uses in designated single family and low-density residential areas.</p> <p>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.</p> <p>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.</p> <p>K-6 Increase collaboration with the Atlanta University Center to provide students incentives to stay after graduation; to reverse the Brain Drain.</p> <p>K-7 Promote branding and marketing in NPU K communities by enhancing cultural and historical activities for tourism and home ownership.</p> <p>K-8 Maintain Industrial land uses and business to keep and attract more jobs.</p> <p>K-9 Remove unusable home stock on existing flood plains.</p> | <p>K-10 Address poor water quality and stormwater management.</p> <p>K-11 Increase walkability and cleanliness.</p> <p>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.</p> <p>K-13 Address recruitment and retention of APD officers and address the disrepair of AFD Fire stations.</p> <p>K-14 Transform corridors from barriers to linkages through infrastructure investments; and prepare existing neighborhood infrastructure for 21st century modes of transportation.</p> <p>K-15 Support the Implementation of the Heritage Community Initiative.</p> <p>K-16 Promote employment centers with Live/Work options that are consistent with the Character and Vision of Redevelopment Corridors Character Areas.</p> <p>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.</p> <p>K-18 Encourage development of affordable senior housing and supporting Senior's ability to age in place.</p> <p>K-19 Wherever possible, increase greenspace, as well as community participation in existing parks. Encourage the creation of Friends of Neighborhood Planning Unit K Parks for Mozley Park, Maddox Park and Washington Park.</p> <p>K-20 Promote the development of the Historic Washington Park Conservancy.</p> |
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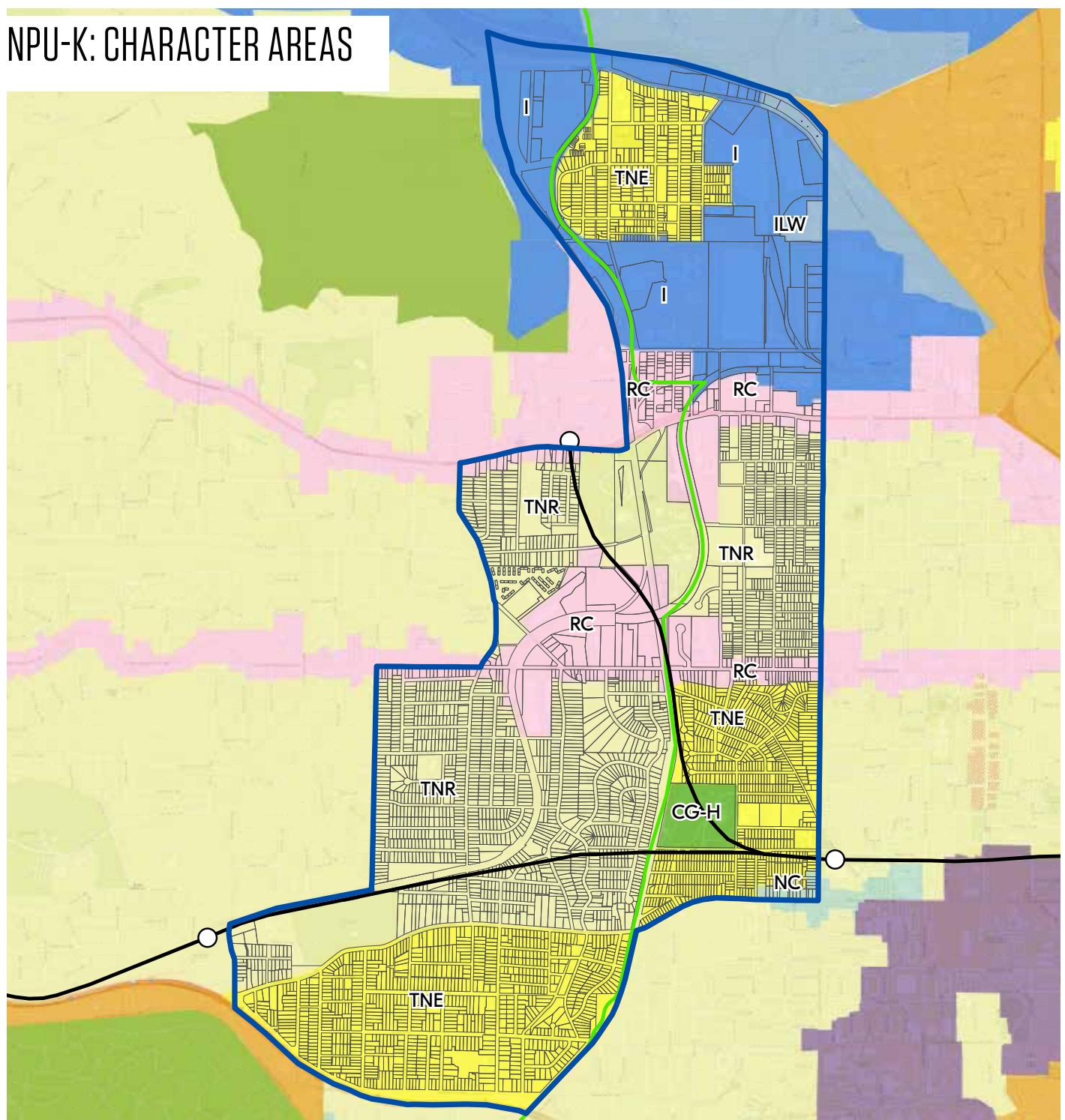
NPU-K: FUTURE LAND USE



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NPU-K: CHARACTER AREAS



Legend

NPU	Character Areas	Industrial Live-Work (Historic)	Suburban Area
○ MARTA Rail Stations	Conservation Greenspace (Historic)	Neighborhood Center	Town Center
— MARTA Rail Lines	Downtown	Open Space	Traditional Neighborhood Existing
— Atlanta BeltLine	High Density Residential	Other	Traditional Neighborhood Existing (Historic)
— NPUK parcels	Industrial	Regional Activity Center	Traditional Neighborhood Redevelopment
	Intown Corridor	Redevelopment Corridor	Traditional Neighborhood Redevelopment (Historic)
	Industrial Live-Work	Redevelopment Corridor (Historic)	



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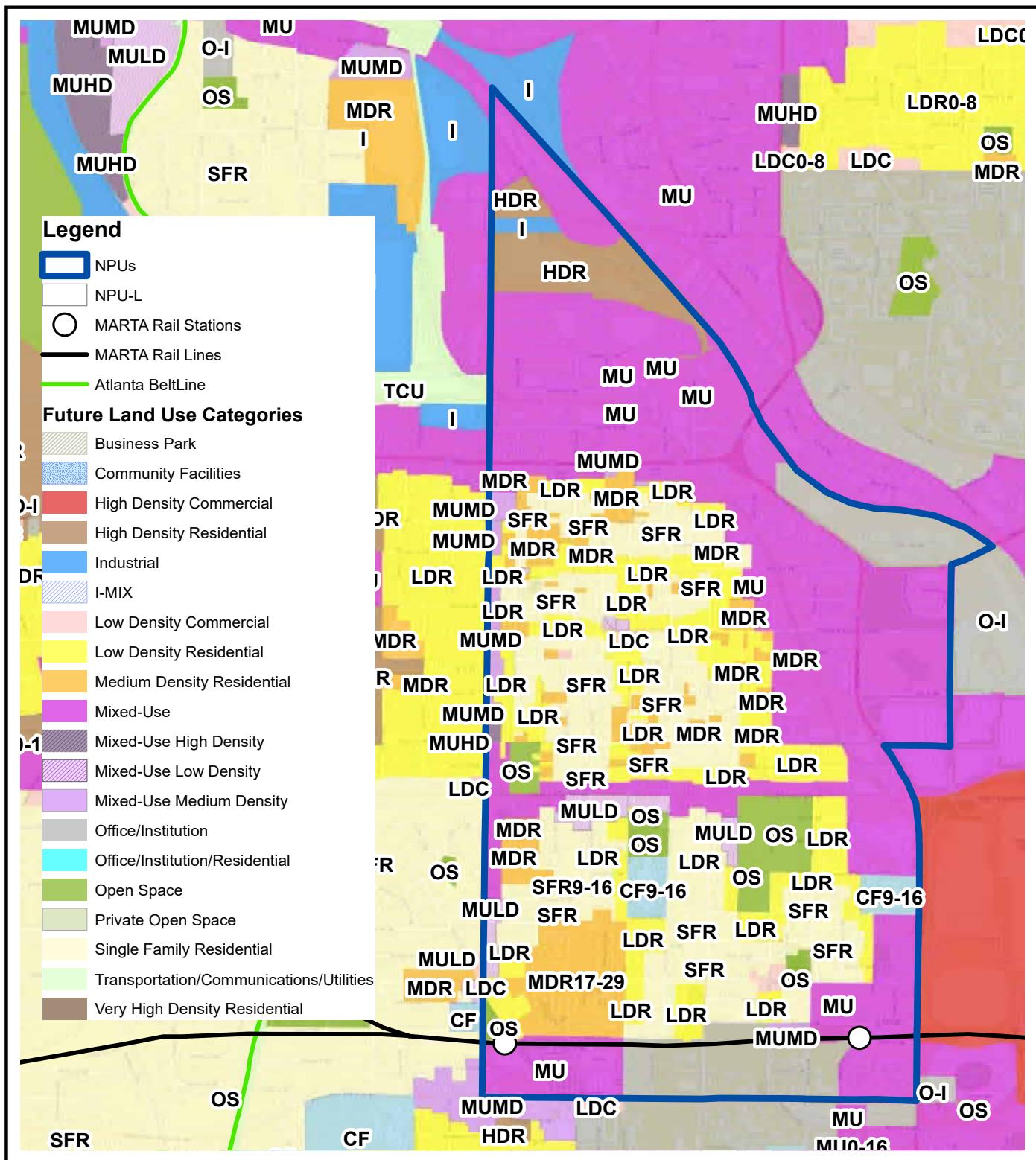
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NPU-L Policies

- L-1** Encourage development and planning consistent with and in support of the specific guidelines established by the Westside Land Use Framework (dated November 30, 2017, adopted December 4, 2017 by Atlanta City Council as ordinance 17-O-1722).

NPU-L: FUTURE LAND USE



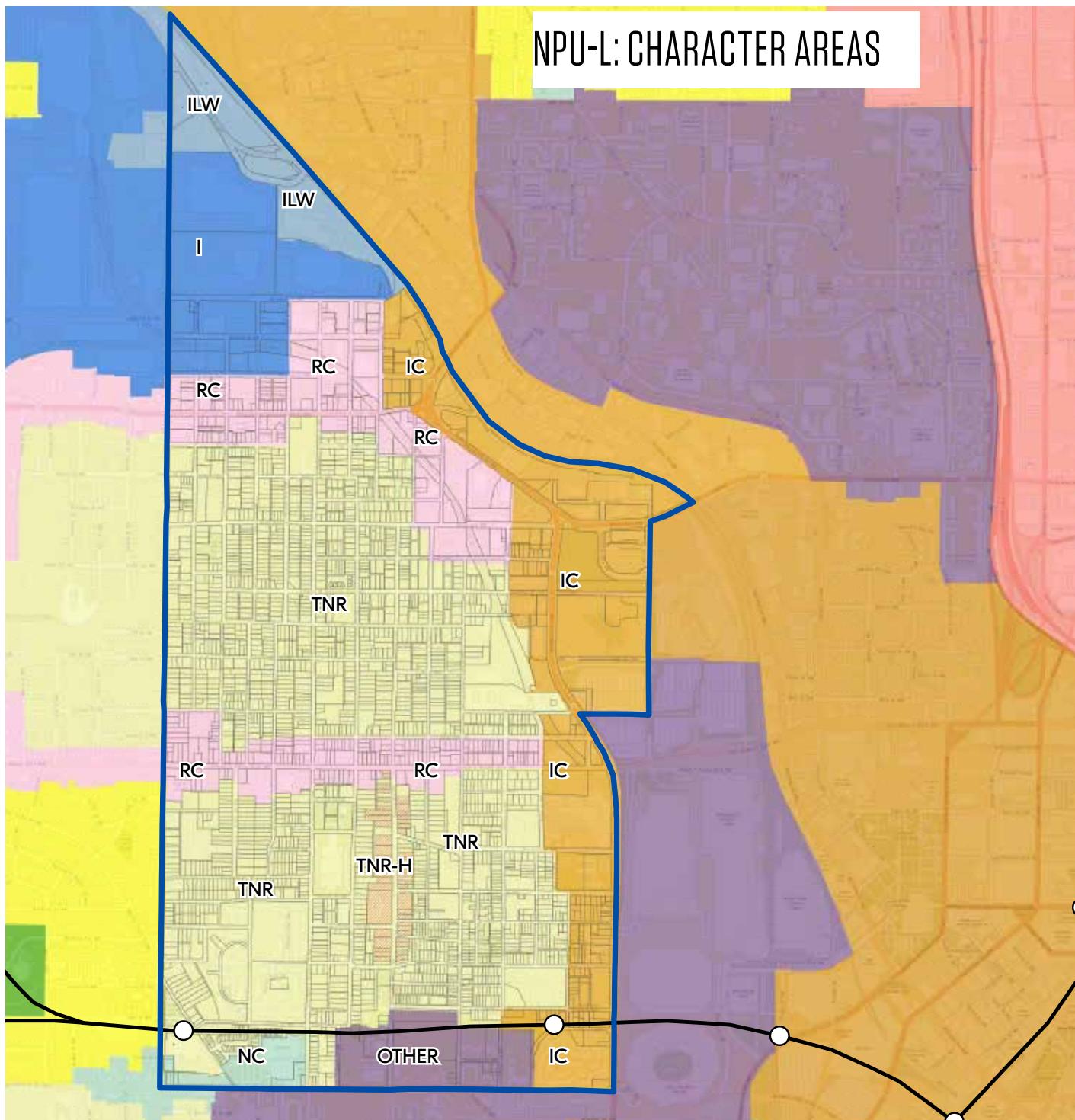
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NPU-L: CHARACTER AREAS



Legend

Character Areas	
Industrial Live-Work (Historic)	Suburban Area
Conservation Greenspace (Historic)	Town Center
Downtown	Traditional Neighborhood Existing
High Density Residential	Traditional Neighborhood Existing (Historic)
Open Space	Traditional Neighborhood Redevelopment
Other	Traditional Neighborhood Redevelopment (Historic)
Neighborhood Center	
Industrial	
Intown Corridor	
Industrial Live-Work	
MARTA Rail Stations	
MARTA Rail Lines	
Atlanta BeltLine	
NPUL parcels	



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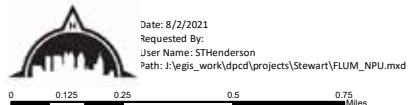
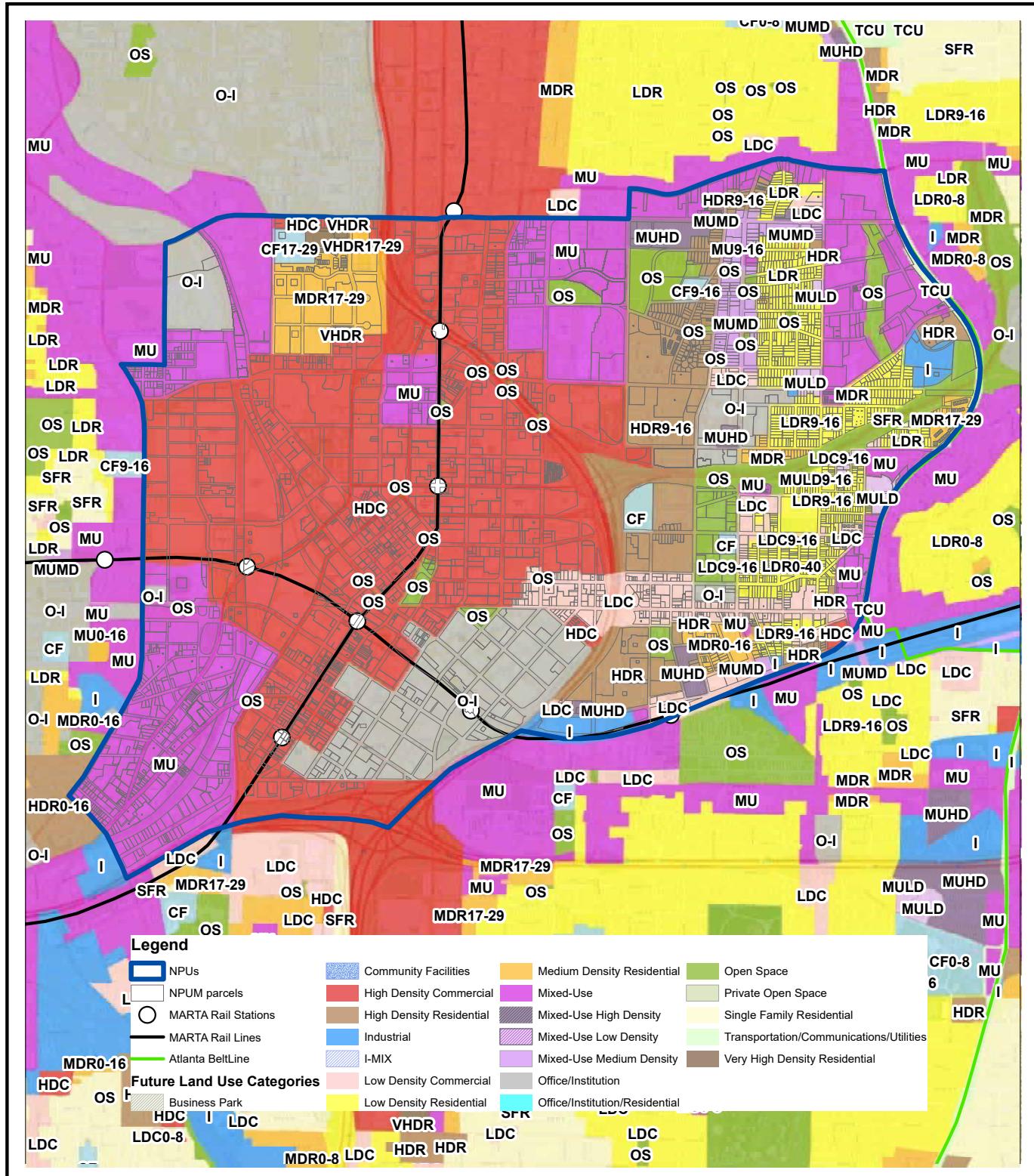
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NPU-M Policies

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|---|---|
| <p>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.</p> <p>M-2 Promote the preservation of Castleberry Hill as a loft housing residential use within a commercial district.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>M-7 Promote and expand low- and medium-density residential uses in the Old Fourth Ward neighborhood, emphasizing increased single-family home ownership.</p> | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>M-13 Do not support street renamings.</p> |
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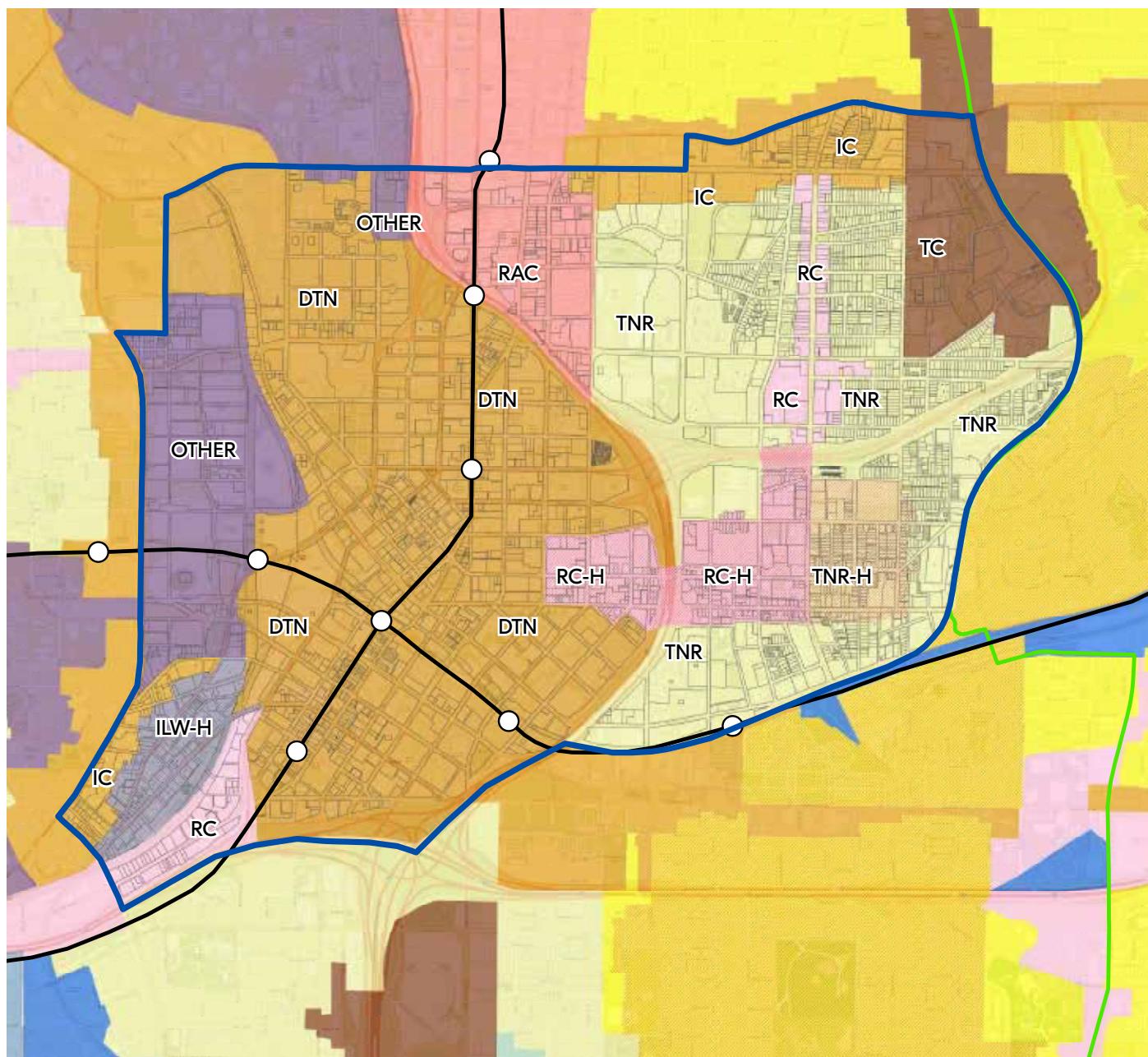
NPU-M: FUTURE LAND USE



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NPU-M: CHARACTER AREAS



Legend

NPU		Character Areas					
	NPU		Industrial Live-Work (Historic)		Suburban Area		Town Center
	MARTA Rail Stations		Conservation Greenspace (Historic)		Neighborhood Center		Traditional Neighborhood Existing
	MARTA Rail Lines		Downtown		Traditional Neighborhood Existing (Historic)		Traditional Neighborhood Redevelopment
	Atlanta BeltLine		High Density Residential		Other		Traditional Neighborhood Redevelopment (Historic)
	NPUM parcels		Industrial		Regional Activity Center		Redevelopment Corridor
			Intown Corridor		Redevelopment Corridor (Historic)		
			Industrial Live-Work				

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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, and 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.
- a. Promote and support local historic designation of eligible historic neighborhoods or parts of neighborhoods.
 - b. Encourage new development that is compatible with the character of existing neighborhoods in terms of platting, street connectivity, shapes and sizes of lots, natural topography, and presence of mature trees.
 - c. Promote maintenance and rehabilitation of existing housing stock.
 - d. Promote and support standards to discourage demolition of historic structures.
 - e. Promote and encourage a diversity of housing types, except when prohibited by the Landmark or Historic designation of a certain neighborhood, including "missing middle" housing types that are compatible with the scale and character of the neighborhood. These housing types may also be encouraged as a transition between single-family uses and more intense uses.
 - f. Encourage standards in commercial and mixed-used areas that support principles of good urbanism, including: encouraging pedestrian-oriented development; discouraging drive-thru businesses; discouraging single-story single-use buildings in major mixed-use corridors where context and development studies recommend density and multi-story structures; encourage appropriate minimum building heights, minimum building lot coverage, maximum parking lot coverage, minimum floor area ratios, and minimum building frontages.
 - g. Promote and encourage pedestrian-oriented development and the redevelopment of underutilized and auto-oriented development in mixed-use corridors.
 - h. Promote and encourage mixed-use residential, retail and office uses, and multifamily residential development with pedestrian-oriented forms in already zoned mixed-use corridors.
 - i. Support locally-owned businesses.
 - j. Encourage removal of minimum parking requirements and establish maximum parking limits.
 - k. Encourage redevelopments to make reasonable efforts to place utilities underground or to the rear of the structures to allow for unobstructed use of sidewalks.
 - l. Encourage integrated modes of transportation including pedestrian, bicycle, auto and the use of public transportation by promoting complete streets on major thoroughfares, including tree planting areas.
 - m. Enforce existing city codes with priority for violations that impact individual and community health and safety.
 - n. Promote and encourage collaboration between

- City departments during the permitting approval process to ensure recommendations and requirements do not conflict. Establish a process that ensures recommendations and approvals and incorporates reviews by all impacted departments. Meeting requirements for one part of the code should not be used to justify failing to meet requirements for another part of the code. (e.g., trees and stormwater).
- o. The character of each of the neighborhoods shall be preserved. Specific objectives are detailed in the sections that follow.
 - p. The renovation of existing structures shall be the preferred option over demolition and new construction where feasible.
 - q. Infill development within the neighborhoods of NPU-N shall be compatible with and complementary to the structures in the immediate vicinity.
 - r. The use of existing neighborhood alleys for parking access to private homes, trash pickup, utility lines and stormwater management should be encouraged.
 - s. Equal importance of watershed and drainage impacts in land use and development decisions and other planning functions should be afforded including transportation-related projects. This consideration should take place well before the construction permit stage.
 - t. Preservation of the existing tree canopy should be a priority. When this is not possible, planting of new trees should be required.
 - u. Protect the integrity of the designated Landmark and Historic Neighborhood Districts by improving education about and the enforcement of District regulations and all City historic resources.
 - v. New developments should require pedestrian- and bicycle-friendly street frontages.
 - w. Implementation of transit along the Beltline should be encouraged.
 - x. Encourage affordable housing, housing stock diversity, live-work, age-in-place, and proactive traffic planning in all new developments.
 - y. Support the Hulsey Yard Master Plan (2019), as adopted by the Cabbagetown, Inman Park, Old Fourth Ward, and Reynoldstown neighborhoods.
- N-2 Cabbagetown**
- a. 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, and in support of the principles of the Beloved Community; Encourage affordable housing, housing stock diversity, live-work, age-in-place, and proactive traffic planning in all new developments.
 - b. Encourage the continued development of vacant residential infill lots in Cabbagetown as single-family and duplex residences compatible in scale and character with the existing fabric of the neighborhood. Support incremental density through accessory dwelling units or duplex conversion.
 - c. Encourage safe transit connections to heavy rail, light rail, and other Beltline transportation infrastructure, especially last-mile access for pedestrians and bicycles; encourage safe pedestrian & mobility access to King Memorial MARTA station by improving infrastructure near Boulevard Drive SE & Dekalb Avenue; safe pedestrian & mobility access to Inman Park Reynoldstown MARTA station by

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- supporting Reynoldstown transportation improvements; and, building new access points to light rail, street car, or other Beltline stations.
- d. Support transportation improvements including: Dekalb Avenue Complete Streets, Bus shelters on Memorial Drive; & modern intersections (wide, studded curb cuts; pedestrian crossing lights including at Powell Street, clear site lines, and improved bicycle lanes).
 - e. Continue the transition of Carroll Street into a Slow Street, developing innovative calming devices; encourage successful businesses and dynamic living options prioritizing safe pedestrian & bicycle access, dining parklets, and innovative traffic calming measures; support the development of the Fulton Cotton Mill parking area immediately west of Carroll Street into publicly accessible spaces.
 - f. Encourage development on Memorial Drive in a mixed-use urban pattern with housing and retail uses and with density & height transitions integrating smoothly with the scale of adjacent residences; encourage Memorial Drive development to include proactive traffic planning and support the Imagine Memorial Livable Centers Initiative (2019); encourage commercial development on Memorial Drive that minimizes new vehicle parking and leverages or enhances pedestrian, bicycle, and mobility options.
 - g. Support the Cabbagetown Landmark Historic District by maintaining buffers that reduce noise, light pollution, and heavy vehicle traffic from the parcel, under any use.
 - h. Protect & preserve the large concrete retaining wall (1986) along Wylie Street, including its ceramic mosaics as commissioned by then Bureau of Cultural Affairs (1987), and more recent mural paintings, as a cultural asset that improves the lives of residents and visitors, as recommended by the Hulsey Yard Master Plan (2019); protect & preserve public art inside the Krog Street Tunnel; maintain pedestrian and bicycle access along Wylie Street & inside the Krog Street Tunnel at all times.
- i. Support the Hulsey Yard Master Plan (2019), as adopted by the Cabbagetown, Inman Park, Old Fourth Ward, and Reynoldstown neighborhoods.
- N-3 Candler Park**
- a. All recommendations of Candler Park Master Plan for projects within the Candler Park neighborhood should be implemented.
 - b. Promote appreciation and preservation of the historic residential character of the Candler Park neighborhood.
 - c. Preserve the single-family and low-density residential character of the Candler Park neighborhood. Support incremental density increase through Accessory Dwelling Units or duplex conversion of existing homes.
 - d. Support the rezoning of RG-2 apartment properties in Candler Park Neighborhood to MR-2 quality of life zoning designation to protect from potential future development of these sites.
 - e. Protect the character of historic commercial nodes (Little Five Points, McLendon-Oakdale, and McLendon-Clifton), and support rezoning based on the recommendations in the Candler Park Master Plan.
 - f. Promote the rezoning of non-residential properties fronting on DeKalb Avenue from Moreland Avenue to Clifton to Neighborhood Commercial (NC) or a quality of life zoning district in order to encourage destination oriented and pedestrian friendly activity

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- through mixed use development.
- g.** Support the DeKalb Avenue Complete Streets project, which has been funded, including turning the reversible lane into a left turn lane and improving operability and accessibility at the DeKalb/Austin/Moreland intersection ("jughandles").
 - h.** Encourage mixed-use development at the Candler Park MARTA Station with commercial uses fronting on DeKalb Avenue.
 - i.** Prohibit the expansion of commercial uses into the existing surrounding residentially zoned areas.
 - j.** Evaluate the environmental impact of all land use changes and variances in the neighborhood, including the potential for flooding and erosion on subject properties and surrounding properties.
 - k.** Maintain and improve existing green space in Candler, Iverson and Freedom Parks.
 - l.** Support the continued naturalization of the creek in Candler Park.
 - m.** Within the NC-1 zoned properties, continue to promote pedestrian safety improvements.
 - n.** Support traffic calming measures and create safe bicycle lanes.
 - o.** Ensure the long-term sustainability of Atlanta Fire Station #12 on DeKalb Avenue and the Little Five Points mini-precinct.
 - p.** Support funding for public art in Freedom Park.
 - q.** Maintain 'passive' designation for the section of Freedom Park that is located within the boundaries of the Candler Park neighborhood.
 - r.** Promote protection and expansion of the tree canopy in Candler Park neighborhood.
- N-4** **Druid Hills**
- a.** 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.
 - b.** Support traffic calming measures including but not limited to school zone cameras and pedestrian scrambles throughout the school zones on Ponce De Leon and on Briarcliff from Virginia Ave to Ponce De Leon.
 - c.** Support speed tables on South Ponce De Leon from Fairview Road east to Clifton Road to make it safer for pedestrians crossing from Freedom Park to the Olmsted Linear Park.
 - d.** Reclassify Fairview Rd on future land use maps as Low Density Residential.
 - e.** Support the rehabilitation/restoration of the Olmsted Linear Parks by assisting with funding capital infrastructure improvements such as repairing/replacing asphalt paths and renovating the playground in Springdale Park.
 - f.** Support Freedom Park through funding for maintenance and restoration of the natural resources in the park and funding of new public art. The 2021 Freedom Park Master Plan is currently working its way through the NPU process and if adopted will provide the guiding document for which projects will be funded and implemented.
- N-5** **Inman Park**
- a.** The Inman Park Historic District Regulations shall serve as Inman Park's Master Plan.
 - b.** Encourage development in Inman Park consistent with and in support of the specific regulations established by the Inman Park Historic Designation Regulation adopted

- by the Atlanta City Council as an ordinance entitled 20J, Inman Park Historic District (“Inman Park HD Ordinance”), as well as the BeltLine Subarea 5 recommendations.
- c. Prohibit the expansion of industrial and commercial uses along DeKalb Avenue through Inman Park.
 - d. Prohibit the expansion of commercial uses into the existing surrounding residentially zoned areas at parcels located at the intersections of Hurt & Edgewood, at Austin & Elizabeth, at N. Highland & Copenhill, at N. Highland & Colquitt, at Euclid and Colquitt, and at Waddell & Edgewood.
 - e. 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.
 - f. Discourage “park for hire” surface parking lots to insure against unsightly and incompatible development. This is not meant to discourage shared parking with existing surface parking lots and parking garages.
 - g. Encourage mixed-use development at the Inman Park MARTA station with commercial uses fronting DeKalb Avenue in compliance with the Inman Park LHD, Sub-area 2 regulations (if possible under the existing lease with the Georgia DOT).
 - h. Implement the “Complete Streets” plan for DeKalb Avenue, particularly near its intersection with Moreland Avenue.
 - i. Per the section of the Inman Park HD Ordinance addressing Sub-area 3, neighborhood input and UDC approval is required for all projects that utilize the 20-foot buffer along the BeltLine. In general, such uses should be minimal.
 - j. Update the areas along the Beltline and along DeKalb Avenue that currently designated as “mixed-use” on the Future Land Use Map to “low-density mixed-use” or “medium-density mixed-use” designations in the 2021 BeltLine Sub-Area 5 Master Plan Update. Maintain the 1-4 story height requirement for those areas.
 - k. Maintain ‘passive’ designation for the section of Freedom Park that is located within the boundaries of the Inman Park neighborhood.
- N-6** Lake Claire
- a. Promote destination-oriented and pedestrian friendly activity along DeKalb Avenue (from Clifton Road east to Ridgecrest) via the use of tools such as the re-zoning of commercial properties to Neighborhood Commercial or Quality-of-Life zoning to encourage mixed uses.
 - b. Support exploration of a road diet for DeKalb Avenue, including the potential to eliminate the reversible lane to install a more “complete street” with turn lanes, bike lanes, tree plantings and enhancements for pedestrians.
 - c. Preserve single-family residential character of the Lake Claire neighborhood by maintaining single-family as the predominant land use.
 - d. Maintain, improve, and expand existing green space in the neighborhood, including Lake Claire Park, the Lake Claire Community Land Trust, and the Harold Avenue Greenspace.
 - e. Evaluate the environmental impact of all proposed land use changes and variances in the neighborhood, including the potential for flooding and erosion on subject properties and surrounding properties.
 - f. Maintain and improve the health of streams

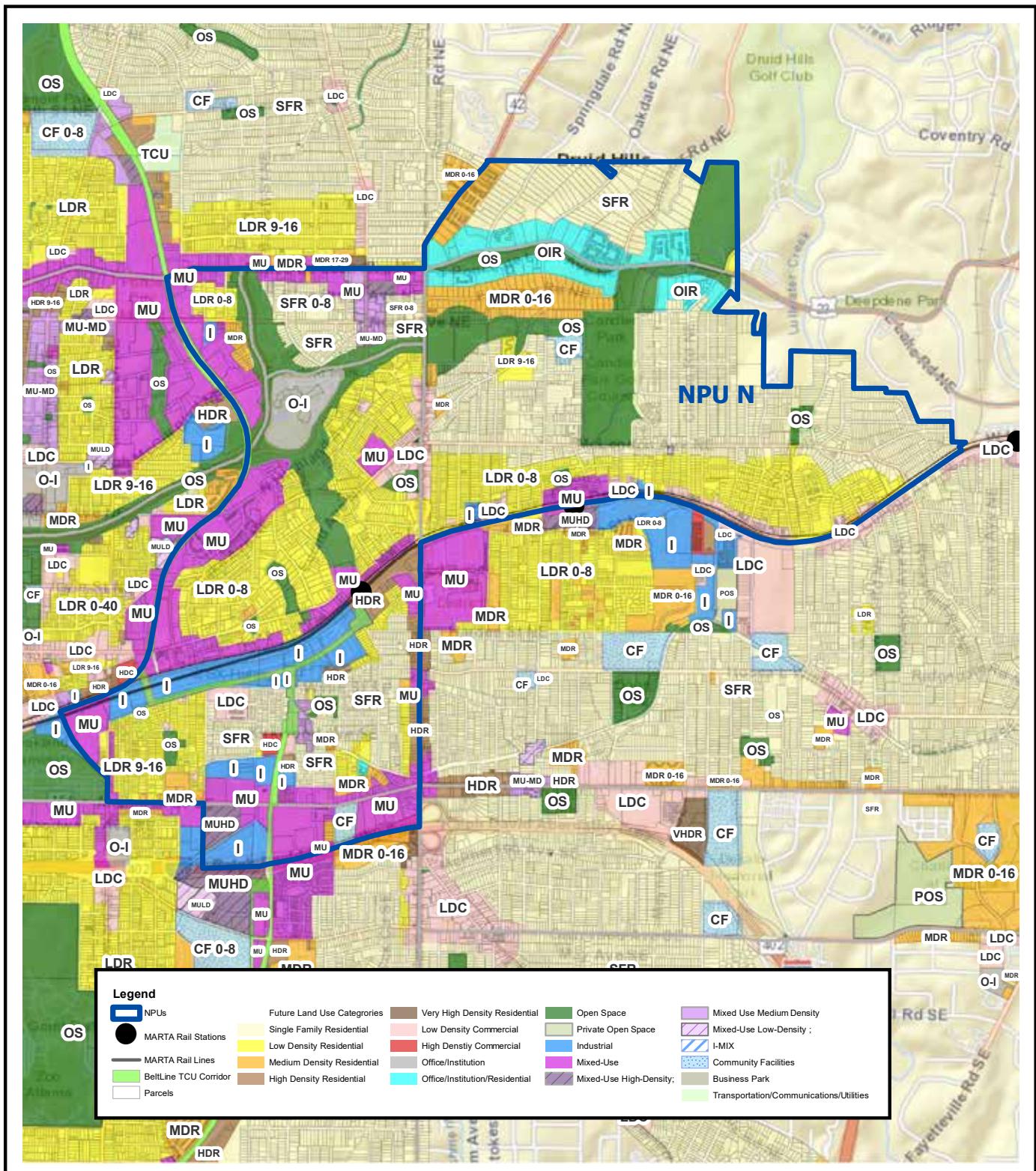
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- and springs in Lake Claire including the South Fork of Peavine Creek (aka East Fork of Lullwater Creek) and its tributaries by maintaining and enhancing riparian buffers.
- g. Support creation of safe paths, sidewalks, and bicycle lanes, with emphasis on those that connect to existing bike paths and walking paths, and those that provide safe routes to Mary Lin Elementary School.
- N-7 Poncey-Highland**
- a. Promote and encourage development in Poncey-Highland consistent with and in support of specific regulations and zoning adopted by the Atlanta City Council including the Poncey-Highland Historic District (Chapter 20V - September 2020) and the Briarcliff Plaza Landmark District (Chapter 20S - November 2017), including:
- *Residential Core, Subarea 1.* Preserve the subarea's low-rise character of small-scale detached, residential buildings, site features, and uses compatible with that form, and retain the existing contributing buildings.
 - *Beltline Residential, Subarea 2.* Encourage the redevelopment of the area to a mix of low-rise residential uses with a variety of architectural styles to serve as a transition between more intense mixed-use development along the BeltLine, less intensive residential Subarea 6 to the north, and Freedom Park to the east, per the Poncey-Highland Neighborhood Master Plan and Atlanta BeltLine Subarea 5 Master Plan; and to allow the demolition of historic buildings due to the limited intact historic fabric in the subarea.
 - *North Highland Mixed-Use, Subarea 3.* Retain the subarea's pedestrian scale and character, ensure that new development reinforces the subarea's pedestrian scale and character, retain the existing contributing buildings, reinforce its role as a mixed-use, neighborhood-oriented commercial center, and expand housing options.
 - *Ponce de Leon Mixed-Use, Subarea 4.* Encourage a mix of residential and non-residential uses that balance Ponce de Leon Avenue's role as an arterial corridor with its close proximity to residential areas, and to retain the existing contributing buildings.
 - *BeltLine Mixed-Use, Subarea 5.* Encourage intense mixed-use development along the Atlanta BeltLine that supports existing City of Atlanta plans, including, but not limited to, the BeltLine Redevelopment Plan and the Atlanta BeltLine Subarea 5 Master Plan, and to incorporate the existing contributing buildings into new development.
 - *Bonaventure-Somerset Residential, Subarea 6.* Preserve the subarea's low-rise character of small-scale, detached residential buildings, site features, and uses compatible with that form, and to retain existing contributing buildings.
 - *Freedom Park Transitional, Subarea 7.* Preserve Freedom Park's exclusive continued use as open space.
- b. Encourage additional 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) and Atlanta City Design including:
- Encourage redevelopment of Ponce de Leon Avenue (from Moreland to the BeltLine).

- Enforce (and discourage variances from) the BeltLine Overlay and Poncey-Highland Historic District requirements for sidewalk amenity zones on Ponce de Leon Avenue, North Highland Avenue, Moreland Avenue, and other public and private streets to promote pedestrian-friendly development.
 - Encourage implementation of the BeltLine Subarea 5 Master Plan Update (2021), including development of transit on Beltline Eastside Trail section and encouraging mixed-use development.
 - Study and develop a plan to address neighborhood specific runoff and sewer issues related to aging City Infrastructure, overbuilding, and removal of trees.
 - Encourage and support implementation of the North Avenue Complete Street between the BeltLine bridge and Moreland, which is shovel ready (design is complete).
 - Encourage implementation of N. Highland Complete Street, which was on the Renew Atlanta Complete Street list in 2018 to address pedestrian, bike, and vehicle safety and mobility.
 - Encourage study of improvements, including replacement of degraded concrete road, at Somerset Terrace from North Avenue to North Angier, which is the entrance to the Common Ground development.
 - Encourage Ponce de Leon Corridor improvement between Ponce City Market and Moreland in collaboration with Virginia-Highland (NPU-F).
 - Install street calming on Somerset Terrace, Bonaventure Avenue, Linwood Avenue between North and Ponce, and Blue Ridge Avenue between Linwood and N. Highland.
 - Encourage upgrades and repairs to sidewalks and streets.
 - Support and encourage the development and implementation of a plan to install electric vehicle charging stations.
 - Support and encourage installation of designated scooters/electric personal vehicle corrals.
 - Support Freedom Park through funding for maintenance and restoration of the natural resources in the park and funding of new public art. The 2021 Freedom Park Master Plan is currently working its way through the NPU process and if adopted will provide the guiding document for which projects will be funded and implemented.
- N-8 Reynoldstown**
- a. Encourage and facilitate development within Reynoldstown that is consistent with principals and policies outlined in the Beltline SubArea 4 Master Plan, adopted by City Council.
 - b. Encourage and facilitate development within Reynoldstown that is consistent with principals and policies outlined in the Reynoldstown Master Plan, adopted by City Council on January 16, 2001.
 - c. Support the recommendations of the Hulsey Yard Master Plan (2019) and emphasize the results of its public input workshops.
 - d. Encourage and facilitate the expansion and development of Lang-Carson Park that is consistent with principals and policies outlined in the Lang Carson Master Plan adopted January 17, 2012 – 11-R-1627. Ensure the expansion and development of Lang-

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- Carson Park is consistent with the updated Park Pride 2019 Lang Carson Park Vision Plan.
- e. Encourage the development of affordable housing as a priority in Reynoldstown.
 - f. Encourage buffering of existing and new residential developments in the Reynoldstown area from more intensive non-residential development.
 - g. Encourage the city of Atlanta to make the publicly owned "watertower" site at the high point on Holtzclaw Street SE into an accessible and usable green space as adopted in the BeltLine Subarea Master Plan. The highest and best use of this overlook adjacent to the Beltline is not as a communication or utility site.
- 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, John Lewis Freedom Parkway, Clifton Road, Oakdale Road, McLendon Avenue and North Avenue. The following shall be considered to ensure that development along these corridors is compatible with the surrounding neighborhoods.
- a. North Avenue — Support and implement the Poncey-Highland Master Plan for a road diet for North Avenue (April 29, 2009).
 - b. 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.
- c. Ponce de Leon/Moreland Avenue — Support and implement the recommendations of the "Ponce/Moreland Corridors Study" (2005), especially with respect to the intersection of Ponce de Leon, Moreland Avenue and Briarcliff Road.
 - d. 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.
 - e. The recommendations of the applicable Atlanta BeltLine Subarea Plans should be implemented.
 - f. The recommendations of Atlanta BeltLine Redevelopment Plan and Subarea Plan should be implemented.
 - g. Support the implementation of the approved and funded Complete Streets project for Dekalb Avenue. Where Dekalb Avenue passes between neighborhoods, the boundaries should be seen as opportunities for the neighborhoods to work together on the implementation.
- N-10** Commercial Nodes - At major intersections throughout NPU-N are commercial nodes that provide shopping, services, entertainment, and eating and drinking establishments: Little 5 Points, Clifton – McLendon, Clifton – DeKalb, North – N. Highland, Moreland – Ponce de Leon, N. Highland – Ponce de Leon, Oakdale – McLendon, Moreland – Memorial/I-20, Hurt – DeKalb, N. Highland – Elizabeth, DeKalb – Elizabeth, Krog – Irwin, BeltLine from Angier Springs Rd. NE to Ponce de Leon. The following shall be considered to ensure that these areas remain compatible with the surrounding neighborhoods:

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- a. Maintain the Little Five Points Neighborhood Commercial District {NC-1) boundaries to prevent the encroachment of non-residential uses into surrounding residentially zoned areas.
 - b. 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.
 - c. Encourage transportation solutions that incorporate modern transit alternatives in commercial and mixed-use districts, including rideshare pickup and drop-off, micro-mobility access and parking, and reduced car parking requirements. Provide solutions for service deliveries and trash pickup that do not negatively impact the pedestrian streetscape experience.
 - d. Encourage bike and skateboard traffic to be more aware of and compatible with pedestrian traffic.
 - e. Implement L5P Mobility Study.
 - f. Revise the draft of the Moreland LCI Study Update after seeking input from the affected neighborhoods, followed by review and approval by the Board of NPU-N and adoption by City Council.
 - g. Slow vehicular traffic to promote pedestrian and micro-mobility safety.

NPU-N: FUTURE LAND USE



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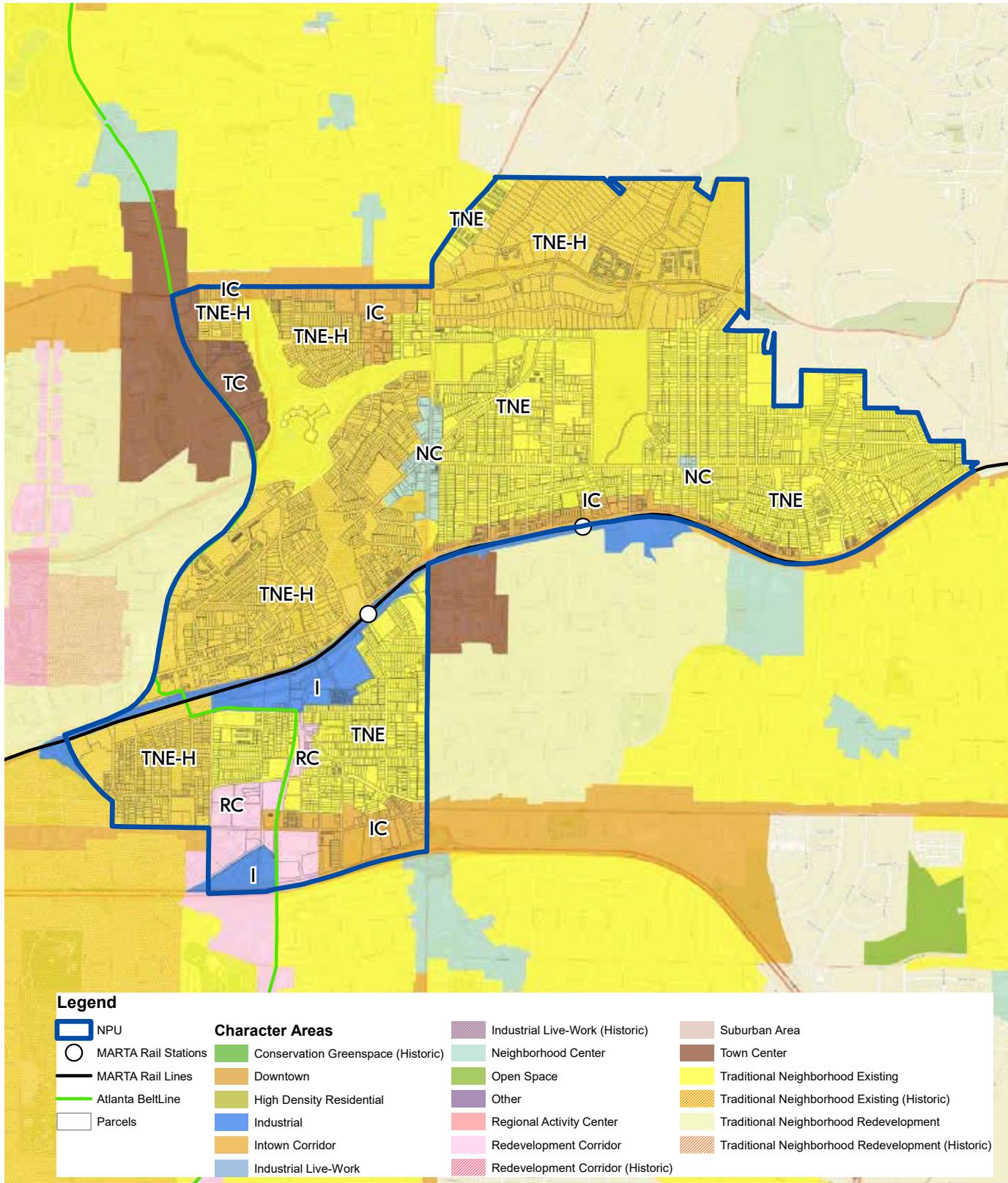


Department of
CITY PLANNING

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NPU-N: CHARACTER AREAS



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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 and 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 subdivisions of parcels less than 10,000 square feet, including lots of record.
- O-11** Discourage spot zoning.

Kirkwood

- O-12** Kirkwood Land Use Principles 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 subdivisions 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.
 - 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 and discourage the widening of roadways.
- Protect the forest canopy, natural terrain and steep slopes of the designated green space zone at 225 Rogers Street.
- 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.

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.
- Promote higher density commercial and residential uses in the Memorial Drive Corridor from Eastside Drive to Howard Street SE.
- 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.
- Promote greenspace use at the designated green space zone at 225 Rogers Street.

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- O-13 Pratt Pullman Yard Development Plan Zones**
- a. 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.
 - b. 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.
 - c. Green Zone (conservation easement and stream buffer): conservation, passive use, and stream protection.
 - d. The intent of the green space is to conserve and protect the forest canopy (an old growth remnant forest with young and mature trees and intact plant communities) and the lower elevations between the western steep slopes and the stream [natural terrain] for passive recreational uses and as an upper watershed buffer to protect Hardee Creek.
 - e. The boundaries of the greenspace zone are representative of the green space (non-development zone) with an area of approximately 8 acres and an approximate width of 300 ft east to west). The western boundary of the green space zone (abutting the future development area) is defined by the east face of the southernmost historic building going due south to the southern property line.
 - f. 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**
- a. Eastside of property to be sensitive to single family dwellings along Warren Street.
 - b. 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.
 - c. Include affordable/workforce housing (per City of Atlanta Code and HUD definitions) comprising a minimum of 10-15% of units.
 - d. 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.
 - e. 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.
 - f. Consider office space that has a live/work component that supports street level retail.
 - g. Connectivity to neighborhood more than with Rogers St NE alone using a mixed-use non-vehicular bridge at Trott Street linking to Trott St NE, Warren St NE, and Delano Drive.

- h.** Water reclamation should be a used as an attractive feature of the property.
 - i.** 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.
 - j.** 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.
 - k.** 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.
 - l.** Tax abatement areas for low income/senior housing not more than 10%.
- O-15 Pratt Pullman Streetscapes**
- a.** 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.
 - b.** 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.
 - c.** Roundabout at Rogers St NE " L" turn with entrance to new development, neighborhood identification/ landscape in island.
 - d.** 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).
 - e.** Proposed additional entrance to development to feed at AYSA gate on Rogers St NE so as not to affect existing neighbors.
 - f.** Install turn lanes at Hosea Williams Drive. Move MARTA bus stop east $\frac{1}{2}$ block to keep bus/ turning traffic separate.
 - g.** Crosswalks/PATH markers at all applicable locations.
 - h.** No bike lanes recommend for Rogers as PATH currently connects at the AYSA soccer fields on Arizona. Additional paths are recommended inside the development.
 - i.** Additional entrances/ exits/ streetscape needs to be addressed at development proposal meetings.
 - j.** Traffic bumps outs for speed abatement (no speed humps). Must maintain Rogers St NE corridor as major artery for community.



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- O-16** Pratt Pullman Street and Parking
- a. 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.
 - b. Maximize underground parking.
 - c. 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.
 - d. Address connectivity to rest of neighborhood (Trotti St., Warren NE, Delano Dr.) and resulting issues.
 - e. Wide sidewalks and pedestrian friendly development.
 - f. No speed humps.
 - g. Non paved pervious passive trail in conservation areas.
- O-17** Pratt Pullman Quality of Life: General Design
- a. Development must meet all ADA standards.
 - b. No gated or island community.
 - c. Conservation /recreational /passive use areas must be accessible to all of Kirkwood.
 - d. Historic buildings potentially maintained as community commercial space. Suggested uses include a green market, events facility, museum, artists space, etc.
 - e. 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.
 - f. 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
- a. Promote a mix of housing sizes, types, and prices, both rental and for sale units, providing for and inclusive of fixed income seniors.
 - b. Promote incentives (i.e. tax relief among others) that encourage retention of seniors and existing residents to remain in their homes and community.
 - c. 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 residents.
 - d. 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.
 - e. 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.
 - f. Promote accessory dwelling units on owner-occupied lots with shared utilities.
 - g. 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-20 Kirkwood Historic Preservation

- a. Encourage alternative construction and renovation practices that enhance the viability of old growth tree canopy.
- b. Encourage residential restoration and renovation that preserves the architectural integrity of representative home styles instead of demolition.
- c. 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.
- d. 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
 - Pentecostal 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
- 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, facade 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
- e. Enforce compliance with City of Atlanta Tree Ordinance in order to protect old growth tree canopy.
- f. Discourage front loading garages in favor of garages on the side or back of property.

O-21

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, 42 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 stream buffer, Woodbine Avenue SE; Watson Circle greenspace, 117 Watson Circle SE. The 75' stream buffer for all State waters in Kirkwood including, but not limited to, the following: Hardee Creek, Walker Branch Creek, Sugar

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- Creek, Wild Cat Branch Creek, Reedy Branch Creek, Clay Branch Creek, Rocky Ford Creek. Planned and existing segments of the Eastside Trolley mixed use non-vehicular pedestrian and bicycle trail including all relevant spurs. Recommended improvements of the parks are in the CWP.
- a. **Branham Park:** Replacement of playground composite rubber surface ASAP. Restoration/renovation of the Urban Treehouse structure including related structures ASAP. Construct detached public restrooms.
- Field lighting to allow evening play. Lighting to be non light polluting and compliant with recommendations of the Illuminating Engineering Society & International Dark Sky Association, 2011.
 - Repair or replace all damaged sidewalks within the park.
 - Erosion remediation and repair downhill from monument, above playground, and adjacent to urban treehouse at west corner.
 - Restoration of stone memorial including replacement of missing elements.
 - Master plan.
 - Bollards along east side from handicapped ramp to playground entrance to prevent off pavement parking.
 - Bike racks and trash receptacles.
- b. **Oakview Linear Park:** Repair and restore the Oakview "bridge" to provide for native plant installation, traffic calming, fence removal, erosion control, and invasive plant eradication.
- Master plan
- c. **Gilliam Park:** Close to vehicles and convert to mixed use non-vehicular trail the western side of the divided road Woodbine Avenue NE between Hosea Williams Drive and Wade Avenue NE connecting Coan Park and Gilliam Park and their respective mixed use non-vehicular trail segments. Construct a mixed use non-vehicular trail connecting the end of Arizona Avenue NE with Gilliam Park PATH and Clifton St. NE. Replace and widen sidewalk on Wade Avenue within Gilliam Park.
- Oppose any unnecessary proposed storm water facility installation that would destroy Gilliam Park's old growth hardwood grove and worsen erosion.
 - Install lighting along existing and planned mixed use non-vehicular trail from Rogers Street NE to Hosea Williams Drive. Lighting to be non light polluting and compliant with recommendations of the Illuminating Engineering Society & International Dark Sky Association, 2011.
 - Construct a mixed use non-vehicular trail connecting Gilliam Park PATH with the apartment complex at 1612 Hardee St. NE.
 - Porch Swing along mixed use non-vehicular trail.
 - Reconstruct retaining wall along Gilliam Park PATH.
 - Bike racks.
 - Remove parking lot and recover space with appropriate plantings.
 - Master plan and expansion of Gilliam Park with land acquisition or creation of conservation easements of appropriate adjacent parcels.
 - Construct an additional picnic shelter to serve west half of park.

- d. Coan Park:** Relocation & reconstruction of basketball courts to east side of Coan Recreation Center. Construct detached public restrooms. Installation of inclusive splash pad using a pod design between tennis courts and Boundless® playground. Installation of soft rain/shade structure over outdoor exercise court.
- Install lighting along mixed use non-vehicular trail from Hosea Williams Drive to Anniston Avenue. Lighting to be non light polluting and compliant with recommendations of the Illuminating Engineering Society & International Dark Sky Association, 2011.
 - Installation of doggie bag dispensers.
 - Bike racks.
 - Renovation of gazebos.
 - Replacement of sidewalk along Anniston.
 - Installation of standard adjustable rotating grills.
 - Master Plan.
 - Trash Receptacles.
 - Resurfacing of tennis courts.
- e. Clay Cemetery:** Obtain designation as City of Atlanta Landmark Site. Install water line and service. Obtain recognition by City of Atlanta of Clay Cemetery Preservation Inc. and Kirkwood Neighbors Organization (KNO) as primary caretakers.
- f. Rocky Ford Creek Watershed (inc.) Watson Circle Greenspace:** Creation of conservation easements for the stream buffers for Rocky Ford Creek from Memorial Drive north including the NW branch at Wisteria Way and Rocky Ford Road and the NE branch at Wisteria Way and Murray Hill Avenue.
- Transfer of Watson Circle Greenspace to City of Atlanta, Department of Parks. Restoration of stream embankments and unbuildable slopes from Memorial Drive to Hosea Williams Drive including removal of invasive non-native species and erosion control replacing them with native non-invasive species including appropriate trees.
- Restoration of Rocky Ford Creek.
 - Conversion of Watson Circle Greenspace from unbuildable eroded vacant lot to pedestrian only passive greenspace using re-grading and native non-invasive trees and understory as the primary means of erosion control.
- g. Coan Forest Stream Buffer:** Transfer ownership from City of Atlanta Department of Watershed to City of Atlanta Department of Parks. Using acquisition or conservation easement incorporate the end segment of Wild Car Branch Creek and its buffer into Coan Forest Stream Buffer.
- O-22 East Lake Land Use Policies**
- a.** Discourage zoning changes that would convert residential-type zoning to a commercial-type zoning designation anywhere in the neighborhood.
 - b.** Discourage "spot rezoning".
 - c.** 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
 - d.** Existing low density commercial uses in the Candler Road Corridor.

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- e. Promote low density commercial uses in the Memorial Drive Corridor at 2465 Memorial Drive.
 - f. Promote low density commercial uses in the Memorial Drive Corridor from 2466 to 2476 Memorial Drive.
 - g. Preserve current single family residential uses in the Memorial Drive Corridor from 1st Ave SE to Candler Road SE.
 - h. Consider Retaining R-4 zoning for all that currently hold this designation.
 - i. Preserve the tree canopy by retaining and maintaining old growth trees and promote adherence to the city's tree protection ordinance, Future Land Use Map and Narrative w/Land Use Categories, Summary of Adopted Plans, Character Area Maps and Defining Narrative.
- O-23** East Lake Housing Policies
- a. Promote multi-family as a means of supporting commercial businesses through the following Land Use guidelines.
 - b. Encourage a categorical up-zone as proposed by the Dept of City Planning.
 - c. Promote inclusion of a low to medium density residential component at the following: Parcels bounded by Cottage Grove, Third Ave, and Memorial Drive and parcels with frontage on an arterial or collector (ie the main roads of these intersections) AND within 400 feet of the following intersections (districts): 2nd & Hosea, 4th & Memorial, Candler & Memorial, 2nd & Memorial.
 - d. Other Guidelines:
 - When possible, use multi-family as a buffer between commercial and single family uses and to provide badly needed housing units and a type rarely seen in the neighborhood.
 - Understanding that the nature of East Lake as a primarily single family home neighborhood, we support gentle density wherever it can happen or already exists including but not limited to: ADUs, grandfathered in duplexes/triplexes, basement apartments, carriage houses, attic apartments, guest houses, etc.
 - Further, where appropriate, we would support and encourage the development of zero-lot-line duplexes, townhomes, 4-12plexes, and other missing middle housing surrounding our commercial hubs (zoning types such as R5, RG, MR, PDH, MRMU, and similar).

O-24 East Lake Transportation Policies

- a. Improve safety along the main arteries of East Lake, such as Memorial Drive, Glenwood Avenue, Hosea Williams Drive, East Lake Drive and 2nd Ave.
- b. Install temporary traffic calming measures on all major roads through East Lake, such as, but not limited to: Hosea Williams Drive, East Lake Drive, and others.
- c. Radar-enabled signs that show speed vehicle is traveling along with versus the speed limit along East Lake Park and Memorial Drive, as well as 2nd Ave and Glenwood Drive.
- d. Speed humps along 2nd Ave from Glenwood Ave to City border with Decatur.
- e. Curb Outs along Hosea Williams from East Lake Drive to Candler Road.

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- O-25** East Lake Population: Given the recent population growth and future projections for the City of Atlanta, East Lake plans to do its part in absorbing some of that increase by increasing our density and allowing development where appropriate. We are lucky to have as many contributors to housing and community development as we have, while at the same time understand our need to participate in providing more housing in a dispersed and not compartmentalized fashion.
- O-26** East Lake Economic Development Policies
- a. Promote and support viability of existing businesses to attract new and improved business development in East Lake's commercial hubs:
 - 2nd & Hosea: Support ongoing development according to neighborhood approved amended plan for the development of the 4 corners.
 - Cottage Grove and Memorial Avenue: Conceive, design, and implement streetscape enhancements to improve safety and create expanded sidewalk/curb space on the northeast corner of 4th Street & Memorial (an example of this concept is contained in the 2014 first draft of the Imagine Memorial plan).
 - 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.
- O-27** East Lake Natural Resources Policies
- a. Willow Wood Preserve Park: Restore native forest and riparian (stream) zone. Create butterfly-friendly meadow habitat in existing open area. Create pleasing viewshed from adjacent streets, potentially to include a cleared indentation for benches. Install educational & aesthetic signage that identifies the greenspace by name.
 - b. Doolittle Creek: Protect the two headwater forks of Doolittle Creek that arise in East Lake; Doolittle Creek is one of the four main tributaries of the South River, the main watershed for Atlanta's southeast side. Yearly clearing of Invasives along the creekbed and a long Term plan for removal of Invasives. Hold community volunteer clean-up days to remove trash and debris to keep the waterway flowing smoothly.
 - c. Preserve and maintain all watershed buffers at a minimum 75 feet.
- O-28** East Lake Historic Resources: East Lake Golf Club; East View Cemetery; Trolley Bridge over Cottage Grove - Apply for Historic Designation 2021.
- O-29** East Lake Historic Preservation
- a. 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)

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- 236 East Lake Drive, First Shepard Home (1914)
 - 245 3rd Ave SE, Flanagan Home (1917)
 - 246 Daniel Ave SE (@1896), 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)
 - 2898 Salmon Avenue (1924)
 - 98 Candler Rd (1900)
 - 8 E Lake Dr NE; the Hosea House
 - Zaban Community Center, 241 Daniel Ave. SE, East Lake Park
 - 228 2nd Ave SE; 2 units
 - 2400 Hosea L Williams Dr NE; 2 units
 - 2508 Alston Dr SE; 2 units
 - 260 Spence Ave SE; 2 units
 - 2618 Memorial Dr SE; 2 units
 - 2626 Memorial Dr SE; 2 units
 - 2641 Pharr Rd NE; 2+ units
 - 2645 Knox St NE; 2 units
 - 2686 Knox St NE; 2 units
 - 2726 Arbor Ave SE; 2 units
 - 2836 Tupelo St SE; 2 units
 - 2870 Alston Dr SE; 2 units
 - 318 Ashburton Ave SE; 2 units
 - 42 Roseclair Dr SE; 2 units
 - 48 Spence Ave NE; 3 units
 - 62 Russell St NE; 2 units
 - 76 E Lake Dr NE; 2 units
 - 90 Daniel Ave SE; 2 units
 - 2644 Knox St NE; 2 units
 - 155 E Lake Dr SE; 2 units
 - 25 1st Ave NE; 2 units
 - 2329 Hosea L Williams Dr SE; 2 units
 - 25 E Lake Dr SE; 2 units
- b. Grandfathered in Multi-Family Housing to be preserved: (could not be built today and potentially providing much needed housing units in a dispersed fashion throughout our neighborhood)**
- 132 East Lake Drive SE; 4+ units
 - 226 E Lake Dr SE; 2 units

O-30 East Lake Infrastructure

- a. Streetscape to include street lighting and trees with a priority of major roads such as: Memorial Drive, East Lake Drive, Hosea Williams Drive, and 2nd Avenue. Particularly: East side of East Lake Drive between Alston Drive and Pharr Road; and on both sides of Hosea Williams Drive from 1st Street to Candler Road.
- b. Improve/repair all sidewalks as needed within the East Lake community to allow for safe pathways for all residents.
- c. Promote the planting of trees between the sidewalks and streets to replace lost or damaged trees within the neighborhood.
- d. Encourage parking configurations for new developments that promote pedestrian orientation, including shared parking at commercial centers.

O-31 East Lake Community Facilities

- a. **Charlie Yates Golf Course:** As Drew Charter School Elementary Academy opens up for the 2021/2022 school year, work with the Charlie Yates Golf Course to ensure parent parking during school drop-off and pick-up does not overwhelm the Charlie Yates parking lot and that parking along Lakeside Village Drive Southeast does not obstruct access to Golf Course, but also ensures that traffic into the school flows smoothly so that parents can efficiently pick up and drop off students at the Elementary Academy. From late-May to the first week of July of 2021, Charlie Yates Golf Course will undergo the following renovations: all nine greens and the practice green will be converted from Bentgrass to Prizm Zoysia, several tree repairs, cart path refurbishment and restoration of the practice tee on the north end of the practice range.

b. East Lake YMCA: As Drew Charter School

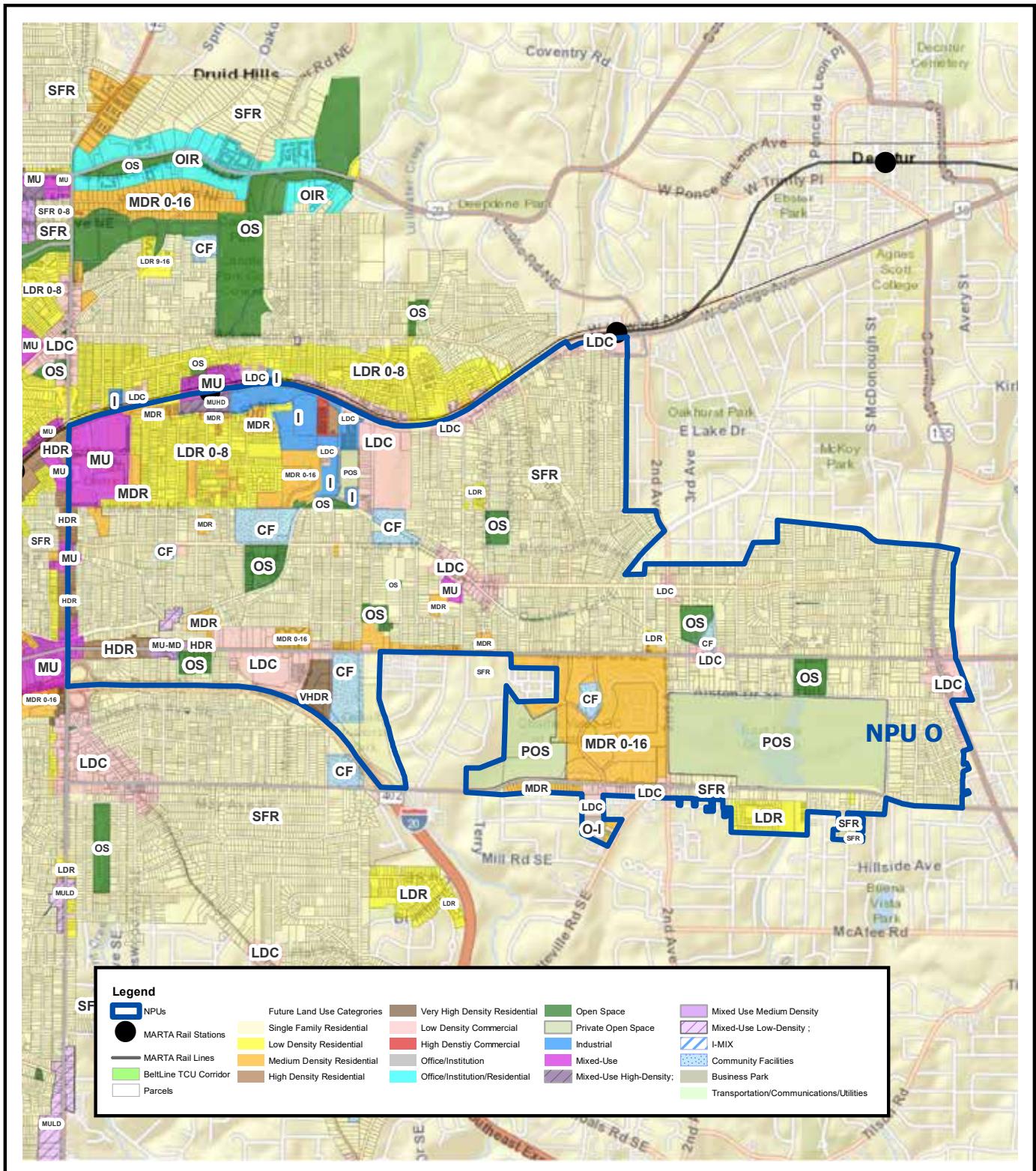
Elementary Academy opens up for the 2021/2022 school year, work with the East Lake YMCA to ensure parent parking during school drop-off and pick-up does not overwhelm the East Lake YMCA parking lot. Work with Drew Charter School Elementary and Junior/Senior Academies to have crossing guard placed at the intersection of Memorial Drive and Eva Davis Way to allow students to cross Memorial Drive safely as well as not heavily disrupt the flow of regular morning and afternoon traffic. Possibly work to bolster crosswalk and sidewalks along the intersection of Memorial Drive and Eva Davis Way to ensure safe crossing. Possibly work to make street parking and parking lot adjacent parking more accessible for the East Lake YMCA Teen Center, which houses an outdoor pool as the parking lot can become overwhelmed in summer months when the outdoor pool is open and East Lake YMCA summer camps for children are in session. Maintain community partnership to keep neighbors and community aware of events and offerings of the East Lake YMCA to ensure that neighbors in need have access to the services the East Lake YMCA offers as well as to ensure the YMCA is supported to be able to offer as many programs as possible to the neighborhood.

c. Zaban Center at East Lake Park: Work with

City of Atlanta Parks to maintain interior and exterior of building as the community utilizes the playground and exterior restrooms adjacent to the playground. Keep the Zaban Center building in mind as community makes requests for the refurbishment of East Lake Park and organizes community volunteer clean up days.

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- O-32** East Lake Parks and Recreation
- a. Improve our neighborhood parks, green spaces and trees.
 - b. Trolley Trail Spur (East Lake to Kirkwood): Install Wayfinding Signed in coordination with Path Trolley Trail Team.
 - c. East Lake Park: annual clean up by ELNCA volunteers, deferred maintenance updates to the pavilions, install map signage and mini library, study green street parking, one-way, and violations, and repair select border fencing to inhibit unauthorized parking.
- O-33** East Lake East View Cemetery
- a. Work with the East View Cemetery managing board to help organize community volunteer clean up days to maintain landscaping such as keeping grass trimmed, headstones clean and removing excess leaves in fall as well as picking up trash.
 - b. Possibly adding signage reminding those utilizing the cemetery as a walking park to pick up after themselves and their dogs.
 - c. Possibly working to install dog waste receptacle stations.
 - d. Work with the East View Cemetery managing board to help increase community awareness of the historical elements of the cemetery as well as assist in raising funds to go toward landscaping maintenance and clean-up through the following methods.
 - e. Holding community fundraising events at the East View Cemetery.
 - f. Helping the East View Cemetery connect with managing boards of other Atlanta cemeteries such as the Oakland Cemetery in Grant Park to develop programs to help earn funds for the East View Cemetery.
- O-34** East Lake Public Safety: Improve city services in East Lake, especially police patrols and trash clean up in public ways/areas.

NPU-O: FUTURE LAND USE



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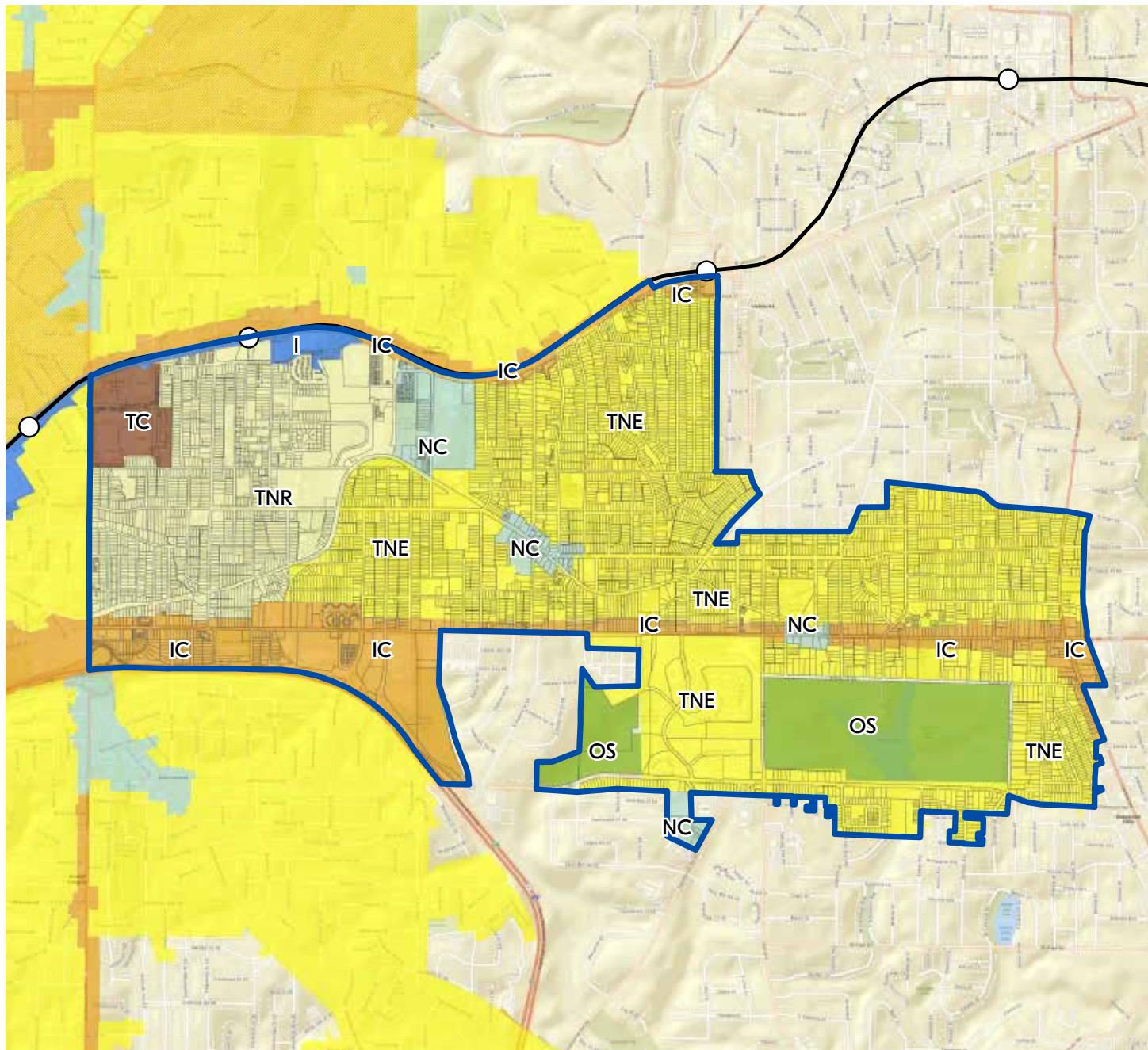


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NPU-O: CHARACTER AREAS



Legend

NPU		Character Areas									
	NPU										
	MARTA Rail Stations	Industrial Live-Work (Historic)									
	MARTA Rail Lines	Suburban Area									
	Atlanta BeltLine	Town Center									
	parcels	Downtown									
		Traditional Neighborhood Existing									
		Traditional Neighborhood Existing (Historic)									
		Traditional Neighborhood Redevelopment									
		Traditional Neighborhood Redevelopment (Historic)									
		Conservation Greenspace (Historic)									
		Neighborhood Center									
		Open Space									
		Other									
		Regional Activity Center									
		Redevelopment Corridor									
		Redevelopment Corridor (Historic)									
		Industrial									
		Intown Corridor									
		Industrial Live-Work									



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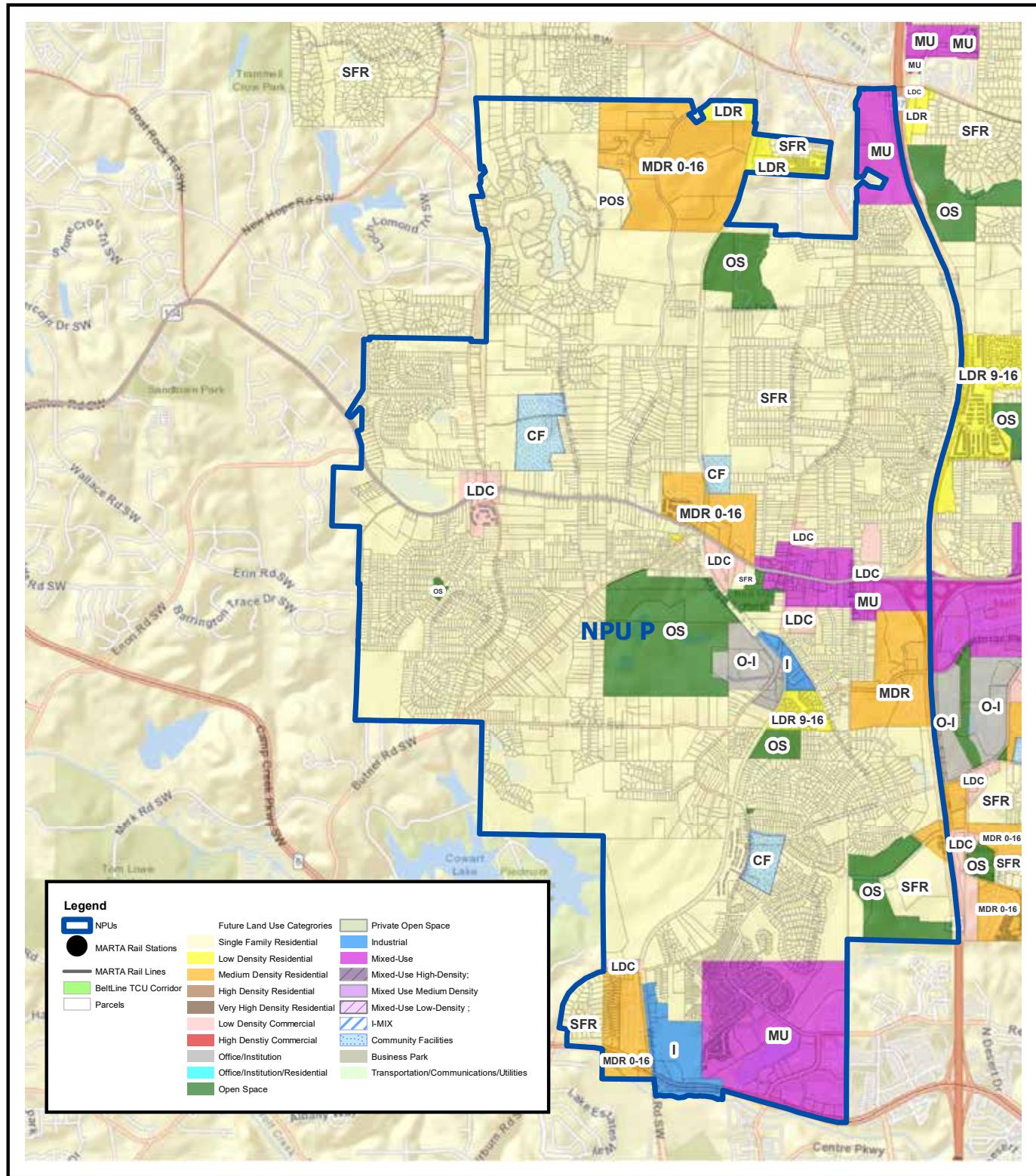
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NPU-P Policies

- 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 except for areas identified for commercial development. (See P3 for areas.)
- 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:
- Campbellton Road SW from Butner Road SW extending east to Interstate 285 (I-285).
 - Campbellton Road SW from Kimberly Road SW extending west to County Line Road SW.
 - Welcome All Road SW (from Fairburn Road SW to Camp Creek Parkway SW).
 - The portions of Camp Creek Market Place that are located within the Atlanta City limits.
- P-4** Kimberly Road SW from Melvin Drive SW north to Atlanta City Limits (before Cascade Road SW).
- Niskey Lake Road SW from Campbellton Road SW south to Wallace Avenue SW.
- P-5** 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-6** Support unified development of the Ben Hill commercial areas along Campbellton Road SW and its associated community facilities in accordance with the adopted plans such as 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-7** Encourage the reuse and development of the existing rock quarry as a regional park with recreation facilities and pedestrian walking and 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).
- P-8** Encourage the development of medium- to high-density residential housing between Kimberly Road SW and County Line Road SW to provide a mix of housing sizes and prices to attract a diverse population and will appeal to a variety of age groups.

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- P-8** On Welcome All Road SW from Fairburn Road SW to Camp Creek Parkway SW, the community would be open to supporting a change in zoning from industrial (I-1) to mixed residential and/or commercial (MRC designation) to allow redevelopment.

NPU-P: FUTURE LAND USE



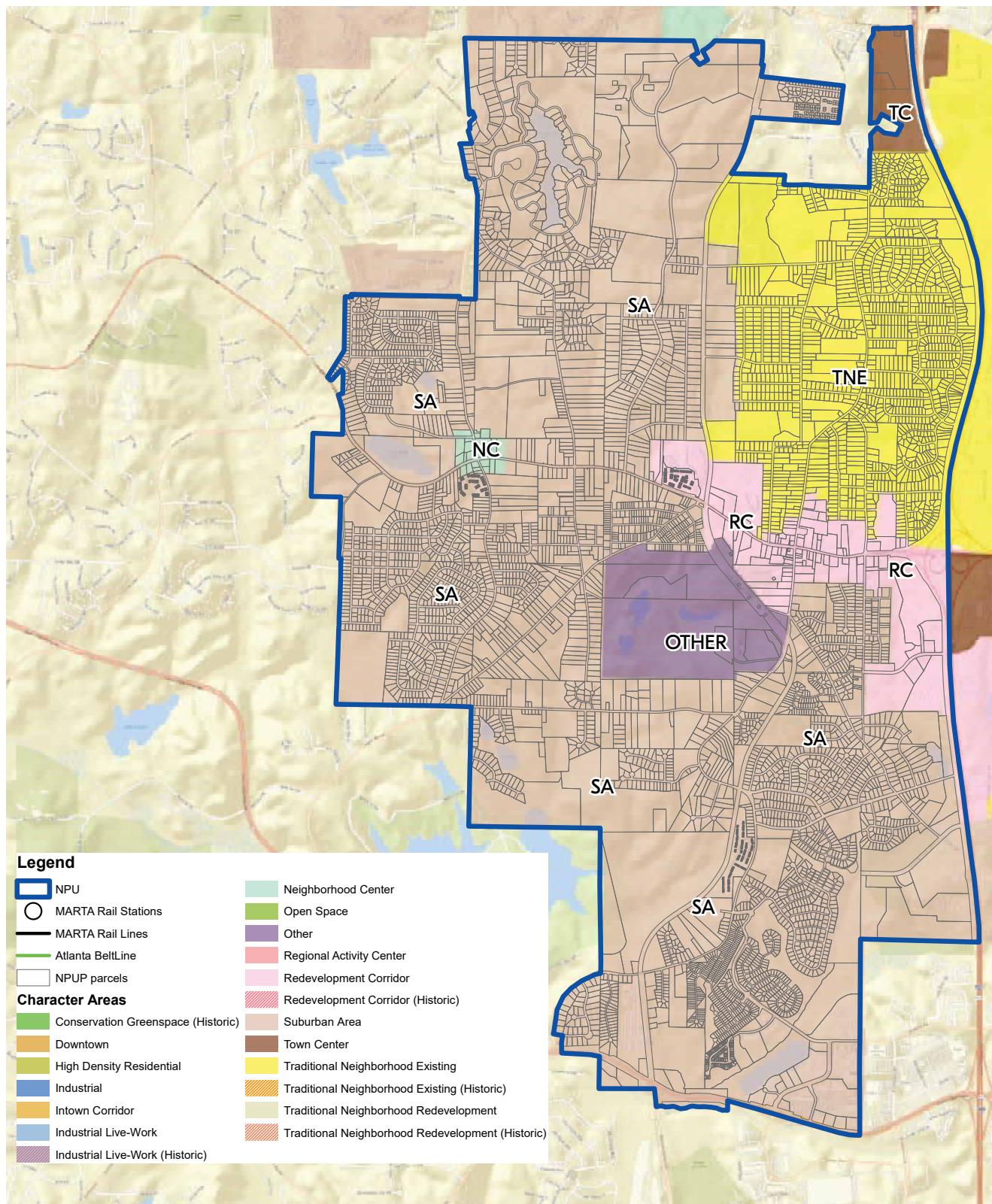
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NPU-P: CHARACTER AREAS



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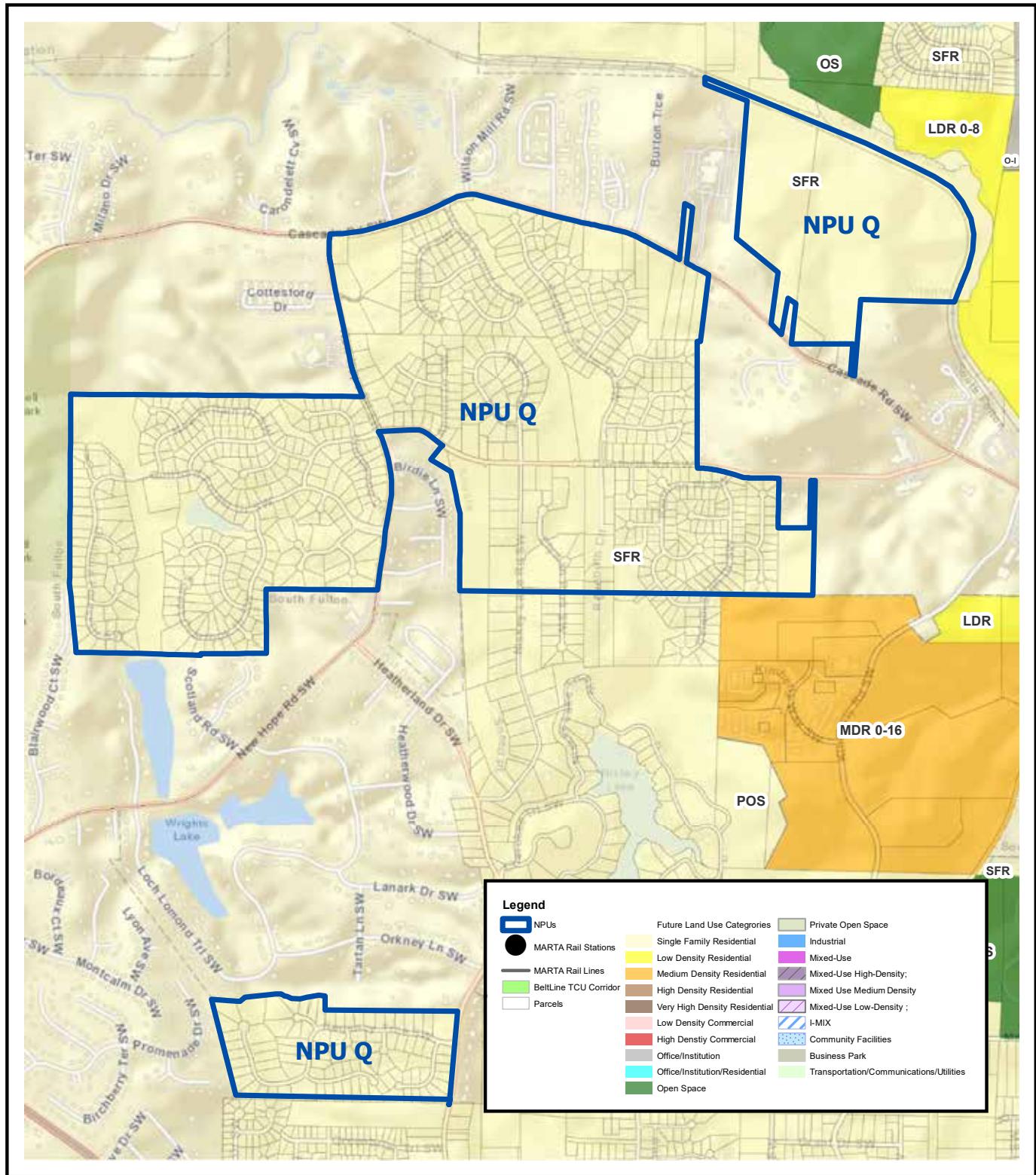
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NPU-Q Policies

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| <p>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.</p> <p>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.</p> <p>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.</p> <p>Q-4 Support more adequate street-lighting, well-marked pedestrian crosswalks, and more sidewalk continuity/ connectivity to subdivisions and single-family standalone homes.</p> <p>Q-5 Promote installation of bicycle facilities and signage.</p> <p>Q-6 Promote more street signage such as slower-speed-limit signs to increase safety and signs to identify the Mid-west Cascade community and its predominantly single-family residential character.</p> <p>Q-7 Prevention of incompatible land uses. Maintenance of a predominantly housing neighborhood with possibly special-use styled schools or day care centers.</p> | <p>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.</p> <p>Q-9 Preserve a rural nature of the area rather than urban characterization of the area.</p> <p>Q-10 Maintain an environmentally friendly ecosystem within each subdivision.</p> |
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NPU-Q: FUTURE LAND USE



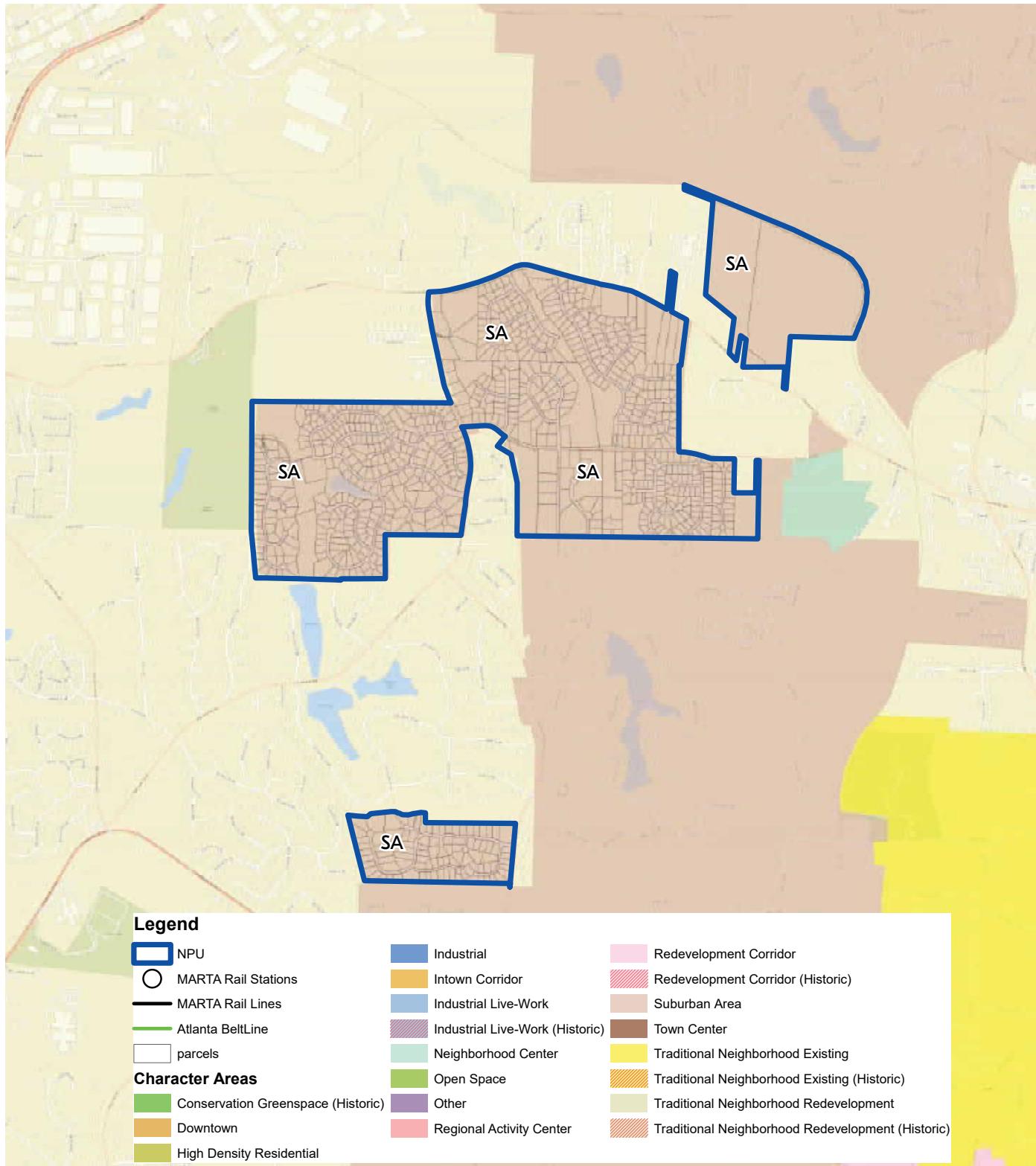
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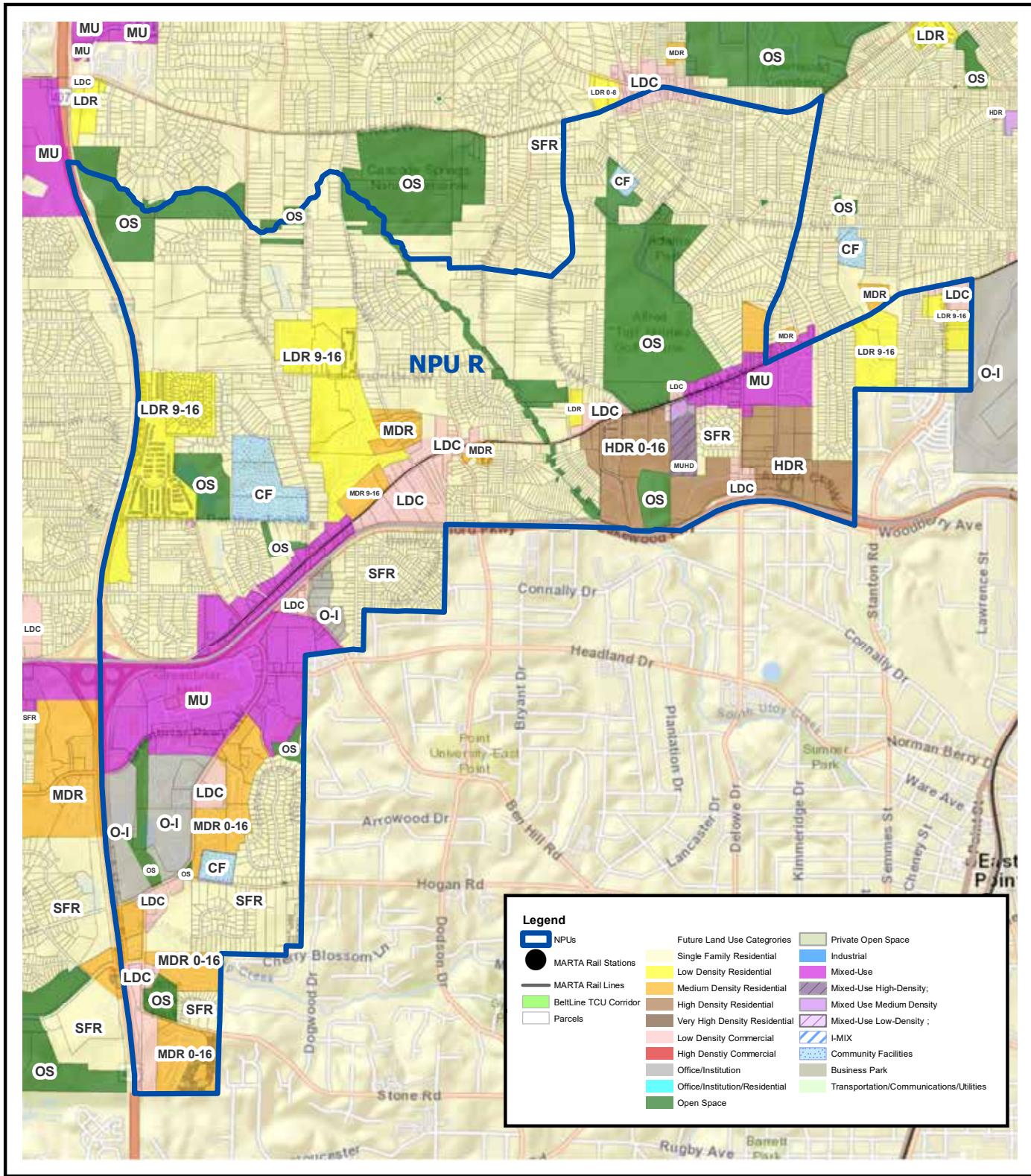


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NPU-R Policies

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| <p>R-1 Preserve the single-family residential areas and multi-family communities of NPU-R, including all parks.</p> <p>R-2 Construct residential and commercial infill development that is compatible with adjacent development.</p> <p>R-3 Unify development of the Campbellton Road commercial corridor, including Greenbriar Mall and Campbellton Plaza, without encroaching into adjacent residential areas.</p> <p>R-4 Consolidate strip-commercial uses in order to create a unified development by minimizing the number of curb cuts and turn lanes.</p> <p>R-5 Unify development in the Greenbriar commercial area, with an emphasis on concentrated mixed-use development.</p> <p>R-6 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.</p> <p>R-7 Promote the Greenbriar Livable Center Initiative.</p> <p>R-8 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.</p> <p>R-9 Install curbs and sidewalks along streets with heavy pedestrian traffic and frequently used thorough-fares.</p> <p>R-10 Maintain a minimum 10ft tree canopy along Campbellton Road corridor and City of Atlanta Right of Way.</p> | <p>R-II Extend Campbellton Road Design Plan to include Delowe Drive from Campbellton Road to East Point city limit and all commercial developments on Alison Court.</p> <p>R-12 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.</p> <p>R-13 Provide shelters with benches and trash containers at each public transportation stop.</p> <p>R-14 Encourage the activation of Falling Waters Park (Panther Trail).</p> <p>R-15 Support the Adams Park Atlanta AeroATL Model Mile Trail.</p> |
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NPU-R: FUTURE LAND USE



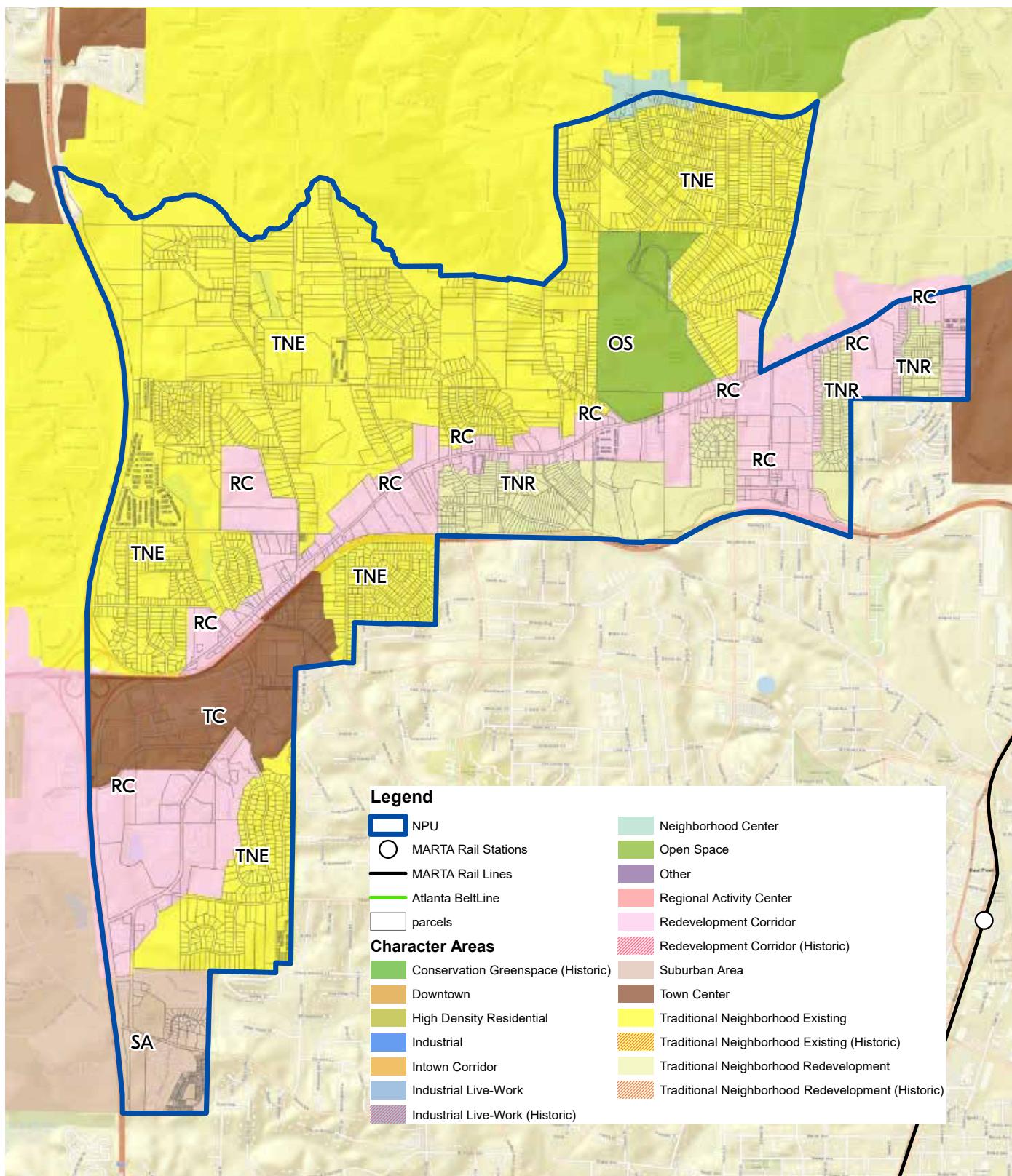
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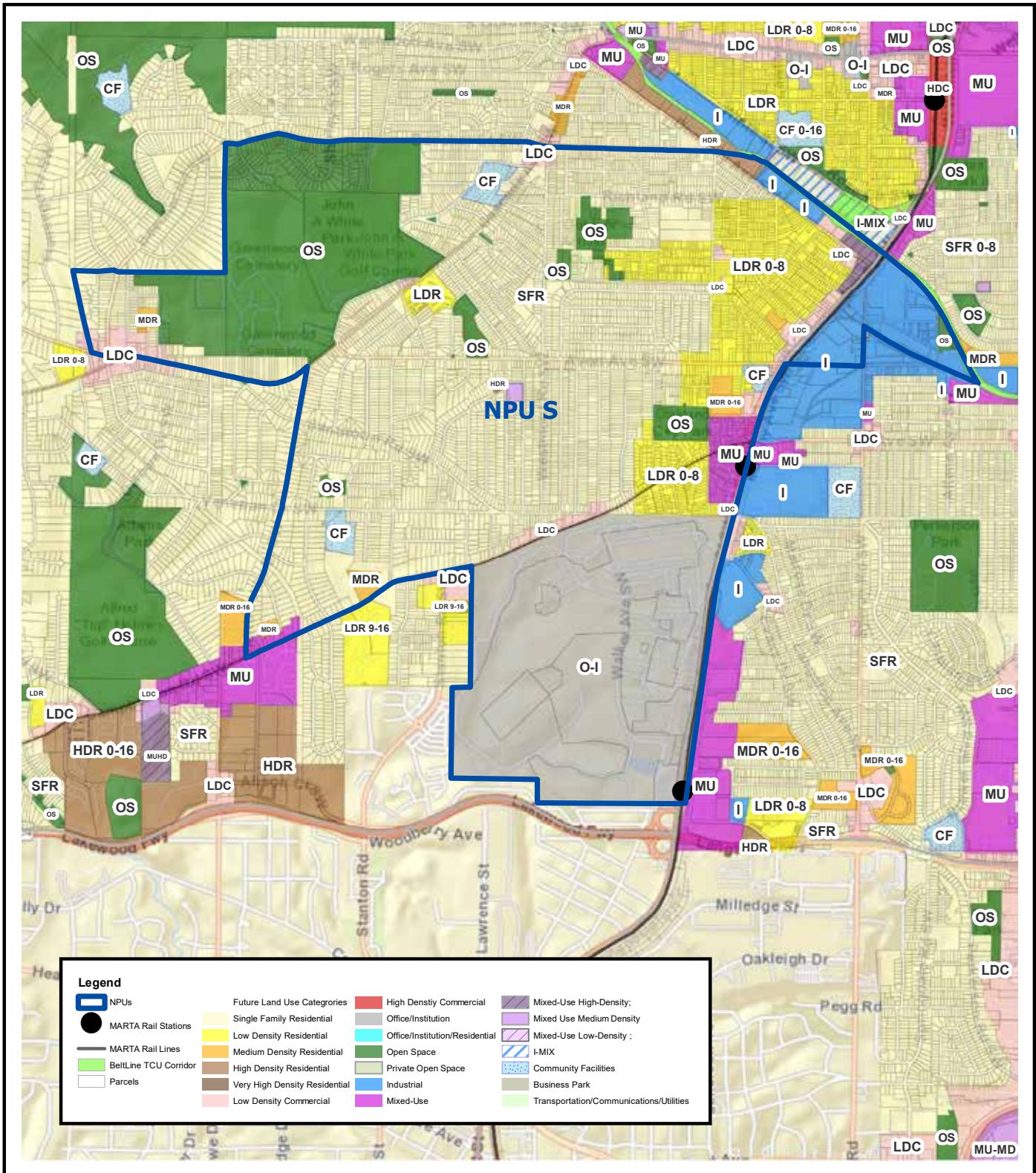
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NPU-S Policies

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| <p>S-1 Preserve the single-family and low-density residential character in the community centers of the Venetian Hills and Oakland City neighborhoods.</p> <p>S-2 Preserve the historic integrity of the Oakland City neighborhood.</p> <p>S-3 Prevent the encroachment of commercial uses into adjacent single-family and low-density residential neighborhoods.</p> <p>S-4 Encourage the adoption of local design standards that would enhance the identity of the retail community. 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.</p> <p>S-5 Support the installation and improvement of sidewalks, streetscapes, and street lighting throughout the NPU-S neighborhoods, including the neighborhoods around the Oakland City MARTA Station and along Campbellton Road, and all commercial nodes. Emphasize pedestrian safety, including better crosswalks and traffic calming measures.</p> <p>S-6 Encourage the rezoning of properties within the NPU that are currently incompatible with residential uses to a more compatible zoning district.</p> <p>S-7 Encourage the development of a Neighborhood Commercial Zoning District for the Cascade/Beecher West, Cascade/Beecher East, Campbellton/Venetian-Centra Villa, Oakland Drive, Bush Mountain and Venetian/Campbellton commercial nodes to promote new high quality retail services to the area.</p> | <p>S-8 Encourage development that promotes economic development and job growth in order to attract more commerce into NPU S.</p> <p>S-9 Support the development of housing that is consistent with the lot coverage, floor-to-area ratio, building height, and wall/fence height of nearby homes.</p> <p>S-10 Support the development of housing in Venetian Hills that is considerate of the historic, traditional style of nearby housing.</p> <p>S-11 Encourage preservation of the tree canopy in the area.</p> <p>S-12 Control the vegetation encroachment on the right of way to include sidewalks.</p> <p>S-13 Create standards governing size and appearance of open air markets along the commercial areas. Require Special Use Permits for the operation of an open air market.</p> <p>S-14 Promote greater mobility and connectivity, particularly for pedestrians and transit riders, throughout the NPU.</p> <p>S-15 Promote the development of housing at different price points, including affordable (50%-80% AMI) and workforce housing, within NPU-S.</p> <p>S-16 Promote safe pedestrian connections between Lee Street and Murphy Avenue across the rail right-of-way.</p> <p>S-17 Reduce the energy cost burden of NPU-S residents by encouraging affordable options to renovate homes and other forms of assistance.</p> |
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NPU-S: FUTURE LAND USE



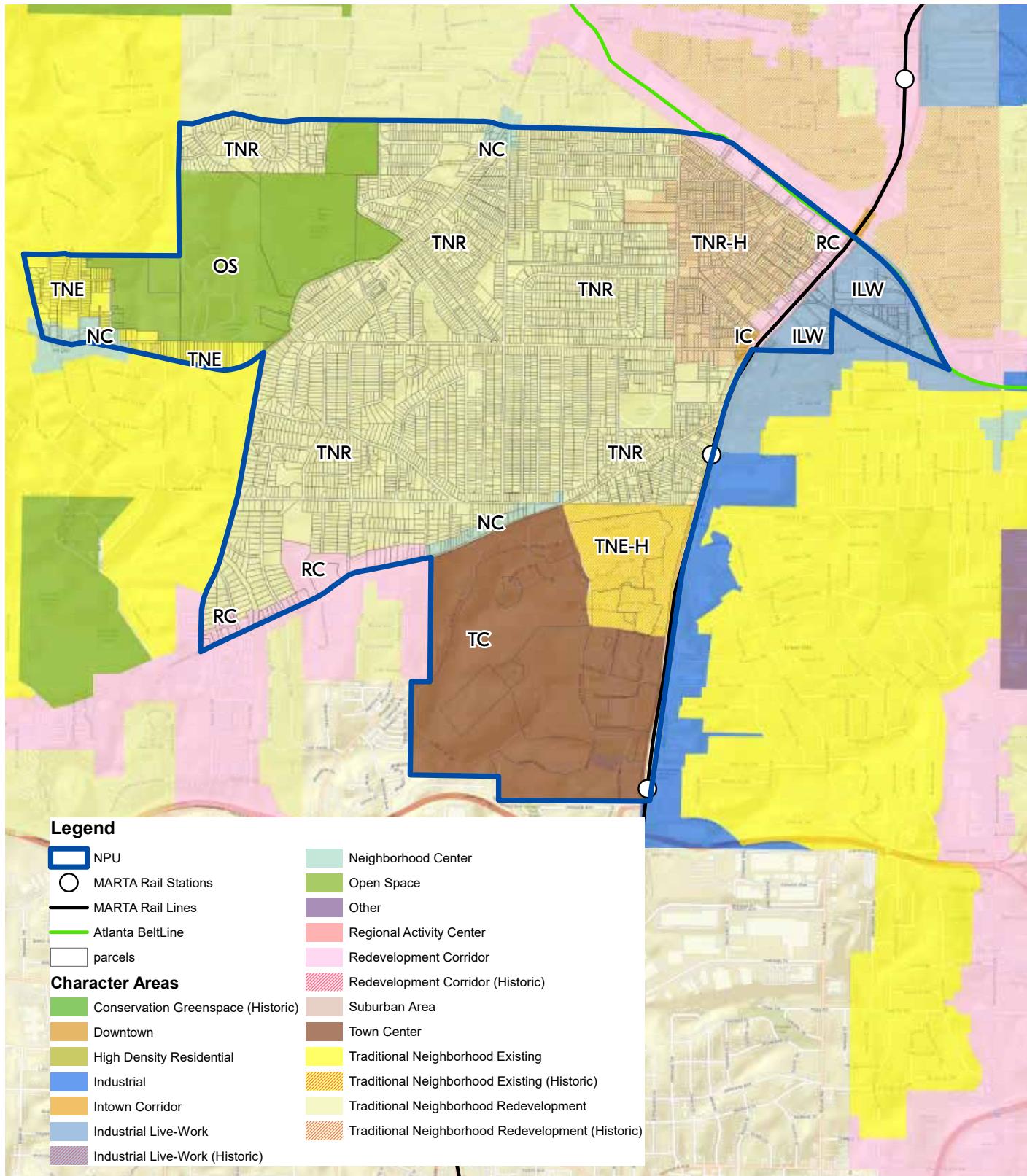
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NPU-T Policies

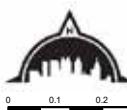
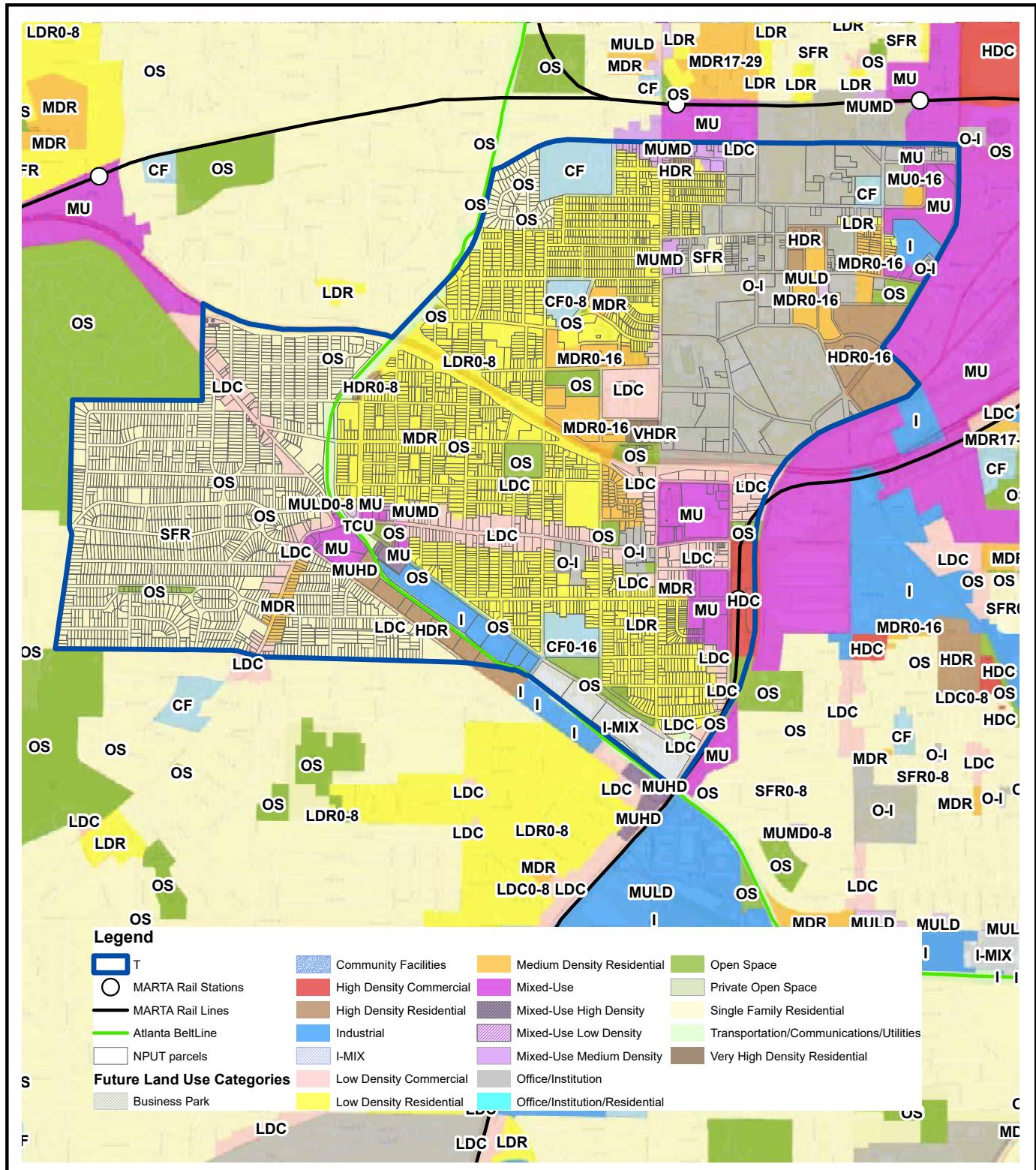
- T-I General Policies – NPU-T is comprised of the following neighborhoods: Ashview Heights, Atlanta University Center, Harris Chiles, Just Us, The Villages at Castleberry Hill, West End, and Westview. These primarily residential neighborhoods are bound by major transportation corridors and interspersed with commercial nodes and community parks. The following policies shall apply throughout NPU-T.
- a. The character of each of the neighborhoods shall be preserved. Specific objectives are detailed in the sections that follow.
 - b. Support the Beltline initiative, encourage pedestrian mobility by completing and/or improving the sidewalks throughout the NPU and upgrading and adding crosswalks.
 - c. Encourage store front design in commercial nodes that adhere to in the historic style of the neighborhood.
 - d. Implement the housing code enforcement standards and abandon & abate all rooming houses.
 - e. Prohibit additional adult entertainment in NPU-T. Especially in SPI11 subareas and SPI21 subareas.
 - f. 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.
 - g. Enforcement of rezoning requests that are consistent with updated Beltline Overlay, SPI-11, SPI-21 and other applicable City Codes in all Commercial zones.
 - h. Abolish grand-fathered liquor licenses and SAPs of business owners that have violated City codes and laws.
 - i. Enforce 2,000 ft rule of allowing same in kind businesses to operate under new or grandfathered SAP.
 - j. Enforce communication and requirements of COA Office of Buildings (permitting), Atlanta Urban Design Commissions, ZBA and ZRB as it pertains to Historic districts in NPU-T.
 - k. Enforce all COA Council approved and legislated transportation enhancement plans, initiatives and projects including but not limited to Move Atlanta, Connect Atlanta, Renew Atlanta Infrastructure Bond, etc.
 - l. Support handicap accessibility; install street level corner curb ramps throughout NPU-T.
 - m. 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, Re-new 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.
 - n. 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.
 - o. 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.

- p.** 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-2** Transportation Corridors:
- a.** Atlanta Beltline:
 - Fully Implement the Sub Area 1 Master Plan.
 - Fully realize the Enota Park Design Plan.
 - Fund the proper feasibility studies to explore adding light rail to the Beltline and commit to the MARTA 2040 plan and that would add stations at Westview/Langhorn, Abernathy Blvd, Brown/Lawton and Rose Circle along the Westside Trail.
 - b.** Cascade Avenue
 - Commit to fully realize the Campbellton/Cascade Redevelopment Plan.
 - Reduce curb cuts and shopping center entrance between Donnelly and Ralph David Abernathy Boulevard.
 - Fund a dedicated turning lane and light at the intersection of Cascade and Ralph David Abernathy Boulevard.
 - c.** Joseph E. Lowery Boulevard: Discourage any rezoning/widening of the Joseph E. Lowery Boulevard Corridor as indicated in the GA Tech and GDOT Northside Corridor studies.
- d.** Langhorn Street: Implement the complete street road diet according to the TSW Plan including bike lanes, parking, beacon crosswalks and a reconnection of Greenwich Street.
- e.** Lee Street.
- f.** Martin Luther King Jr. Boulevard.
- T-3** Commercial Nodes/Retail Developments:
- a.** Flats at Westview Commercial District. Encourage the redevelopment of the Westview Commercial Corridor according to the Westview Master Plan: Ralph David Abernathy Blvd - between Westview Cemetery and Cascade Ave, and North side of Cascade Ave - between Ralph David Abernathy Blvd and Beecher St.
 - b.** Lee + White Development.
 - c.** MLK Merchants Association.
 - d.** West End Mall.
 - e.** West End Merchants Association.
- T-4** Parks: Fund security cameras and tag readers for NPU-T Parks. Upgrade lighting at all parks.
- a.** Dean Rusk Park - Update and maintain park landscaping and lighting.
 - b.** Enota Park - Support the realization of the park according to the Sub Area 1 Park Master Plan and the community supported Site Plan.
 - c.** Gordon White Park - Support Park Improvements.
 - d.** Howell Park.
 - e.** John White Park.

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| <p>f. Lionel Hampton Trail - Support a connector trail from the Beltline to Lionel Hampton via South Gordon Street and Westwood Avenue with a bike lane.</p> <p>g. Rose Circle Park - Support Park Improvements.</p> <p>h. West End Park - Support Park Improvements.</p> <p>i. University Park.</p> | <p>T-6 Atlanta University Center:</p> <ul style="list-style-type: none"> a. Fully implement the Westside Land Use Framework Plan. b. Preserve the single-family and low-density character of residential street. c. Discourage any rezoning/widening of the Joseph E. Lowery Boulevard Corridor as indicated in the GA Tech and GDOT Northside Corridor studies. d. Support the establishment of a youth focused community/recreation center. |
| <p>T-5 Ashview Heights:</p> <ul style="list-style-type: none"> a. Fully implement the Westside Land Use Framework Plan. b. Preserve the single-family and low-density character of residential streets. c. Support the establishment of a youth focused community/recreation center. d. Support the redevelopment of Martin Luther King Jr. commercial district and the east end of Westview Drive, Fair Street (an intended retail area). e. GDOT/ Watershed – State signage for Langhorn/Westview entry from I-20. f. Repave Sells Avenue and Langhorn street, adding complete street safety measures. g. Review Flooding/ Drainage issues at Parsons Pl + Beckwith, Washington Pl + New Castle, and Sells + Lawton. h. Update: Signals, add Textured Surfaces (Visually impaired), High-Visible Crosswalk Markings: Nighttime Lighting, Flashing Lights, Reflective Strips along Westview Drive and Joseph E Lowery. i. Fund feasibility study for traffic light and lane exit for Exit 55A/Lowery. j. Speed humps for Lawton, Beckwith and Fair. | <p>T-7 Beecher Donnelly:</p> <ul style="list-style-type: none"> a. Support establishment of a community park by utilizing vacant/abandoned parcels funded through the Westside TAD. b. Preserve the single-family and low-density character of residential streets. c. Sidewalks for all of the streets in the neighborhood. d. Speed bumps for Cascade Pl. and Pinehurst. e. A neighborhood park. f. A stop sign at Beecher & Atwood. g. Signs that tell people how fast they are driving on Beecher and Allegheny. h. "No dumping" sign on Rochelle. i. Resurfacing for Donnelly & Cascade. j. Stop signs on Allegheny and Rochelle. k. Street marks/lines at all stop signs. l. Street lights on Pinehurst: another on the opposite side of the street and more towards Beecher. |
| | <p>T-8 Harris Chiles.</p> |

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- T-9** Just Us:
- a. Preserve the single-family and low-density character of this uniquely planned community.
- T-10** The Villages at Castleberry Hill.
- T-11** West End:
- a. Support the execution of the West End LCI initiative and any proposed amendments as well as future Master Plan.
 - b. Preserve national and local designation guidelines for the West End Historic District.
 - c. Preserve the single-family and low-density character of the historic district.
 - d. Continue implementation of West End Historic District Guidelines and SPI-21 sub area objectives as outlined in City of Atlanta (COA) Municode.
 - e. Avoid additional commercial business curb cuts on interior residential streets. Have automobiles enter and exit on main streets.
 - f. 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-12** Westview:
- a. Support the continued adoption of the Westview Master Plan.
 - b. Preserve the single-family and low-density character of all streets currently zoned R-4 and R-5.
 - c. Encourage the redevelopment of the Westview Commercial Corridor along Ralph David Abernathy Blvd - between Westview Cemetery and Cascade Ave and the North side of Cascade Ave - between Ralph David Abernathy Blvd and Beecher St.
 - d. Commercial corridor redevelopment should include a zoning change from C-1, MRC TO NC to bring continuity and create an appropriate buffer to MRC districts on the south side of Cascade Ave according to the Westview Master Plan.
 - e. Support MRC designation for the South side of Cascade avenue between RDA split and Donnelly Avenue according to the Westview Master Plan.
 - f. Support the continued naturalization of the Proctor Creek headwaters during the Enota Park realization.

NPU-T: FUTURE LAND USE



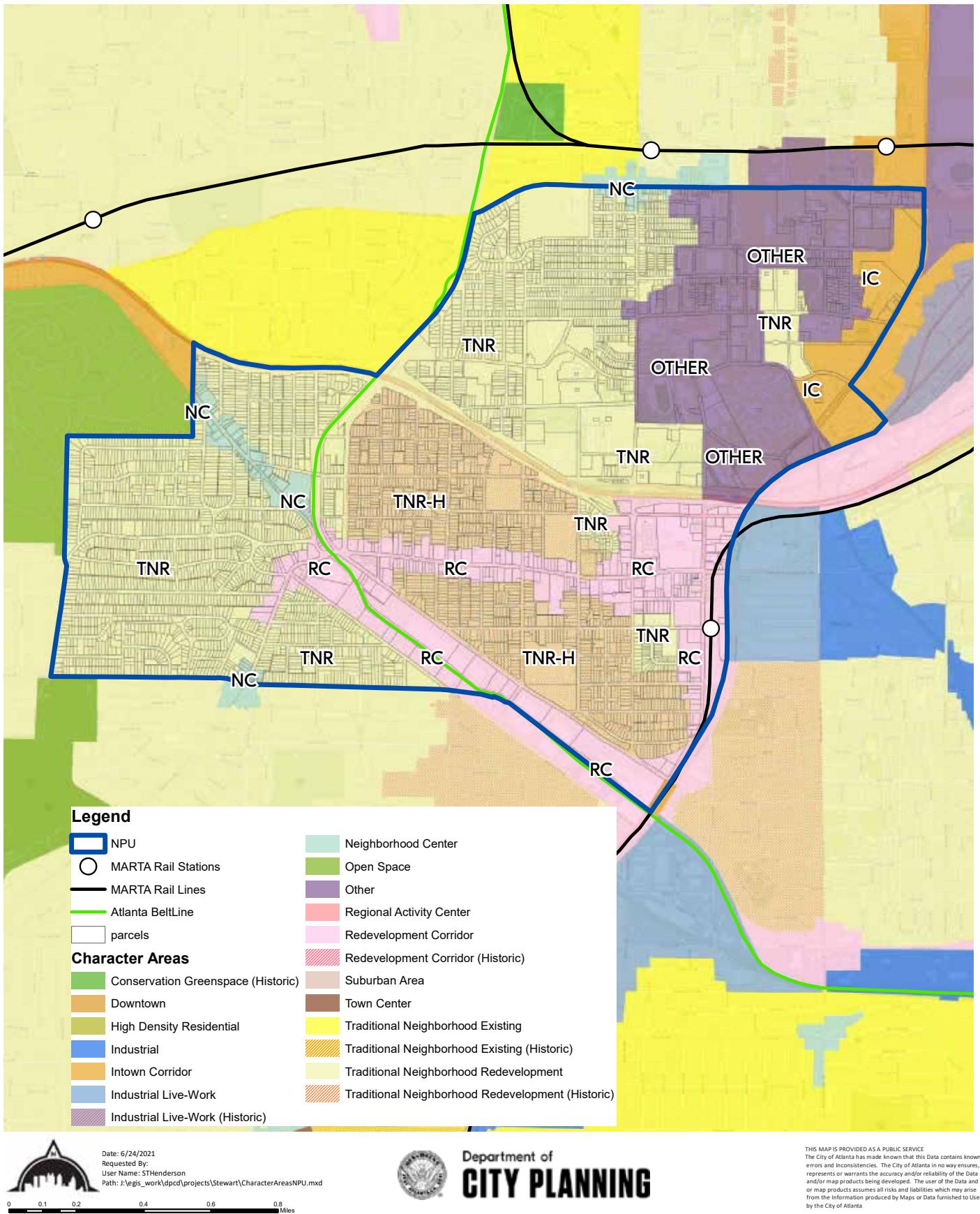
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NPU-T: CHARACTER AREAS



NPU-V Policies

Adair Park

- V-1** In October 2018 the City completed the Neighborhood Blueprint Plan for Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills but many of the recommendations for Adair Park have not been implemented. Include the Adair Park recommendations of the 2018 Neighborhood Blueprint Plan in the CDP. (Note: the recommendations for the Adair Park historic area have been addressed in a separate plan).
- V-2** The formerly industrial area at the northern tip of Adair Park between Metropolitan and Peters/Whitehall Streets north of Ralph David Abernathy Street is mostly vacant. Through rezoning and other measures achieve appropriate community-based mixed-use development of the vacant land at the northern tip of Adair Park between Metropolitan and Peters/Whitehall Streets north of Ralph David Abernathy Street.
- V-3** Commercial redevelopment is needed in the area of Adair Park between University Avenue and the Beltline. Achieve redevelopment of the deteriorated commercial area between University Avenue and the Beltline.
- V-4** Murphy Ave is currently zoned industrial which needs to be changed to support mixed-used highly walkable development. Rezone Murphy Avenue to a mixed-use category with very limited parking requirements to encourage walkable and transit-oriented development.

Summerhill

- V-5** The Summerhill Redevelopment Plan was last updated in 2006 and does not reflect current issues and priorities. Update the 2006 Summerhill Urban Redevelopment Plan.

V-6 A new grocery store is under construction at Hank Aaron and Glenn Street which will help alleviate the food desert conditions that have existed for so long in the area. But older and lower income residents may need assistance in getting to and from the store. The City will work with transportation providers to ensure resident access to the new grocery store.

V-7 As new commercial space continues to be added to Georgia Avenue and Hank Aaron area, there will likely be parking overflow into the adjacent residential areas. Create a residential parking program that gives preference to residents at nighttime and on weekends.

V-8 Many applicants request setback variances due to the special Summerhill zoning requirement for a minimum 20 ft. wide house. This creates issues when setbacks are often granted despite strong opposition from neighbors. Revisit the Summerhill special zoning requirements to determine if changes are needed.

Pittsburgh

V-9 The Preservation of Pittsburgh Plan (2017) updated the Pittsburgh Community Redevelopment plan (2001). Future growth and development in the Pittsburgh neighborhood should contribute to the values, principles, vision, and implementation of the Preservation of Pittsburgh Plan. Support the implementation of Pittsburgh projects identified in the Turner Field Stadium Neighborhoods LCI (2016).

V-10 The vacant land between Pittsburgh Yards and Metropolitan Parkway needs to be redeveloped. Achieve appropriate community-based mixed-use redevelopment of the vacant land between Pittsburgh Yards and Metropolitan Parkway.

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- V-II** The vacant former industrial land at the NW corner of Humphries and Stephens Streets needs to be redeveloped. Achieve appropriate community-based mixed-use redevelopment of the vacant industrial land at the NW corner of Humphries and Stephens Streets.
- Peoplestown*
- V-12** The Peoplestown Community Redevelopment Plan was last updated over 15 years ago in 2006. It needs to be updated to reflect current issues and plans. Update the Peoplestown Community Redevelopment Plan in 2022 with extensive community engagement including legacy residents, young people, and stakeholders.
- V-13** Flooding continues to be a serious problem in Peoplestown. Implement community-based flooding solutions that do not displace residents at problem locations in Peoplestown.
- V-14** Littering, public drinking, crime and shootings continue to be a problem at several corner stores and other locations throughout the neighborhood. Enforce sanitation and code enforcement rules at these locations and reduce crime through camera monitoring and community policing.
- V-15** Vandalism continues to be a serious problem at DH Stanton Park and Four Corners Parks. The City will install gates or other elements to prevent unauthorized motorized vehicle or other access to the parks and will provide park security as needed.
- V-16** The large empty lots along Hank Aaron at Atlanta and Ormond are a blight on the community and encourage crime and littering. Encourage appropriate redevelopment of the vacant lots along Hank Aaron at Atlanta and Ormond Streets with affordable housing and economic development components.
- V-17** There is still no date for the completion of the Beltline segment within Peoplestown while segments in Adair Park and Pittsburgh are completed or nearing completion. Prioritize the completion of the Peoplestown Beltline segment while working to stop displacement of current residents and businesses.
- V-18** The large number of new residential units in development in the neighborhood are not directly connected to existing stores and services in the neighborhood. Identify a way to connect new development with existing businesses, schools, and community centers.
- V-19** The City of Atlanta owns most of the land bounded by Haygood, Hank Aaron, Weyman Avenue, and Crew Street but only a small portion is utilized for Four Corners Park and the McDevitt Center. A large area in the SW corner of this block consistently floods during heavy rains. Explore options for using the City owned lots around Four Corners Park for expanding the park or other desirable community benefit without displacing the McGruders grocery store in the middle of the block.
- Mechanicsville*
- V-20** The Mechanicsville Community Redevelopment Plan was last updated in 2004 (<http://mechanicsvilleatl.org/wp-content/uploads/2018/10/Mechanicsville-Community-Development-Plan-Update-2004.pdf>). Update the Mechanicsville Community Redevelopment Plan.
- V-21** There is a need to support east-west transportation through Mechanicsville (Grant Park to West End); e.g., MARTA or other system. Increase public transportation from east to west through Mechanicsville (e.g., from Grant Park to West End).

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| <p>V-22 People are parking in bicycle lanes which prevents them from being used. Protect residents' access to unobstructed bicycle lanes in residential and business areas.</p> <p>V-23 Need to follow Stadium Neighborhoods LCI Study recommendations for Mechanicsville. Implement the Stadium Neighborhoods LCI recommendations for Mechanicsville.</p> <p>V-24 Mechanicsville has a large concentration of lower-income housing. Need to create a balance with market-rate housing. Build more market-rate housing in Mechanicsville community when appropriate to prevent saturation of non-market-rate housing.</p> <p>V-25 Speeding is a serious problem on many neighborhood streets. Implement new street designs that promote community and public safety.</p> <p>V-26 Mechanicsville lacks a direct walkable, safe connection to the Beltline and without one will miss out on community benefits offered by the Beltline. Connect Mechanicsville to the Beltline so the community can benefit from the services and opportunities it offers.</p> <p>V-27 Many streets in the neighborhood are severely deteriorated with potholes, cuts, and bumps. Support initiatives and projects that repair or improve deteriorating streets and sidewalks.</p> <p>V-28 There are stormwater drainage issues on Pryor Street as a result of so much runoff from the interstate and parking lots. Mechanicsville needs Green Infrastructure. Promote initiatives and projects that create or support green infrastructure in Mechanicsville to prevent runoff from interstate and other areas.</p> | <p>V-29 The two junkyards at Glenn and Metropolitan are very detrimental to the neighborhood and are likely causing environmental damage in addition to being an eyesore. Close the two junkyards and redevelop the sites with appropriate mixed-use community-based development.</p> <p><i>NPU-V Wide Policies</i></p> <p><i>Transportation</i></p> <p>V-30 Many areas of NPU-V lack sidewalks which are an absolute minimal requirement of a functional transportation system and walkable community. Current city regulations require the developers of new buildings to provide sidewalks on both sides of the street but this requirement is often not enforced. Through the enforcement of new building sidewalk requirements and city funded construction, provide sidewalks on at least one-side of every street in NPU-V before the next CDP update.</p> <p>V-31 Speeding on city streets has become a constant enforcement problem in Atlanta. The process for adding traffic calming is currently citizen driven with many obstacles and many neighborhoods that could most benefit are missing out. Develop a traffic calming plan for the entire NPU-V and create a schedule of implementation staged by priority of need that will add at least 5 traffic calming locations within each NPU-V neighborhood before the next CDP update.</p> <p>V-32 The remaining Beltline segments within NPU-V need to be prioritized for construction. Complete the construction of all Beltline segments within NPU-V before the next CDP update.</p> |
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V-33 Rail has been an integral component of the Beltline since it was first envisioned. Properties along the Beltline have been dramatically up zoned based on transit being provided. Without continuous transit the larger Beltline goals won't be achieved and nearby neighborhoods will be clogged with additional traffic. Adopt a schedule and funding strategy that will construct the entire Beltline transit loop by 2030.

V-34 The City's current policy on alley ownership, access, and maintenance is not clear and is inconsistently applied. The City will develop a standard policy on alleys that addresses ownership, access, and maintenance.

Parks/Environment

V-35 The city continues to lose far too much of its critically important tree canopy each year which increases stormwater runoff, air pollution and urban temperatures. Adopt stronger tree protection regulations and fund additional tree planting.

Housing

V-36 The increasing unaffordability of housing remains a critical problem for the City. Adopt rules and regulations that promote an increase in the overall supply of housing and that targets those at the 50% and lower AMI range. Support initiatives and incentives (i.e., tax relief, income-sensitive homestead exemptions, among others) that aid in the retention of seniors and that support existing and legacy residents remaining in their homes and in the community. Adopt the inclusionary zoning ordinance which targets those at 30% AMI or lower.

Jobs/Economic Development

V-37 The city urgently needs entry level jobs for many residents. In crafting redevelopment plans and considering zoning changes and variances, achieve property uses which create jobs for neighborhood residents.

Development Regulations/Review Process

V-38 The NPU-V consistently receives numerous requests for the reduction of setbacks. Setback dimensions exist for a reason and were based on objective criteria when they were developed yet variances are routinely approved, often despite the strong opposition of neighbors and NPU-V. The reasoning for granting many variance requests is a hardship posed by narrower than typical lots but these conditions are known in advance by any new or current property owner. Adopt new procedures for evaluating and granting zoning requirement variances that require stronger proof of hardship and better preserve existing setbacks.

V-39 NPU-V neighborhood associations and NPU-V itself spend a large amount of time considering and voting on zoning variances and changes. However, the end result of all of this effort is one word in the BZA and ZRB city staff reports, approval or denial. In the case of denial, the city staff report often overrides the NPU recommendation with absolutely no discussion of the reasons the NPU neighborhood/NPU voted against an item. The process does not properly and fairly address the NPU recommendation. Further, conditions of approval presented by the NPU are seldom included in final recommendations. Revise the city staff report template for zoning variances and changes to include a section that clearly addresses the neighborhood association and NPU recommendations and rationale.

V-40 Traffic considerations are routinely not given adequate attention in development proposals that are sent to NPU-V for evaluation and voting. Any development with commercial units and/or more than 12 or more residential units must complete a traffic study prior to NPU-V review.

V-41 Continue to implement the Turner Field Stadium Neighborhoods Livable Centers Initiative (LCI) Plan (2016) in the Summerhill, Pittsburgh, Peoplestown, and Mechanicsville neighborhoods. And, ensure development and review processes contribute to the plan's implementation.

Land Use

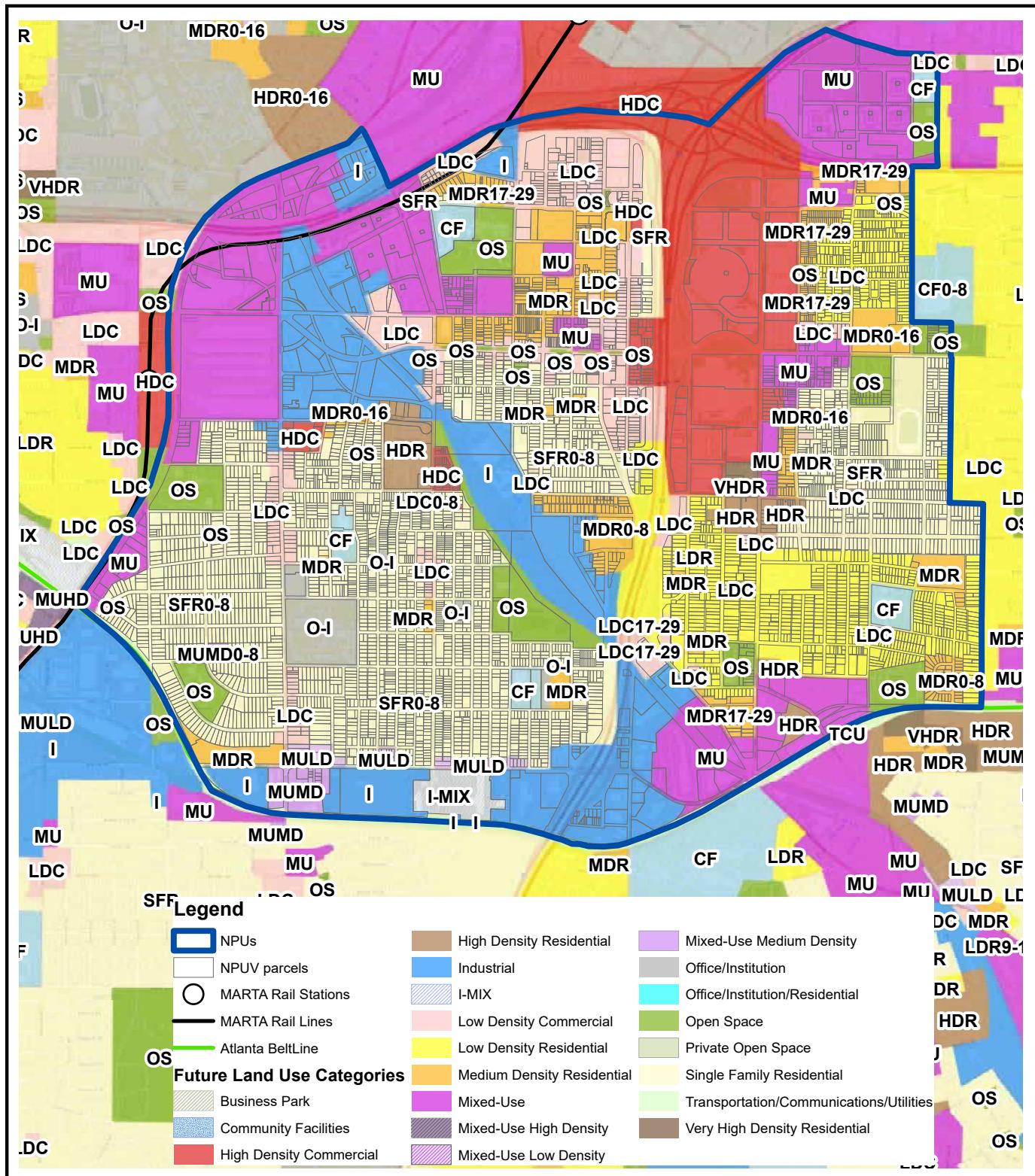
V-42 Many areas of NPU-V still have large vacant lots which don't contribute to a successful neighborhood. With respect to density: NPU-V should support SMART growth and density. Condos and apartments along with smart transit solutions are good for both commercial corridors and residential (when planned). 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-43 Parking requirements add a lot to development costs and discourage a truly walkable environment. Support reduced parking minimum requirements especially near transit.

Stormwater

V-43 Flooding and polluted runoff remain a significant problem in many areas of NPU-V. Implement aggressive green stormwater solutions throughout NPU-V.

NPU-V: FUTURE LAND USE



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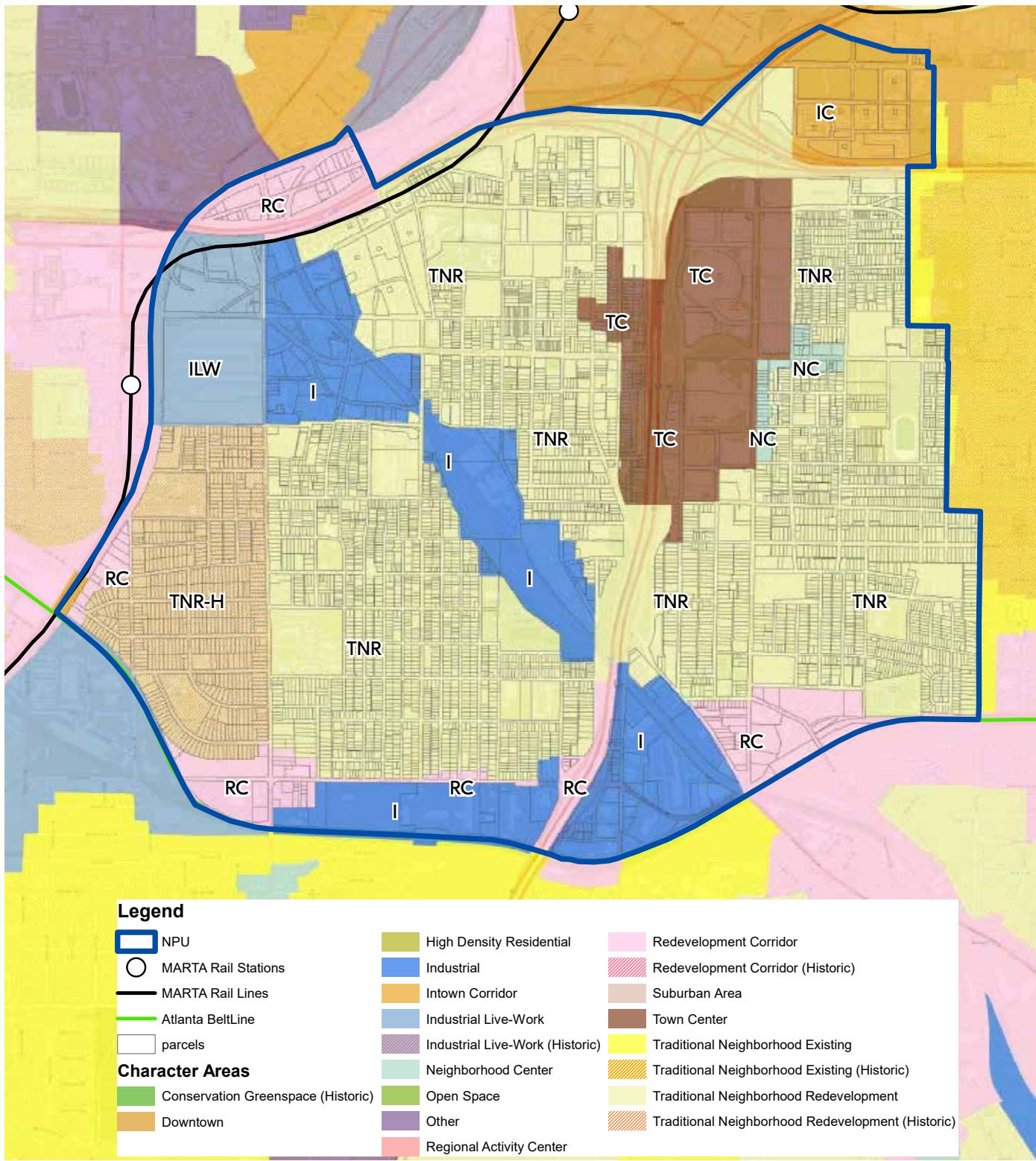
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NPU-V: CHARACTER AREAS



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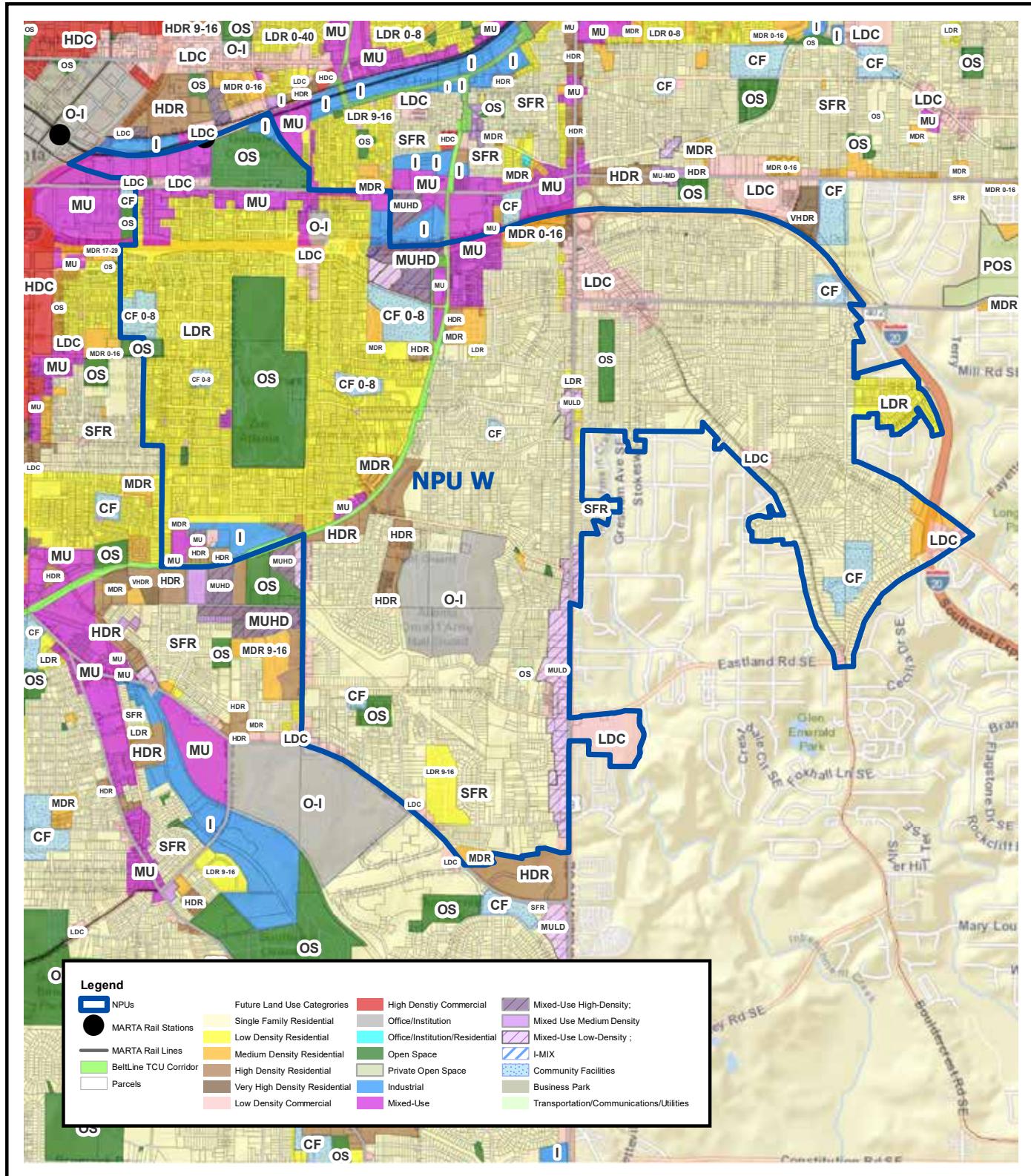
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NPU-W Policies

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| <p>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.</p> <p>W-2 Preserve the historic integrity of the Grant Park neighborhood and the Oakland Cemetery Historic District. Recognize the new State of Georgia historic district designation of the East Atlanta community.</p> <p>W-3 Promote low-density residential development of the Hoke Smith High School property at 535 Hill Street SE in a manner that preserves the historic integrity of the Grant Park neighborhood, while incorporating affordable and mixed-income housing. The property is now utilized as a track field for the M.L.King Jr. Middle School.</p> <p>W-4 Encourage mixed-use development along the Moreland Avenue and Memorial Drive corridors, consistent with the vision and recommendations put forward by the South Moreland LCI Master Plan and the Imagine Memorial master plan. Consolidate strip commercial uses in order to create a unified development pattern having a minimum number of curb cuts and turn lanes.</p> <p>W-5 Support the redevelopment of Hulsey Yards located within the Reynoldstown and Cabbagetown neighborhoods, per the community master plan adopted by NPU-N.</p> <p>W-6 Support and promote the continued commercial revitalization efforts for the East Atlanta business district.</p> <p>W-7 Encourage and foster the revitalization of NPU-W by annually reviewing the City's NPU-W 5-year Land Use Map.</p> | <p>W-8 Promote the redevelopment of the Fuqua-owned parcel behind 750 Glenwood Ave and to the west of the Kroger 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.</p> <p>W-9 Upon expiration of their use as Atlanta Public Schools educational facilities, support the adaptive reuse of the former John Slaton School, Mary Dell, and Anne B. West School sites for residential and neighborhood-oriented commercial purposes, and preserve the historically significant components of the structures.</p> <p>W-10 As referenced in the South Moreland LCI Master Plan, encourage the preservation of the undevelopable areas of the Intrenchment Creek floodplain east of Moreland Avenue for a large (21-acre) park and/or green space. Redevelopment of adjacent land should prioritize new affordable housing. Preservation priority should also apply to the Ripplewater Creek floodplain south of Brownwood Park.</p> <p>W-II Support a restriction on the siting of impound lots, landfills, municipal trash transfer stations, public storage facilities, and other similar facilities in NPU-W.</p> <p>W-12 Promote the inclusion of affordable housing for the 60% AMI and 30% AMI household income levels within multi-family developments as part of an NPU-W-wide mixed-income housing strategy.</p> |
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W-13 To better align quality of life impacts and smart growth principles with the pace of development in and near NPU-W, any proposed multifamily development within 300' of NPU-W which increases the total number of residential units (new and existing) within a quarter mile radius of the proposed site to 500 or more units, shall cause an impact study similar to the Atlanta Regional Commission's Development of Regional Impact (DRI) review. Such study shall include community engagement by the development team with NPU-W during the review process and allow for NPU review and comment of the draft and final study.

NPU-W: FUTURE LAND USE



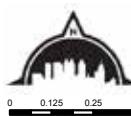
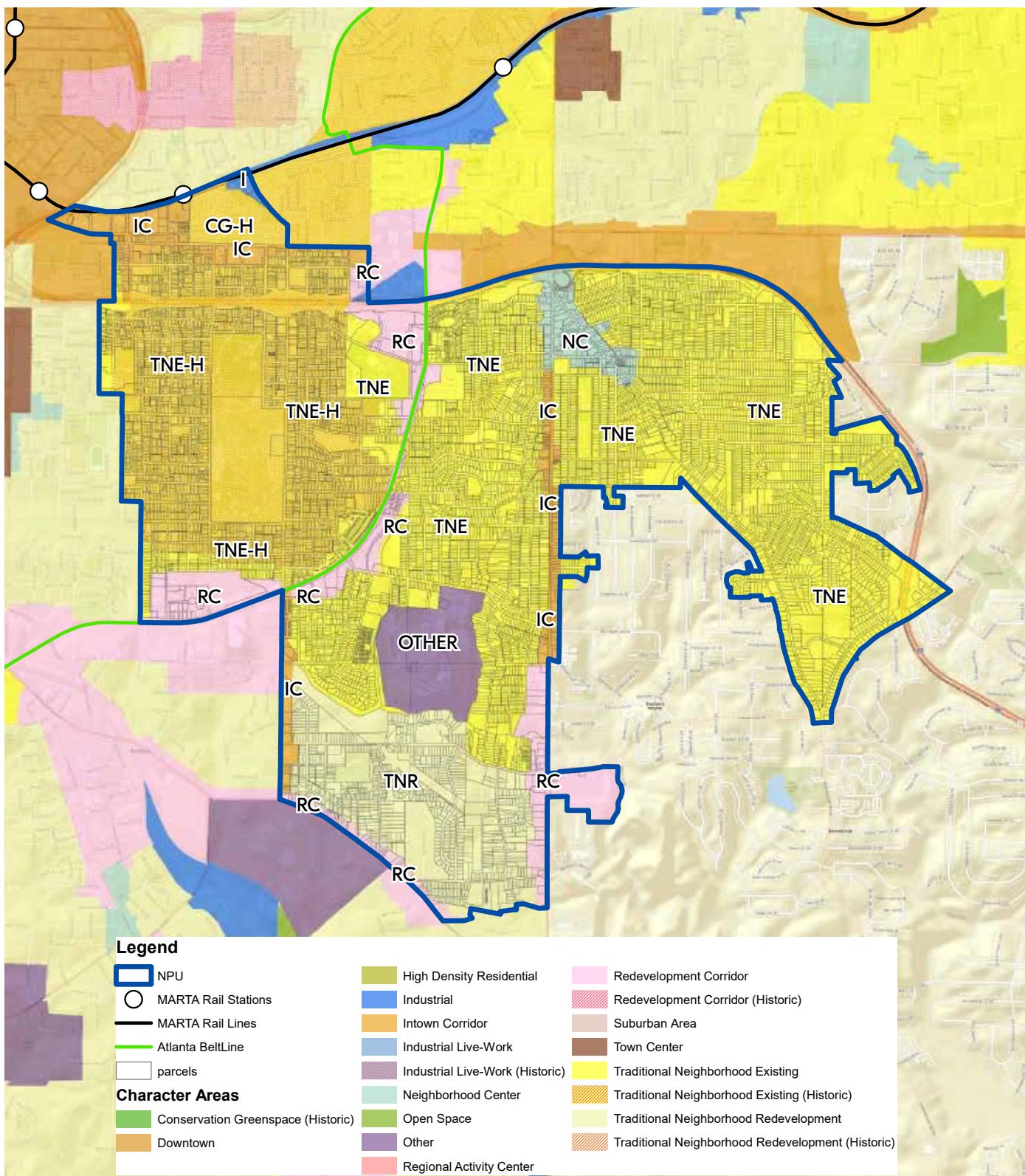
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NPU-W: CHARACTER AREAS



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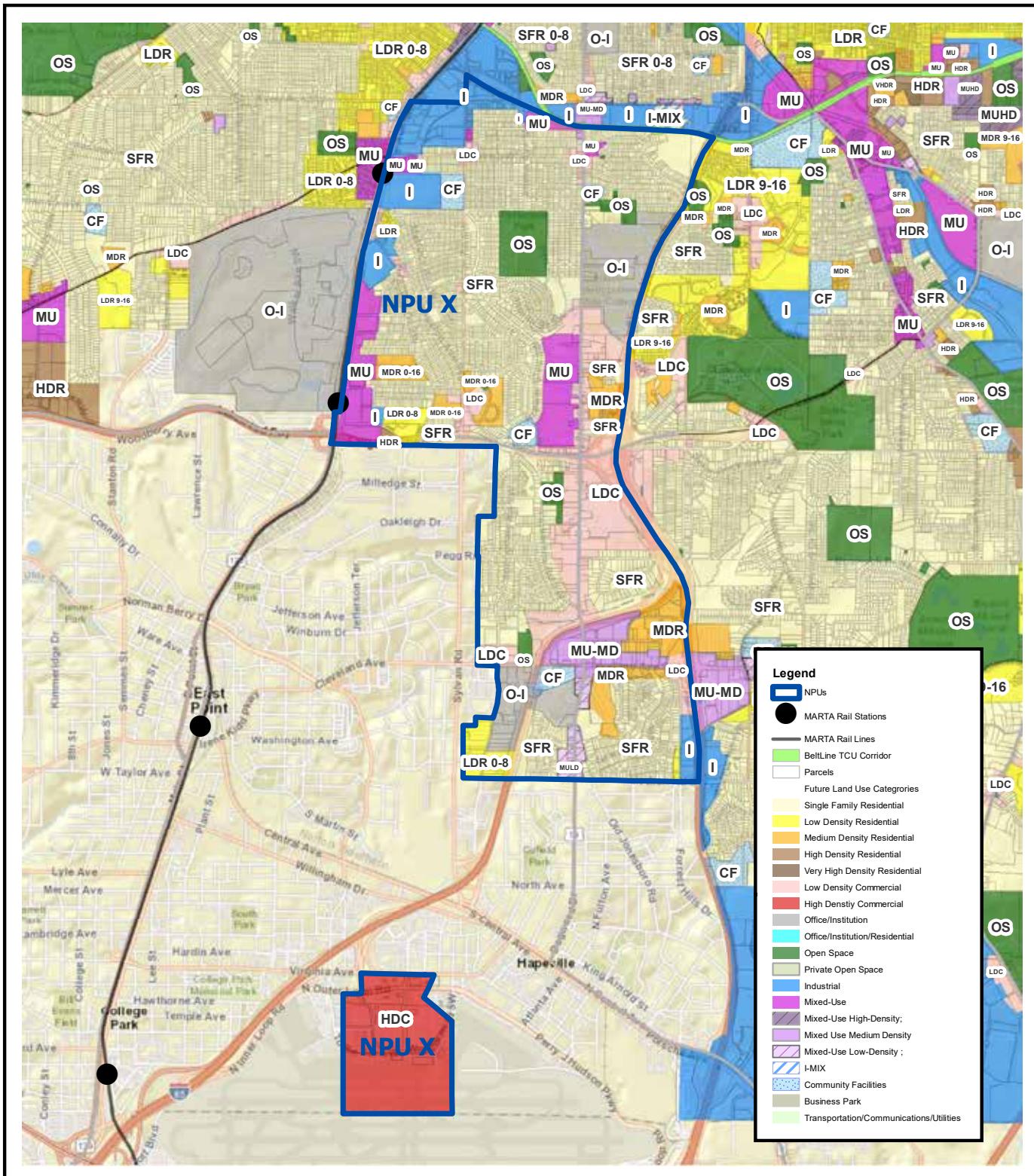
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NPU-X Policies

- 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.
- 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.
- x-9** Support the implementation of District 12 Neighborhood Blueprint Plan for Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills (adopted in 2018) and District 12 Neighborhood Blueprint Plan for Hammond Park and Perkerson (adopted in 2020).

NPU-X: FUTURE LAND USE



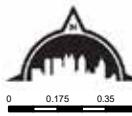
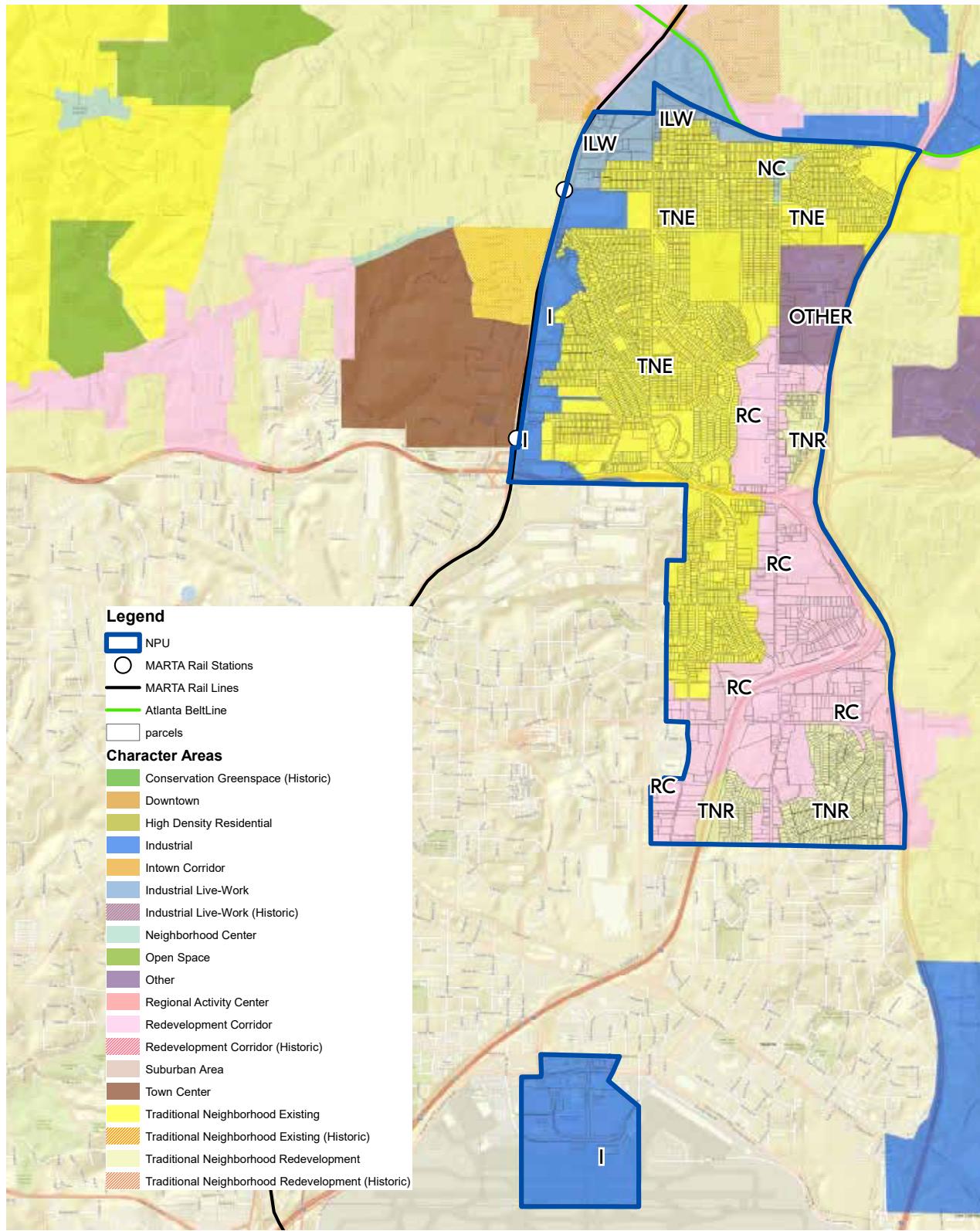
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NPU-X: CHARACTER AREAS



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NPU-Y Policies

- Y-1** Preserve the residential character of the main neighborhood cores of NPU-Y and encourage new housing developments that are compatible with the character of the existing neighborhoods.
- Y-2** Encourage the redevelopment of vacant or underutilized commercial districts and industrial areas into attractive commercial or mixed-use areas (e.g., retail, arts, and entertainment, and mixed-use residential) that improve the quality of life of surrounding neighborhoods.
- Y-3** Advocate for incentives (e.g., Tax Allocation District (TAD), bonds, etc.) to attract developers and promote redevelopment of industrially zoned properties into attractive mixed-use projects.
- Y-4** Promote homeowner occupancy of abandoned or boarded-up properties and accelerate the replacement of blighted housing through the city's existing in rem process.
- Y-5** Support pedestrian safety and mobility through the installation and maintenance of sidewalks on all streets in the NPU.
- Y-6** Support neighborhood connectivity improvements throughout NPU-Y with the installation of roadways, bike trails, and walkable paths.
- Chosewood Park*
- Y-7** Promote the preservation of old growth trees and encourage nature and wildlife sanctuaries within Chosewood Park. Preserve the core character of the Southside neighborhoods by protecting existing urban forests and connecting wildlife habitats through conservation easements or other methods. Encourage developers to preserve the existing tree canopy whenever possible, especially shade trees on public rights of way, and to adopt environmentally sustainable site plans.
- Y-8** Sustain the residential character, connectivity, and walkability of the neighborhoods wherever possible by re-establishing a strong public street grid consisting of small urban blocks with varied lot sizes, accommodating a range of housing stock. Promote traffic calming on major corridors and restoration of sidewalks. Encourage street and sidewalk activations on major artery roads in Chosewood Park such as Milton Avenue, Hill Street, McDonough Boulevard, and Boulevard.
- Y-9** Advocate for safer pedestrian mobility and travel with improved pedestrian amenities in new and existing developments.
- Y-10** Promote the adaptive reuse of the underutilized commercial and industrial properties in Chosewood Park to MR or MR-C. Where appropriate, promote the redevelopment of the industrially designated land south of the BeltLine with civic and institutional uses.
- Y-II** Encourage all new multi-family developments to have a minimum of twenty percent "for sale" units to help promote ownership within Chosewood Park.
- Y-12** Preserve the Chosewood Park Single Family Core as defined by the Chosewood Park Neighborhood Association.
- Y-13** Encourage all new developments to support components to plan for, attract, and support a more diverse retail market within Chosewood Park.

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| <p>Y-14 Minimize any over-concentration of low-income housing units in all new developments. Promote the sale of the Atlanta Housing property located on Englewood North and Hill Street as to not over-concentrate low-income housing per the BeltLine Sub Area 3 Master plan.</p> <p>Y-15 Vitalize Chosewood Park stormwater collection and encourage developers and the city to address drainage issues and concerns in a manner compatible with the sustainable management of the Intrenchment Creek and South River watershed.</p> <p>Y-16 Advocate for all "Impact Fees" associated with new developments in Chosewood Park be used in Chosewood Park for street, sidewalk, and park improvements.</p> <p>Y-17 Promote street and sidewalk connectivity throughout all new developments and existing roads such as Boulevard, Englewood Avenue, McDonough Boulevard, and Gault Street. New developments shall follow the "Connect Atlanta" plan for a "streets and blocks" approach for connectivity throughout Chosewood Park.</p> <p>Y-18 New commercial and residential developments will be encouraged and rewarded to invoke "Street Form" where street frontages address streetscape, including sidewalks, planting/furniture zones, tree preservation, tree installations, bike friendly zones, street and sidewalk lighting, and other community improvements and connectivity. "Street Form" will also include exterior building materials and the use of higher end finishes (brick and stone) that will improve the architectural aesthetics of Chosewood Park. Relax the minimum parking requirements and encourage walkability.</p> | <p>Y-19 Preserve the unique city views of Chosewood Park by limiting building heights in areas of Englewood Avenue, Hill Street, Grant Street, Climax Street, and any other locations confirmed by the Chosewood Park Neighborhood Association. Preserve the underlying nature of the neighborhood's single family core with transitional building heights. Allow greater building heights along Boulevard and McDonough Boulevard to allow for higher-value units with views of the downtown skyline.</p> <p><i>High Point</i></p> <p>Y-20 Promote the adaptive reuse or redevelopment of vacant, underutilized, obsolete, or structurally deteriorated industrial and commercial properties to increase the possibilities for introducing modern industrial, residential, or mixed-uses.</p> <p>Y-21 Encourage pedestrian mobility by adding new sidewalks and maintaining or widening existing sidewalks. Add or maintain crosswalks in high pedestrian crossing areas, e.g., school zones.</p> <p>Y-22 Promote commercial and mixed-use development node along Pryor Road to include development of low and medium density housing. <ul style="list-style-type: none"> · Encourage retail and service-oriented establishments that enhance the quality of life for High Point. · Encourage development of middle to high income rental and owner-occupied housing options to establish and promote a more diverse income profile. Infill housing should be consistent and compatible with High Point. </p> <p>Y-23 Create connectivity between the Atlanta BeltLine Southside Trail and Arthur Langford, Jr. Park.</p> |
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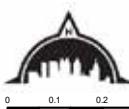
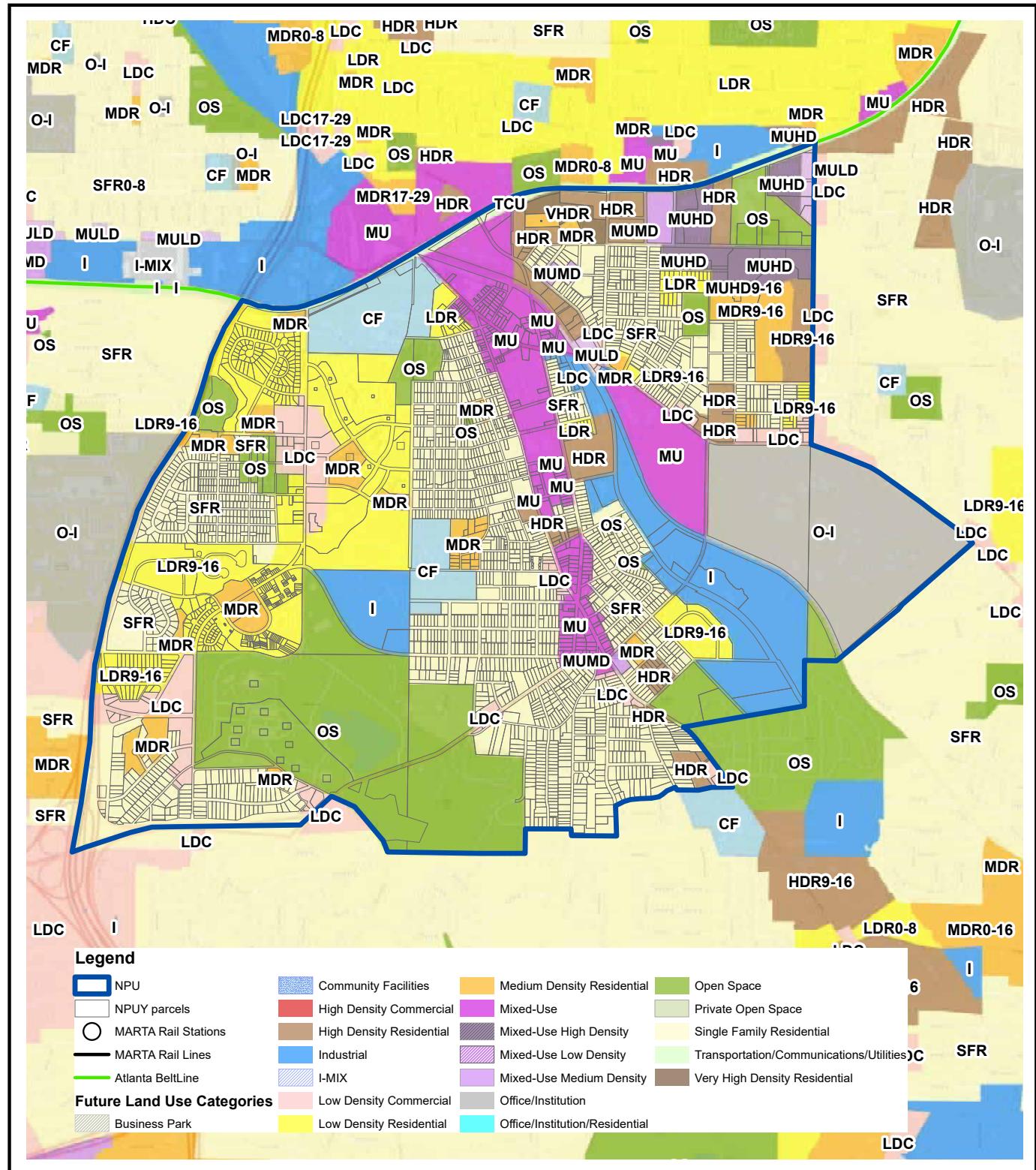
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| <p>Y-24 Encourage the ongoing maintenance of public and private greenspaces and parks to include Arthur Langford, Jr. Park and the McDaniel Wetlands.</p> <p>Y-25 Review and update the Southside Atlanta Redevelopment Plan to ensure that its visionary purpose continues to drive and reflect the needs of Southside Atlanta.</p> <p>Y-26 To improve educational outcomes for our children, encourage development that embraces equity and inclusion, and yields positive experiences outside of the classroom.</p> | <p>Road, and Claire Drive. Where property is being developed, encourage developers to add or improve the sidewalks adjacent to their properties. Improve ADA accessibility throughout the neighborhood through additional curb cuts and crosswalk signaling. Install additional trash receptacles along main roads to decrease the hazard and eyesore of litter on the sidewalks and roadways.</p> <p>Y-33 Advocate for incentives (i.e., tax relief, income-sensitive homestead exemptions, among others) that aid in the retention of seniors and that support existing and legacy residents remaining in their homes and in the community.</p> <p>Y-34 Relax zoning where appropriate to support the creation of accessory dwelling units on owner-occupied lots, such that it can improve access to the housing market for lower-income families/individuals and to create an additional draw for amenities (e.g., grocery stores, restaurants, etc.).</p> <p>Y-35 Maintain, rehabilitate, and replace existing housing stock where appropriate. Encourage new housing developments that are compatible with the character of the existing neighborhoods. Accelerate the replacement of blighted housing through the city's existing in rem process.</p> <p>Y-36 Promote the installation of underground utilities where feasible to lessen our much-valued tree canopy's potential impact on utility service to our neighborhoods.</p> <p>Y-37 Urge developers to be sensitive to our old growth tree canopy, above and beyond what is presently required by the city.</p> |
|---|--|
- Joyland*
- Y-27** Advocate for incentives (e.g., tax relief, income-sensitive homestead exemptions) that aid in the retention of seniors and prevent displacement of existing residents in the Joyland community.
- Y-28** Ease the flow of traffic by widening roads or restricting street parking on narrow streets.
- Y-29** Promote the maintenance and flood prevention of McDaniel Wetlands within Arthur Langford, Jr. Park to promote park safety and encourage park usage.
- Y-30** Support revitalization of youth activities for Arthur Langford, Jr. Park.
- Y-31** Promote placement of signage (e.g., no dumping signage) and construction of barriers for dead-end streets.
- Lakewood Heights*
- Y-32** Support improvements in pedestrian safety in Lakewood Heights through the installation and maintenance of sidewalks on all streets in the neighborhood, as well as through the addition and maintenance of crosswalks at main intersections on arterial roads such as Lakewood Avenue, Pryor Road, Jonesboro

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- Y-38** Encourage deeper connection between the BeltLine and existing trails in our community, such as the PATH trail and others. Specifically support connections between the BeltLine and the amphitheater complex in Lakewood Heights, as well as to South Bend Park's trail system. Accomplish this through bike lanes and designated pedestrian rights of way, in addition to more paved and marked trails. Add ramps to BeltLine access points for additional accessibility by wheelchairs, bicycles, and strollers.
- Y-39** Promote alternative forms of transit within the neighborhood through the addition of bike lanes where streets are wide enough to accommodate them, as well as through improvements to existing transit service.
- Y-40** Enhance stormwater management to reduce runoff, prevent soil erosion, protect waterways such as the McDaniel Branch Creek from further contamination, and prevent flooding of Claire Drive.
- Y-41** Encourage the redevelopment of vacant or underutilized commercial districts, such as the Jonesboro Road corridor and former industrial areas in the neighborhood, into pedestrian friendly and attractive retail, arts, and entertainment areas that serve surrounding neighborhoods. Where possible, encourage adaptive reuse, unified master planning, and support for local and/or minority-owned businesses.
- Y-42** Support buy-out and redevelopment of industrially zoned properties into attractive mixed-use projects that offer equity investments, such as condos or townhomes, for residents who have historically lacked access to the housing market.
- Y-43** Encourage safe and responsible driving patterns throughout the neighborhood through implementation of traffic calming measures such as speed bumps and/or 4-way stops where possible. These improvements will also aid in the enforcement of speed limits throughout the neighborhood.
- Y-44** Affirm and promote the Lakewood Heights Living Centers Initiative (LCI).
- Y-45** Strengthen our neighborhood parks through regular maintenance of facilities, improvement to existing lighting, and installation of additional trash receptacles to encourage proper waste disposal.

South Atlanta

- Y-46** Reduce speeding in the area and improve overall traffic control through enforcement and implementing traffic calming measures.
- Y-47** Create a more walkable corridor with focus on Jonesboro Road, Lakewood Avenue, and McDonough Boulevard, and all BeltLine entrances.
- Y-48** Create measures and change codes to reduce industrial facilities and improve air quality in the area.
- Y-49** Create measures to mitigate truck traffic.
- Y-50** Improve knowledge about and highlight importance of the history of South Atlanta.

NPU-Y: FUTURE LAND USE



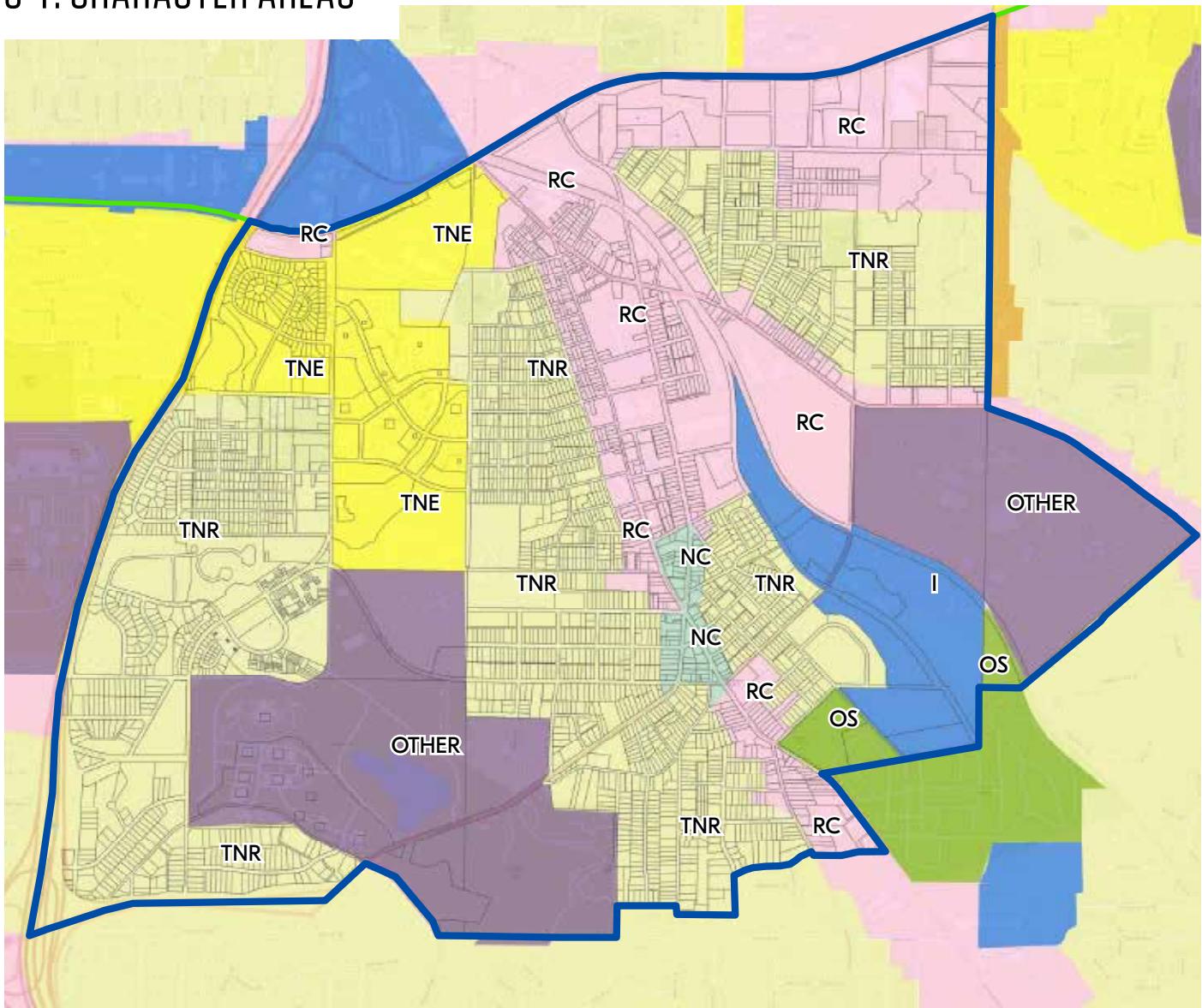
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NPU-Y: CHARACTER AREAS



Legend

NPU	High Density Residential	Redevelopment Corridor
MARTA Rail Stations	Industrial	Redevelopment Corridor (Historic)
MARTA Rail Lines	Intown Corridor	Suburban Area
Atlanta BeltLine	Industrial Live-Work	Town Center
parcels	Industrial Live-Work (Historic)	Traditional Neighborhood Existing
Character Areas		
Conservation Greenspace (Historic)	Neighborhood Center	Traditional Neighborhood Existing (Historic)
Downtown	Open Space	Traditional Neighborhood Redevelopment
	Other	Traditional Neighborhood Redevelopment (Historic)
	Regional Activity Center	



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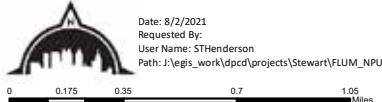
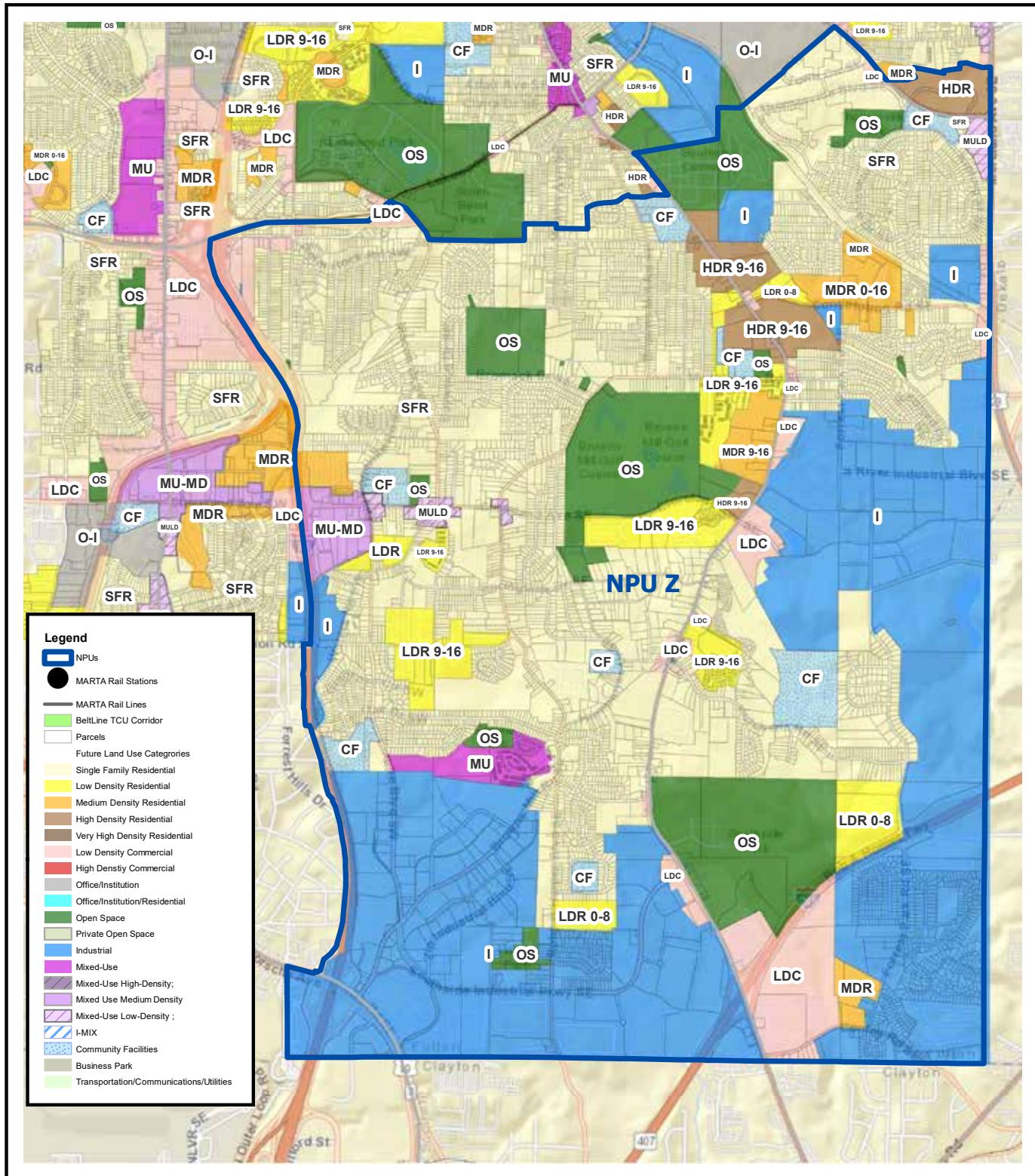
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NPU-Z Policies

- Z-1** Conserve and preserve the historic, single-family residential character of NPU-Z in all of the following neighborhoods: Blair Villa/Poole Creek, Browns Mill Park, Glenrose Heights, Lakewood, Leila Valley, Norwood Manor, Orchard Knob, Polar Rock, Rebel Valley Forest, Rosedale Heights, South River Gardens, Swallow Circle/Baywood and Thomasville Heights.
- Z-2** Prevent encroachment of commercial and other uses into single-family and low-density residential areas.
- Z-3** Prevent the further degradation of the residential neighborhoods in NPU-Z by preventing the conversion of residential properties to non-residential uses, except in those limited situations where such conversion is required by applicable law due to the existing, established non-residential use of all surrounding property.
- Z-4** Encourage the rezoning of all antiquated Commercial zoned parcels (C-1 to C-4) to MRC-2 and MRC-3 (mixed use commercial, residential and office) along the following exterior corridors to increase population density, pedestrian amenities and NPU socio-economic levels: Jonesboro Road (from Schoen Street southbound to Macedonia Road); Browns Mill Road (industrial area); Moreland Avenue (from McDonough Blvd to I-285); Cleveland Avenue (from Jonesboro to I-75/85), and McDonough Boulevard. Most of NPU-Z's exterior corridors fall into the "redevelopment corridor character area" land use designation which makes them ideal for MRC development and medium density residential growth.
- Z-5** All residential properties currently zoned R-1 thru R-4 B or PD-H should maintain their land use designations to preserve the integrity of the NPU's interior neighborhoods, and none of those properties should be converted to R-5 or RG-1 to RG-6 or R-LC.
- Z-6** Promote and encourage the rezoning of Commercial zoned parcels (C-1 to C-4) on Jonesboro Road from Macedonia Road to I-285 to an NC (Neighborhood Commercial) district.
- Z-7** Promote and encourage the redevelopment and rezoning of vacant, underutilized, auto-oriented, and residential trailer-park development along NPU-Z's exterior corridors to MRC.
- Z-8** Encourage the placement of all new I-1 and I-2 industrial development projects in the industrial parks of NPU-Z, only (Southside Industrial Park, Zip Industrial and Browns Mill industrial area).
- Z-9** Encourage pedestrian mobility by completing the sidewalks throughout NPU-Z, upgrading and adding sidewalks on the main thoroughfares/exterior corridors. Improve pedestrian amenities such as tree-lined streets and installation of wide sidewalks to make pedestrian travel safer and more enjoyable. Support neighborhood connectivity improvements throughout NPU-Z with the installation of bike trails, walking pathways, and improved and/or resurfaced streets.
- Z-10** Encourage the creation of more street-level retail uses on all exterior corridors to include such pedestrian amenities (restaurants, movie theaters, tennis courts, entertainment facilities, etc.) to establish a live-work-play environment throughout the NPU.

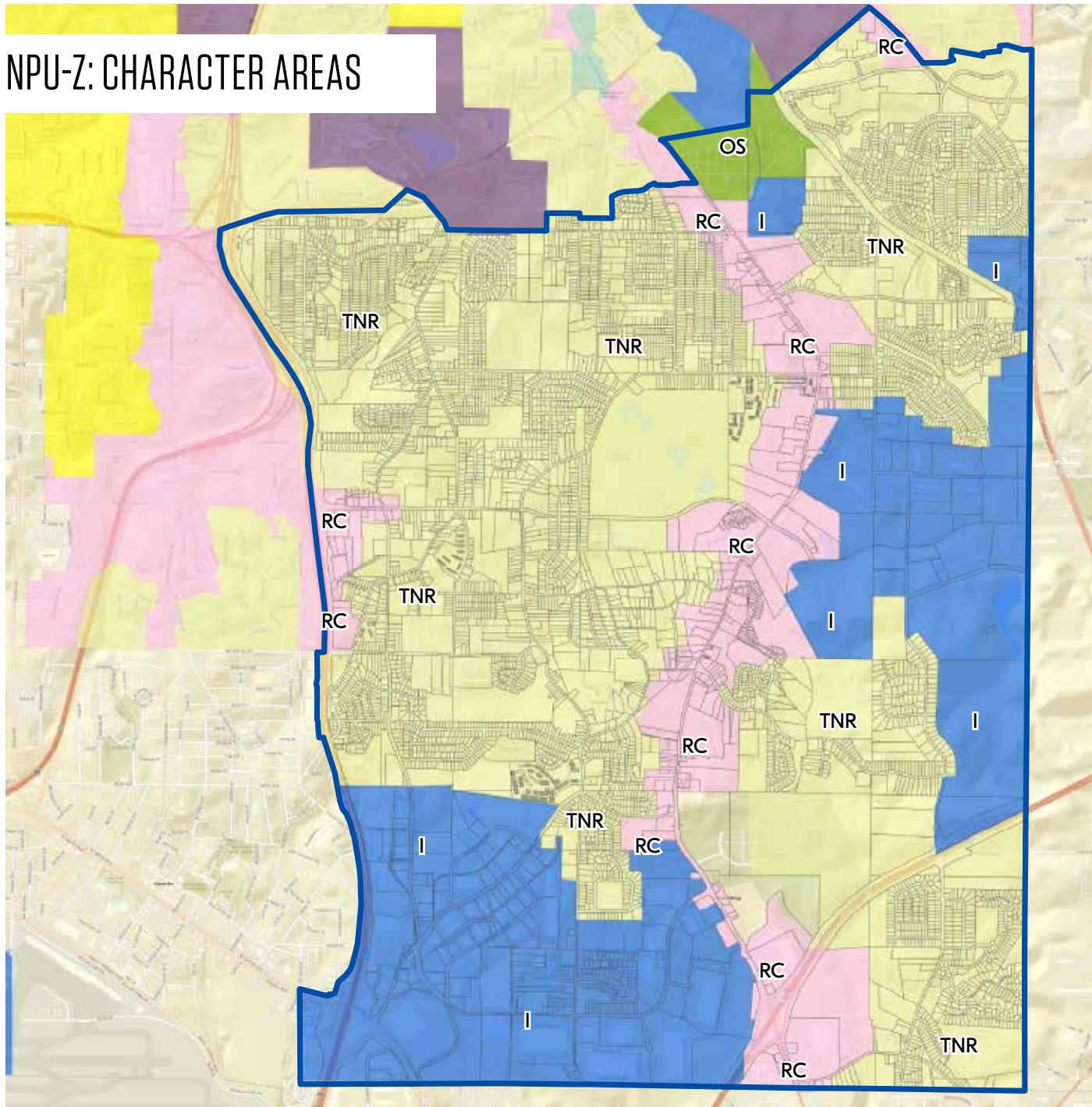
NPU-Z: FUTURE LAND USE



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NPU-Z: CHARACTER AREAS



Legend

- NPU
- MARTA Rail Stations
- MARTA Rail Lines
- Atlanta BeltLine
- parcels

Character Areas

- Conservation Greenspace (Historic)
- Downtown

- | | |
|--|---|
| High Density Residential | Redevelopment Corridor |
| Industrial | Redevelopment Corridor (Historic) |
| Intown Corridor | Suburban Area |
| Industrial Live-Work | Town Center |
| Industrial Live-Work (Historic) | Traditional Neighborhood Existing |
| Neighborhood Center | Traditional Neighborhood Existing (Historic) |
| Open Space | Traditional Neighborhood Redevelopment |
| Other | Traditional Neighborhood Redevelopment (Historic) |
| Regional Activity Center | |



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FUTURE LAND USE CHANGES BETWEEN 2016 AND 2ND QUARTER 2021

On the following pages, we recorded the 339 future land use changes (also known as CDP Amendments) between 2016 and the 2nd quarter of 2021. These changes are reflected in the updated future land use map published in *Plan A*.

We highlighted these parcels in green on the following maps and added *Atlanta City Design* growth areas, NPU boundaries, MARTA rail lines and stations, and the Atlanta BeltLine.

This data supports the continuous update of our GIS platform, visit <https://gis.atlantaga.gov/rezoning/> for more information.

* The current tables and maps were queried by "future land use change" from our future land use data and we decided not to include annexations that have occurred between 2016 and 2021.*

Future Land Use Changes Since 2016

#	CDP Quarter	CDP Amendment	FLU Category Change	#	CDP Quarter	CDP Amendment	FLU Category Change
1	2016 Q1	CDP-16-002	MDR to LDC	31	2017 Q1	CDP-17-003	I to MDR
2	2016 Q1	CDP-16-006	MDR to LDC	32	2017 Q1	CDP-17-008	SFR to LDC
3	2016 Q1	CDP-16-004	MDR to MU	33	2017 Q1	CDP-17-004	LDC to HDR
4	2016 Q1	CDP-16-002	TCU to LDC	34	2017 Q1	CDP-17-008	SFR to LDC
5	2016 Q1	CDP-16-005	MDR to HDR	35	2017 Q1	CDP-17-008	SFR to LDC
6	2016 Q2	CDP-16-013	LDR to MU	36	2017 Q2	CDP-17-006	MU to MDR
7	2016 Q2	CDP-16-012	LDC to I	37	2017 Q2	CDP-17-006	SFR to MDR
8	2016 Q2	CDP-16-015	HDR to I	38	2017 Q2	CDP-17-006	SFR to MDR
9	2016 Q2	CDP-16-011	LDR to MU-LD	39	2017 Q2	CDP-17-006	LDR to MDR
10	2016 Q2	CDP-16-009	MDR to HDR	40	2017 Q2	CDP-17-010	SFR to LDR
11	2016 Q2	CDP-16-018	MDR to MU-LD	41	2017 Q2	CDP-17-013	SFR to LDC
12	2016 Q2	CDP-16-010	LDC to MU-LD	42	2017 Q2	CDP-17-011	LDR to HDR
13	2016 Q3	CDP-16-017	MDR to LDC	43	2017 Q2	CDP-17-012	SFR to MU-MD
14	2016 Q3	CDP-16-033	MDR to HDR	44	2017 Q2	CDP-17-013	SFR to LDC
15	2016 Q3	CDP-16-033	MDR to HDR	45	2017 Q2	CDP-17-009	SFR to LDC
16	2016 Q3	CDP-16-034	SFR to LDR	46	2017 Q3	CDP-17-024	LDR to HDR
17	2016 Q3	CDP-16-035	SFR to MU-MD	47	2017 Q3	CDP-17-028	SFR to LDC
18	2016 Q3	CDP-16-036	LDR to MU-MD	48	2017 Q3	CDP-17-027	I to HDR
19	2016 Q3	CDP-16-035	SFR to MU-MD	49	2017 Q3	CDP-17-024	LDC to HDR
20	2016 Q4	CDP-16-039	LDR to MDR	50	2017 Q3	CDP-17-029	LDR 0-8 to LDR 0-12
21	2016 Q4	CDP-16-016	SFR to LDR	51	2017 Q3	CDP-17-025	LDR to MDR
22	2016 Q4	CDP-16-038	MDR to HDR	52	2017 Q3	CDP-17-022	LDC to HDR
23	2016 Q4	CDP-16-039	LDC to MDR	53	2017 Q3	CDP-17-026	VHDR to MU
24	2016 Q4	CDP-16-042	O-I to MU-HD	54	2017 Q3	CDP-17-026	OI to MU
25	2016 Q4	CDP-16-041	MU to LDC	55	2017 Q3	CDP-17-026	MDR to MU
26	2016 Q4	CDP-16-041	LDR to LDC	56	2017 Q4	CDP-17-032	OS to MU
27	2016 Q4	CDP-16-041	LDC to MDR	57	2017 Q4	CDP-17-032	HDR to MU
28	2016 Q4	CDP-16-016	SFR to MDR	58	2017 Q4	CDP-17-035	I to HDR
29	2016 Q4	CDP-16-044	MDR to MU	59	2017 Q4	CDP-17-033	LDR to MU
30	2016 Q4	CDP-16-040	I to HDR	60	2017 Q4	CDP-17-034	LDR to LDC

#	CDP Quarter	CDP Amendment	FLU Category Change	#	CDP Quarter	CDP Amendment	FLU Category Change
61	2017 Q4	CDP-17-031	MU to HDR	91	2018 Q3	CDP-18-036	LDR 0-8 to MDR
62	2018 Q1	CDP-18-005	MUMD to MU-HD	92	2018 Q3	CDP-18-042	SFR to MDR
63	2018 Q1	CDP-18-006	HDR to MU	93	2018 Q4	CDP-18-055	SFR to MDR
64	2018 Q1	CDP-18-006	SFR to MU	94	2018 Q4	CDP-18-052	SFR to LDC
65	2018 Q1	CDP-18-004	SFR to LDR	95	2018 Q4	CDP-18-049	LDR 0-8 to MDR
66	2018 Q1	CDP-18-005	LDMU to MU-HD	96	2018 Q4	CDP-18-050	SFR 0-8 to MDR
67	2018 Q1	CDP-18-009	LDR 0-8 to LDC	97	2018 Q4	CDP-18-053	I & LDR 0-8 to MDR
68	2018 Q1	CDP-18-003	I to HDR	98	2018 Q4	CDP-18-054	I to HDR
69	2018 Q2	CDP-18-014	SFR to LDC	99	2018 Q4	CDP-18-041	LDR to MDR
70	2018 Q2	CDP-18-013	SFR to MDR	100	2019 Q1	CDP-19-007	SFR to MDR
71	2018 Q2	CDP-18-016	I to HDR	101	2019 Q1	CDP-19-006	SFR to MDR
72	2018 Q2	CDP-18-022	HDIC to I	102	2019 Q1	CDP-19-006	LD/MU to MU
73	2018 Q2	CDP-18-019	LDR 0-8 to MDR	103	2019 Q1	CDP-19-006	SFR to MDR
74	2018 Q2	CDP-18-021	LDR to LDC	104	2019 Q1	CDP-19-006	HDR to MU
75	2018 Q2	CDP-18-023	MDR to LDC	105	2019 Q1	CDP-19-015	I to MU-HD
76	2018 Q2	CDP-18-027	SFR to LDR	106	2019 Q1	CDP-19-011	LDC to MU-HD
77	2018 Q2	CDP-18-012	I to MU	107	2019 Q1	CDP-19-011	LDR 0-8 to LDC
78	2018 Q2	CDP-18-026	SFR to MU	108	2019 Q1	CDP-19-011	LDR 0-8 to LDC
79	2018 Q2	CDP-18-018	VHDR to MU	109	2019 Q1	CDP-19-011	MDR 0-16 to LDC
80	2018 Q2	CDP-18-018	OS to MU	110	2019 Q1	CDP-19-014	HDR to MU-HD
81	2018 Q2	CDP-18-020	MU to HDR	111	2019 Q1	CDP-19-009	LDC to MU-HD
82	2018 Q2	CDP-18-002	LDR to LDC	112	2019 Q1	CDP-19-012	SFR to LDC
83	2018 Q3	CDP-18-017	HDR to MU	113	2019 Q1	CDP-19-016	LDR to LDC
84	2018 Q3	CDP-18-035	MDR 0-16 to HDR	114	2019 Q1	CDP-19-010	VHDR to MU
85	2018 Q3	CDP-18-043	I to MDR	115	2019 Q1	CDP-19-006	SFR to MU
86	2018 Q3	CDP-18-037	SFR to HDR	116	2019 Q2	CDP-19-019	SFR to MU-MD
87	2018 Q3	CDP-18-038	MDR 0-8 & LDC to MU-HD	117	2019 Q2	CDP-19-020	LDC to O-I
88	2018 Q3	CDP-18-039	MDR 0-16 to LDC	118	2019 Q2	CDP-19-021	LDR to MU-LD
89	2018 Q3	CDP-18-040	OS to MDR	119	2019 Q2	CDP-19-022	SFR to MDR
90	2018 Q3	CDP-18-041	LDR to MDR	120	2019 Q2	CDP-19-024	HD-MU & TCU to IMIX

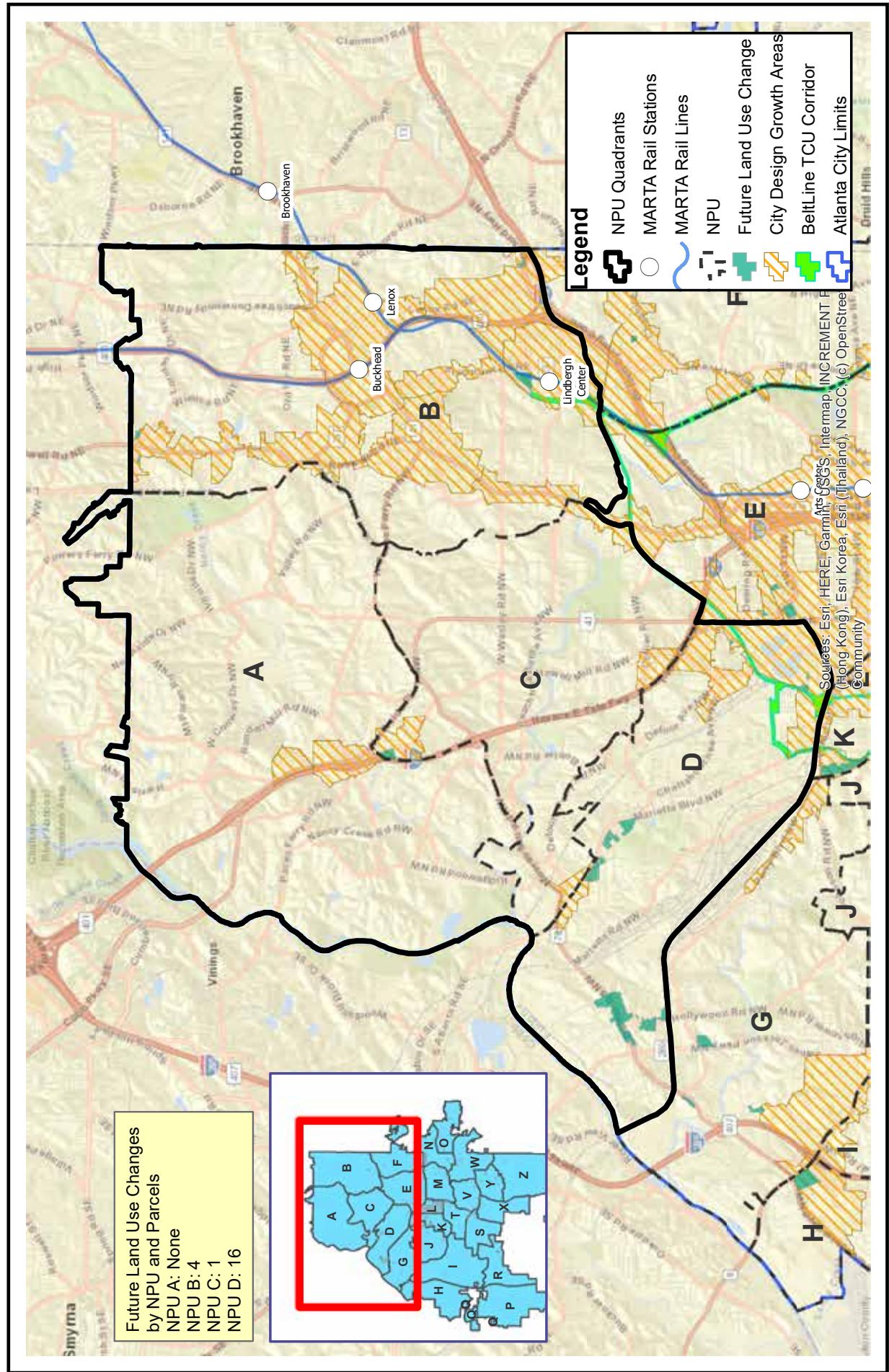
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121	2019 Q2	CDP-19-027	LDR to MDR	151	2020 Q1	CDP-20-001	LDR to MU-LD
122	2019 Q2	CDP-19-028	SFR to LDR	152	2020 Q1	CDP-20-001	LDR to SFR
123	2019 Q2	CDP-19-029	MULD to MDR	153	2020 Q1	CDP-20-001	MU to SFR
124	2019 Q2	CDP-19-030	I to MU-MD	154	2020 Q1	CDP-20-001	SFR to LDR
125	2019 Q2	CDP-19-032	LDR to MDR	155	2020 Q1	CDP-20-001	LDR to MDR
126	2019 Q2	CDP-19-031	LDR to MDR	156	2020 Q1	CDP-20-001	SFR to MDR
127	2019 Q3	CDP-19-035	LDR to MDR	157	2020 Q1	CDP-20-001	LDR to MDR
128	2019 Q4	CDP-19-039	MDR to HDR	158	2020 Q1	CDP-20-001	SFR to OS
129	2019 Q4	CDP-19-034	LDR to MDR	159	2020 Q1	CDP-20-001	LDR to MDR
130	2019 Q4	CDP-19-042	SFR to LDC	160	2020 Q1	CDP-20-001	SFR to MDR
131	2019 Q4	CDP-19-038	LDC to MU-HD	161	2020 Q1	CDP-20-001	SFR to LDR
132	2019 Q4	CDP-19-038	MDR to MU-HD	162	2020 Q1	CDP-20-001	LDR to MDR
133	2019 Q4	CDP-19-043	SFR to MDR	163	2020 Q1	CDP-20-001	MU to LDR
134	2019 Q4	CDP-19-048	SFR to MDR	164	2020 Q1	CDP-20-001	MU to LDR
135	2019 Q4	CDP-19-048	SFR to MDR	165	2020 Q1	CDP-20-001	MU to MDR
136	2020 Q1	CDP-20-001	LDC to MDR	166	2020 Q1	CDP-20-001	MDR to LDR
137	2020 Q1	CDP-20-001	SFR to MDR	167	2020 Q1	CDP-20-001	SFR to MDR
138	2020 Q1	CDP-20-001	LDC to LDR	168	2020 Q1	CDP-20-001	SFR to MU-MD
139	2020 Q1	CDP-20-001	SFR to LDR	169	2020 Q1	CDP-20-001	SFR to MDR
140	2020 Q1	CDP-20-001	SFR to LDR	170	2020 Q1	CDP-20-001	SFR to MDR
141	2020 Q1	CDP-20-001	LDC to SFR	171	2020 Q1	CDP-20-001	LDR to SFR
142	2020 Q1	CDP-20-001	LDR to SFR	172	2020 Q1	CDP-20-001	SFR to MDR
143	2020 Q1	CDP-20-001	MDR to LDR	173	2020 Q1	CDP-20-001	SFR to LDR
144	2020 Q1	CDP-20-001	LDR to MDR	174	2020 Q1	CDP-20-001	SFR to MDR
145	2020 Q1	CDP-20-001	LDR to MU-LD	175	2020 Q1	CDP-20-001	SFR to LDR
146	2020 Q1	CDP-20-001	LDR to SRF	176	2020 Q1	CDP-20-001	LDR to SFR
147	2020 Q1	CDP-20-001	LDR to MU-MD	177	2020 Q1	CDP-20-001	LDC to SFR
148	2020 Q1	CDP-20-001	LDR to MDR	178	2020 Q1	CDP-20-001	LDR to MDR
149	2020 Q1	CDP-20-001	MU to LDR	179	2020 Q1	CDP-20-001	LDR to SFR
150	2020 Q1	CDP-20-001	LDC to MU-LD	180	2020 Q1	CDP-20-001	SFR to MDR

#	CDP Quarter	CDP Amendment	FLU Category Change	#	CDP Quarter	CDP Amendment	FLU Category Change
181	2020 Q1	CDP-20-001	LDR to MDR	211	2020 Q1	CDP-20-001	HDR to SFR
182	2020 Q1	CDP-20-001	LDR to MDR	212	2020 Q1	CDP-20-004	SFR to MDR
183	2020 Q1	CDP-20-001	MDR to SFR	213	2020 Q1	CDP-20-005	I to HDR
184	2020 Q1	CDP-20-001	HDR to SFR	214	2020 Q1	CDP-20-002	MU-LD to MDR
185	2020 Q1	CDP-20-001	LDR to MDR	215	2020 Q1	CDP-20-001	LDR to SFR
186	2020 Q1	CDP-20-001	MDR to LDR	216	2020 Q1	CDP-20-001	MU to MU-LD
187	2020 Q1	CDP-20-001	HDR to MDR	217	2020 Q1	CDP-20-001	LDR to MU-MD
188	2020 Q1	CDP-20-001	HDR to MU-MD	218	2020 Q1	CDP-20-002	SFR to MDR
189	2020 Q1	CDP-20-001	SFR to LDR	219	2020 Q1	CDP-20-001	HDR to MU
190	2020 Q1	CDP-20-001	SFR to MDR	220	2020 Q1	CDP-20-002	MU-LD to LDR
191	2020 Q1	CDP-20-001	SFR to MDR	221	2020 Q1	CDP-20-009	LDR 9-16 to LDR 0-40
192	2020 Q1	CDP-20-001	MU to LDR	222	2020 Q1	CDP-20-002	MDR to SFR
193	2020 Q1	CDP-20-001	HDR to LDR	223	2020 Q1	CDP-20-002	MDR to LDR
194	2020 Q1	CDP-20-001	LDR to SFR	224	2020 Q1	CDP-20-002	MDR to SFR
195	2020 Q1	CDP-20-001	MU to SFR	225	2020 Q1	CDP-19-056	MU to HDR
196	2020 Q1	CDP-20-001	SFR to MDR	226	2020 Q1	CDP-19-052	I to I-MIX
197	2020 Q1	CDP-20-001	HDR to MDR	227	2020 Q1	CDP-20-001	LDC to MDR
198	2020 Q1	CDP-20-001	LDR to SFR	228	2020 Q1	CDP-19-055	SFR to LDR
199	2020 Q1	CDP-20-001	MDR to MU-LD	229	2020 Q1	CDP-20-009	LDR 9-16 to LDR 0-40
200	2020 Q1	CDP-20-001	SFR to MU-MD	230	2020 Q1	CDP-20-002	MU-LD to LDR
201	2020 Q1	CDP-20-001	SFR to LDR	231	2020 Q1	CDP-20-002	O/I & SFR to LDR
202	2020 Q1	CDP-20-001	LDC to LDR	232	2020 Q1	CDP-20-002	MU-LD to SFR
203	2020 Q1	CDP-20-001	MDR to SFR	233	2020 Q1	CDP-20-002	O/I to MU-LD
204	2020 Q1	CDP-20-001	MU to OS	234	2020 Q1	CDP-20-002	O/I to LDR
205	2020 Q1	CDP-20-001	LDR to POS	235	2020 Q1	CDP-20-002	MDR to LDR
206	2020 Q1	CDP-20-001	MU to LDR	236	2020 Q1	CDP-20-001	HDR to LDR
207	2020 Q1	CDP-20-001	MU to MDR	237	2020 Q1	CDP-20-001	HDR to MU-MD
208	2020 Q1	CDP-20-003	SFR to HDR	238	2020 Q1	CDP-20-002	MU to SFR
209	2020 Q1	CDP-20-002	MU-LD to LDR	239	2020 Q1	CDP-20-002	SFR to LDR
210	2020 Q1	CDP-20-001	SFR to OS	240	2020 Q1	CDP-20-002	MDR to MU-MD

#	CDP Quarter	CDP Amendment	FLU Category Change	#	CDP Quarter	CDP Amendment	FLU Category Change
241	2020 Q1	CDP-20-002	SFR to LDR	271	2020 Q1	CDP-20-002	O/I to MU-LD
242	2020 Q1	CDP-20-002	SFR to LDR	272	2020 Q1	CDP-20-001	LDR to MU-MD
243	2020 Q1	CDP-20-002	O/I to LDR	273	2020 Q2	CDP-20-021	LDR to MU
244	2020 Q1	CDP-20-002	O/I to MU-MD	274	2020 Q2	CDP-20-011	SFR to LDR
245	2020 Q1	CDP-20-002	MDR to SFR	275	2020 Q2	CDP-20-012	SFR to MU-LD
246	2020 Q1	CDP-20-002	MU to OS	276	2020 Q2	CDP-20-013	SFR to LDC
247	2020 Q1	CDP-20-002	MU-LD to LDR	277	2020 Q2	CDP-20-014	LDC to MU-HD
248	2020 Q1	CDP-20-002	MDR to LDR	278	2020 Q2	CDP-20-014	LDR to MU-HD
249	2020 Q1	CDP-20-002	SFR to OS	279	2020 Q2	CDP-20-015	I to VHDR
250	2020 Q1	CDP-20-002	O/I to SFR	280	2020 Q2	CDP-20-017	I to VHDR
251	2020 Q1	CDP-20-002	SFR to LDR	281	2020 Q2	CDP-20-016	I to MU-MD
252	2020 Q1	CDP-20-002	MDR to LDR	282	2020 Q2	CDP-20-021	HDR to MU
253	2020 Q1	CDP-20-002	SFR to LDR	283	2020 Q2	CDP-20-021	VHDR to MU
254	2020 Q1	CDP-20-002	MU-LD to OS	284	2020 Q2	CDP-20-021	OS to MU
255	2020 Q1	CDP-20-001	SFR to LDR	285	2020 Q2	CDP-20-021	OS to MU
256	2020 Q1	CDP-20-002	SFR to LDR	286	2020 Q2	CDP-19-058	LDR 9-16 to MDR
257	2020 Q1	CDP-19-050	SFR, LDC, MU to MU-MD	287	2020 Q3	CDP-20-020	MU-HD to MU-MD
258	2020 Q1	CDP-20-002	MDR to LDR	288	2020 Q3	CDP-20-020	I to MU
259	2020 Q1	CDP-20-002	MDR to SFR	289	2020 Q3	CDP-20-020	MU-LD to MU-MD
260	2020 Q1	CDP-20-001	LDR to MDR	290	2020 Q3	CDP-20-020	HDR to MU
261	2020 Q1	CDP-20-002	MU-LD to MU-MD	291	2020 Q3	CDP-20-020	MDR to MU
262	2020 Q1	CDP-20-002	SFR to LDR	292	2020 Q3	CDP-20-020	MDR to LDR
263	2020 Q1	CDP-20-002	MU-LD to SFR	293	2020 Q3	CDP-20-020	MU to LDR
264	2020 Q1	CDP-20-002	O/I to OS	294	2020 Q3	CDP-20-020	MDR to SFR
265	2020 Q1	CDP-20-002	SFR to MU-LD	295	2020 Q3	CDP-20-020	MU to MU-MD
266	2020 Q1	CDP-20-002	SFR to LDR	296	2020 Q3	CDP-20-020	OS to LDR
267	2020 Q1	CDP-20-001	MU to LDR	297	2020 Q3	CDP-20-020	LDR to SFR
268	2020 Q1	CDP-20-001	MU to MDR	298	2020 Q3	CDP-20-020	MU-HD to MU-MD
269	2020 Q1	CDP-20-001	SFR to MDR	299	2020 Q3	CDP-20-020	LDC to MU-MD
270	2020 Q1	CDP-20-002	MDR to MU-MD	300	2020 Q3	CDP-20-020	LDR to MDR

#	CDP Quarter	CDP Amendment	FLU Category Change	#	CDP Quarter	CDP Amendment	FLU Category Change
301	2020 Q3	CDP-20-020	MDR to LDR	331	2021 Q2	CDP-21-014	SFR to HDR
302	2020 Q3	CDP-20-020	MDR to MU	332	2021 Q2	CDP-21-006	SFR to HDR
303	2020 Q3	CDP-20-020	OS to MDR	333	2021 Q2	CDP-21-018	SFR to MU-MD
304	2020 Q3	CDP-20-020	LDR to MDR	334	2021 Q2	CDP-21-019	SFR to HDR
305	2020 Q3	CDP-20-020	I to MU	335	2021 Q2	CDP-21-021	SFR to LDR
306	2020 Q3	CDP-20-020	I to MDR	336	2021 Q2	CDP-21-025	SFR to LDR
307	2020 Q4	CDP-20-025	LDR to MU-LD	337	2021 Q2	CDP-21-024	MU-MD to MU-HD
308	2020 Q4	CDP-20-033	SFR to MU-MD	338	2021 Q2	CDP-21-024	I to MU-HD
309	2020 Q4	CDP-20-039	SFR to LDR	339	2021 Q2	CDP-21-012	SFR to LDR
310	2020 Q4	CDP-20-034	LDR to HDR				
311	2020 Q4	CDP-20-035	SFR to MU-LD				
312	2020 Q4	CDP-20-037	LDR to MDR				
313	2020 Q4	CDP-20-036	MDR to HDR				
314	2020 Q4	CDP-20-036	LDC to HDR				
315	2020 Q4	CDP-20-033	I to MU-MD				
316	2020 Q4	CDP-20-033	SFR to MU-MD				
317	2020 Q4	CDP-20-020	LDR to SFR				
318	2020 Q4	CDP-20-020	OS to SFR				
319	2021 Q1	CDP-20-028	SFR to LDC				
320	2021 Q1	CDP-21-004	O-I to MDR				
321	2021 Q1	CDP-21-007	LDR to MU-LD				
322	2021 Q1	CDP-20-026	LDR to MDR				
323	2021 Q1	CDP-20-042	SFR to MDR				
324	2021 Q1	CDP-20-043	LDR to MU-MD				
325	2021 Q1	CDP-20-043	MU to MU-MD				
326	2021 Q1	CDP-21-011	LDR to LDC				
327	2021 Q1	CDP-20-031	I to MU-LD				
328	2021 Q1	CDP-20-036	HDC to HDR				
329	2021 Q1	CDP-20-036	SFR to MDR				
330	2021 Q2	CDP-20-030	LDC to HDR				

Future Land Use Change since 2016 in NPU A, B, C, & D

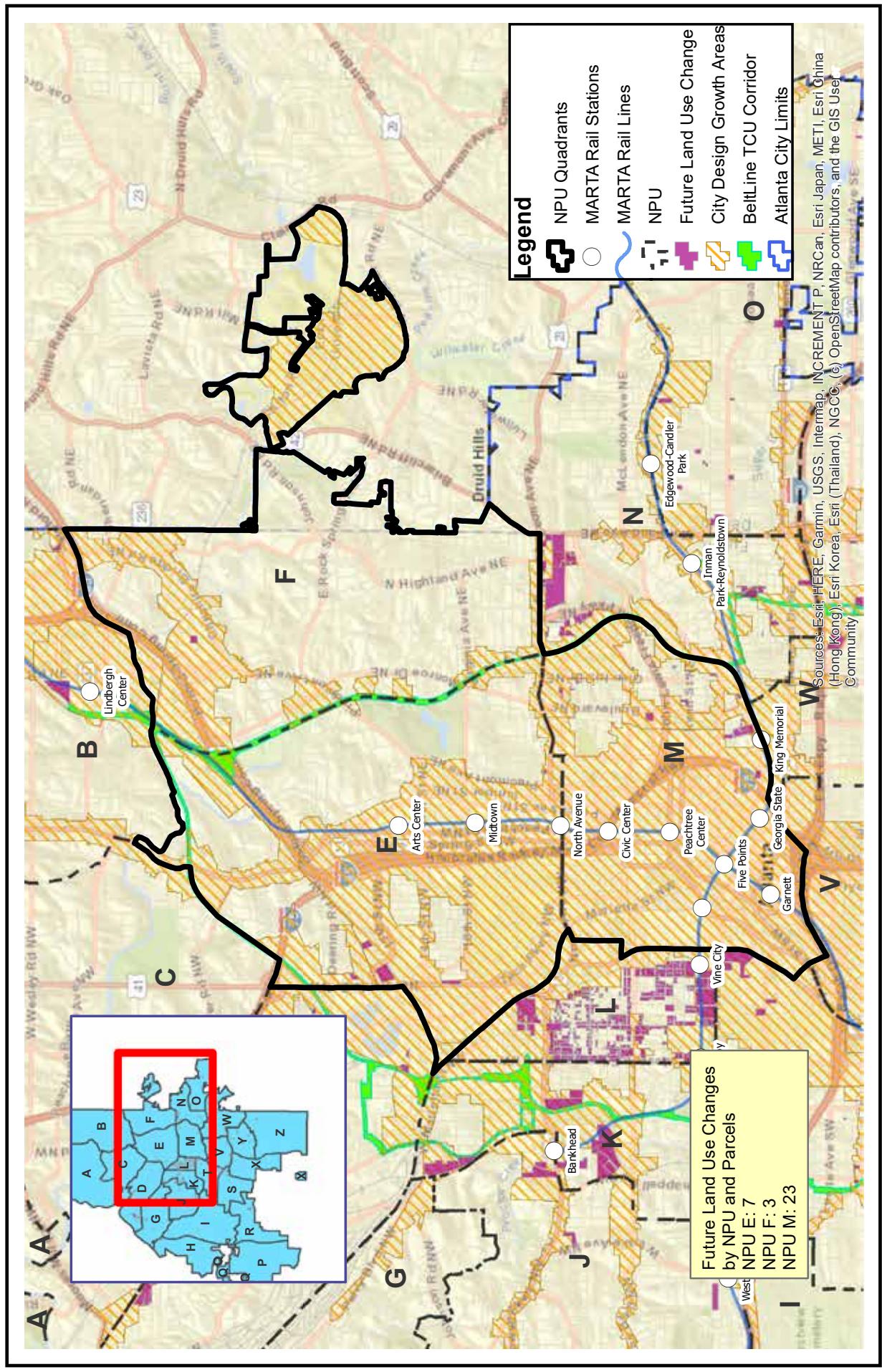


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Future Land Use Change since 2016 NPU E, F, & M



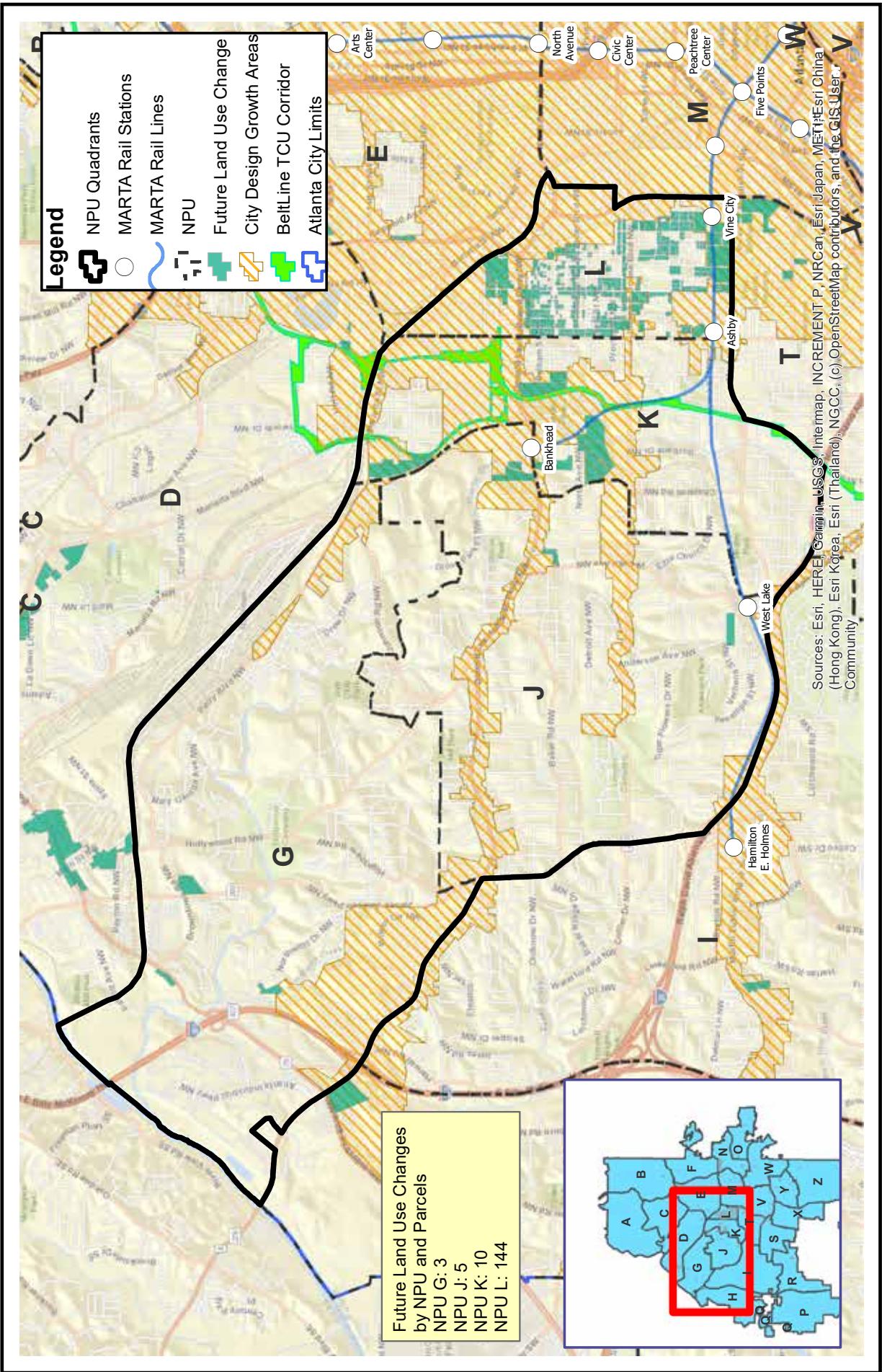
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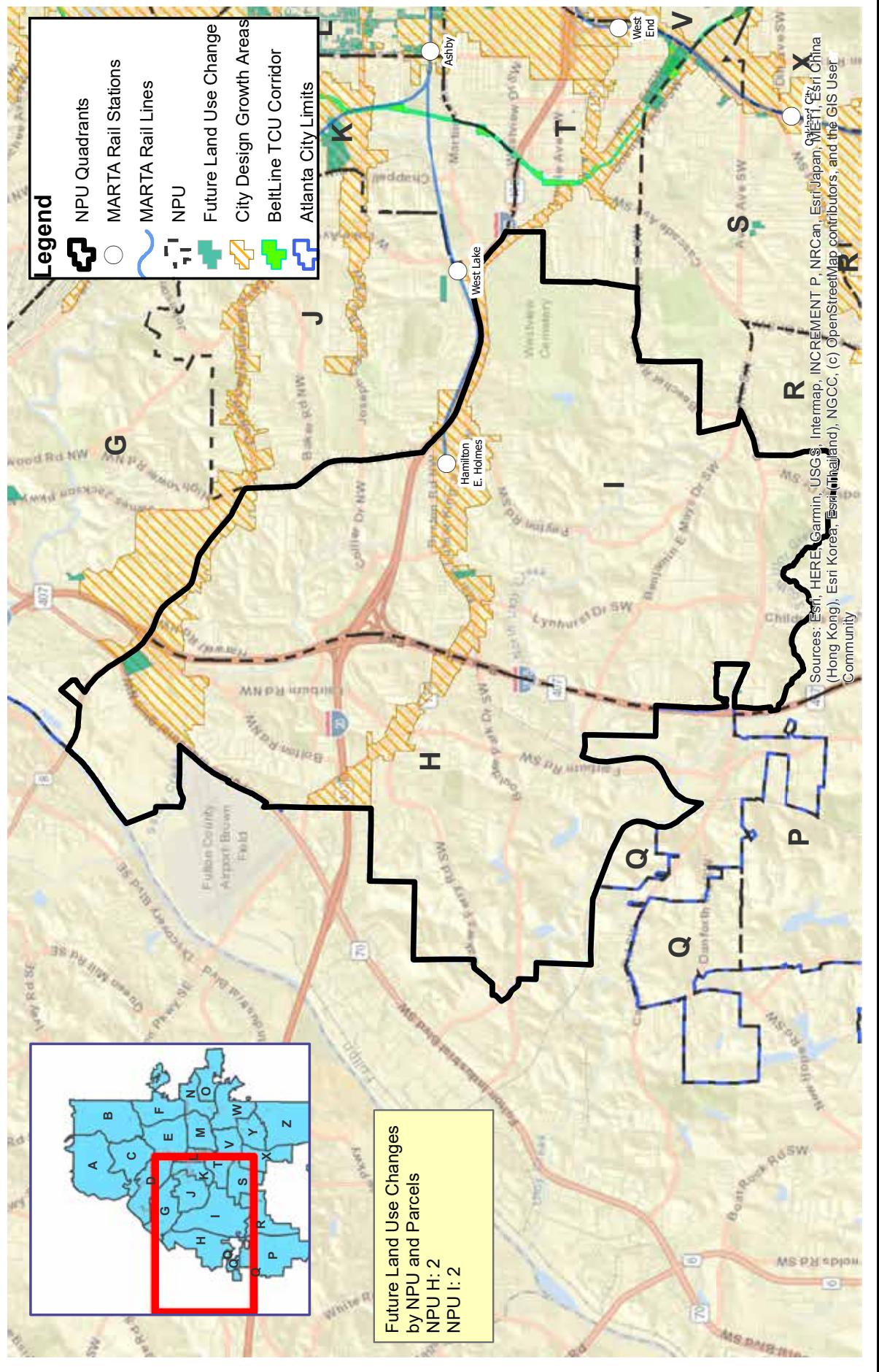


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Future Land Use Change since 2016 in NPU G, J, K, & L



Future Land Use Change since 2016 in NPU H & I



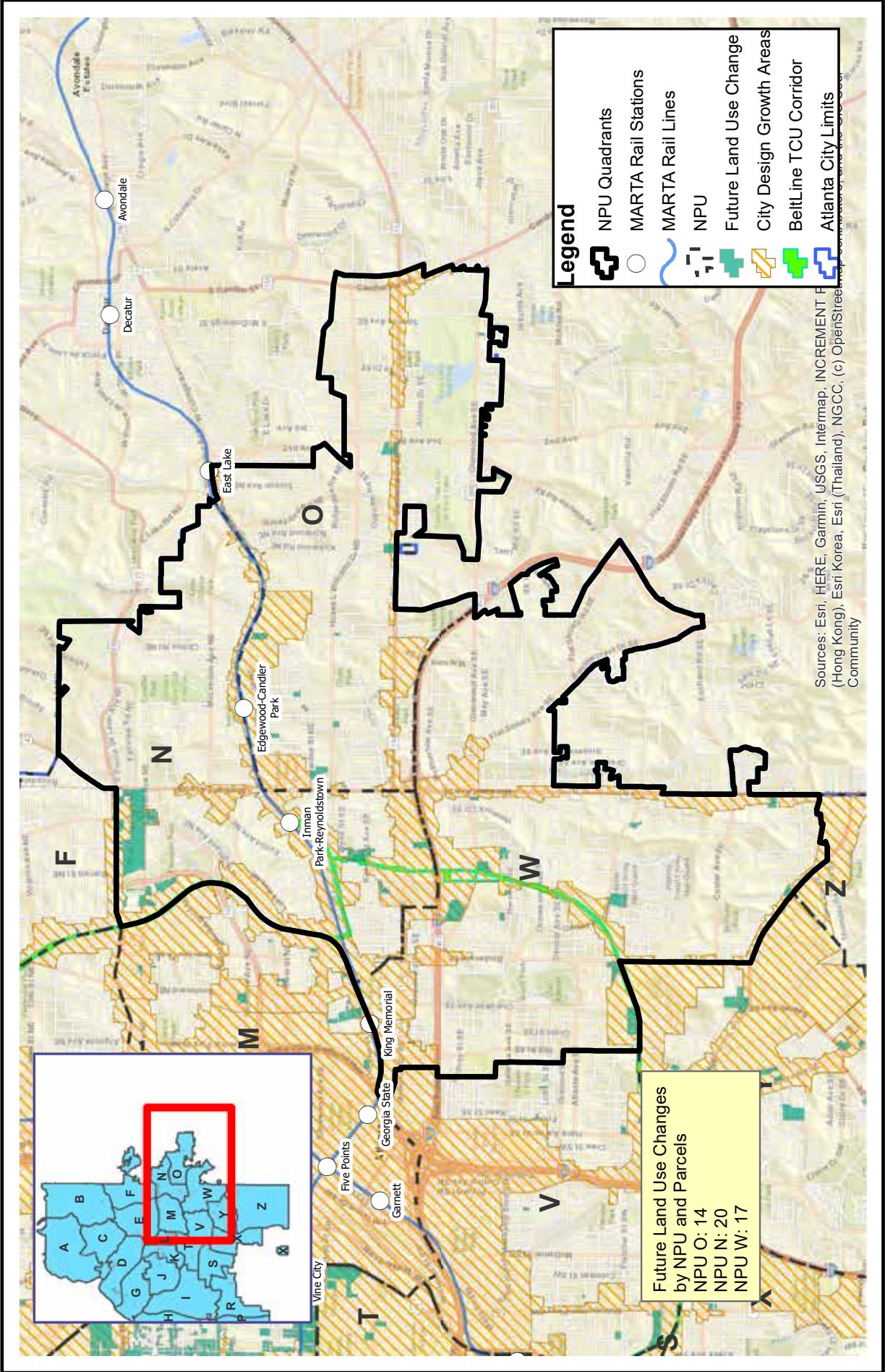
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1 Miles
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Future Land Use Change since 2016 in NPU O, N, & W

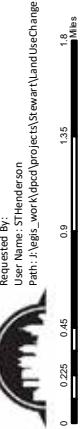


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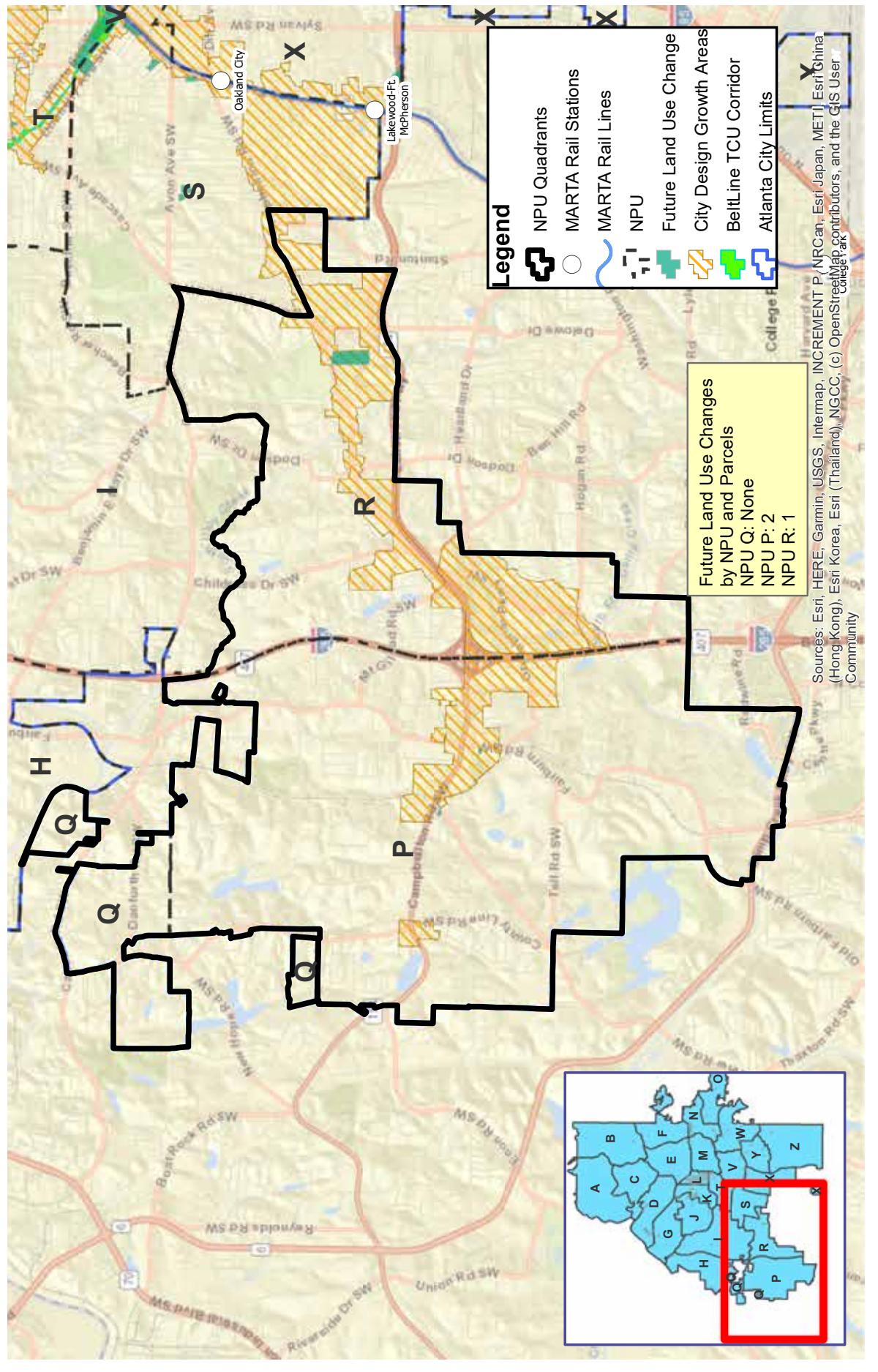


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Future Land Use Change since 2016 in NPU Q, P, & R



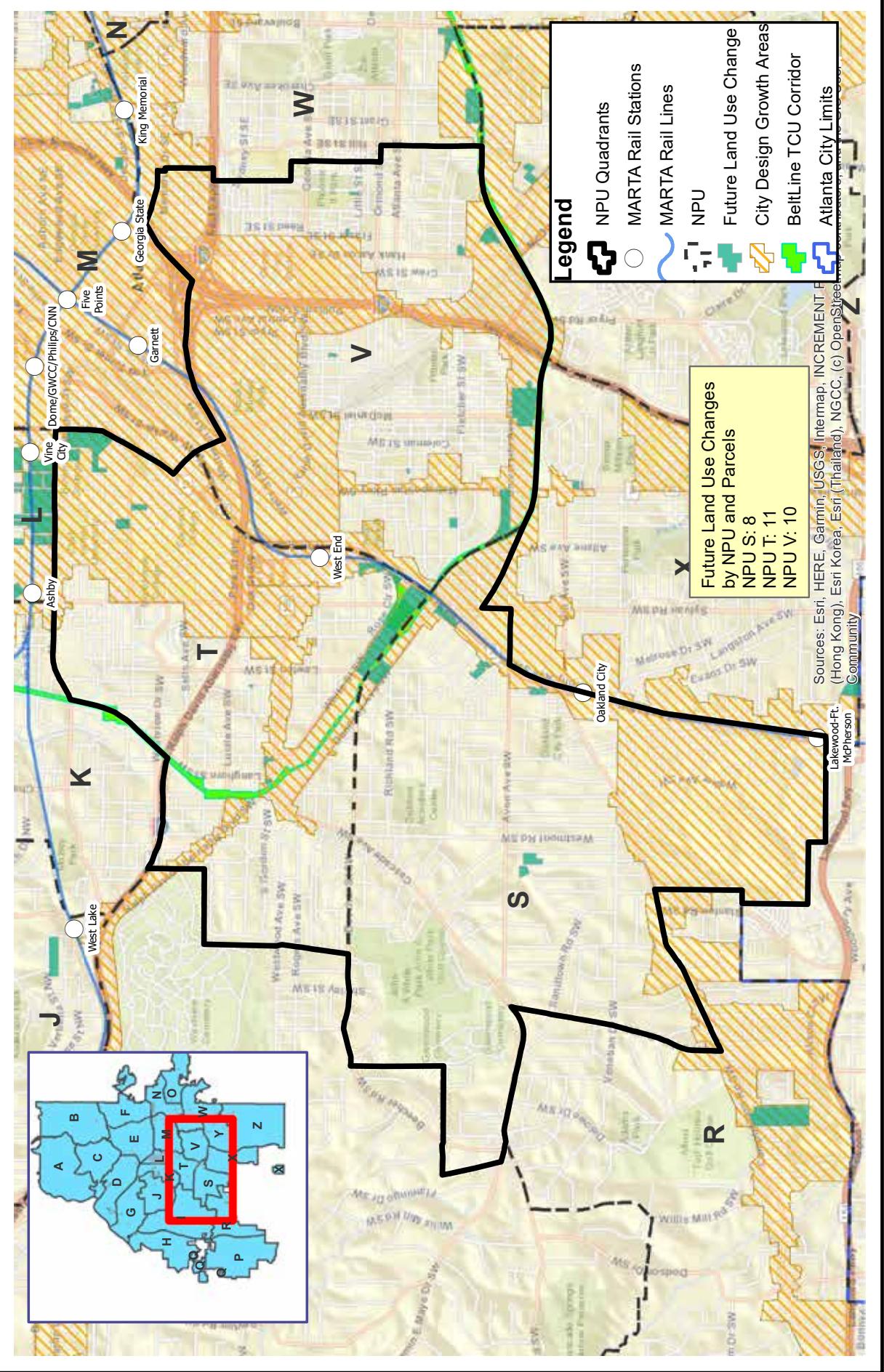
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1.5 Miles
1 Miles
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Future Land Use Change since 2016 in NPU S, T, & V

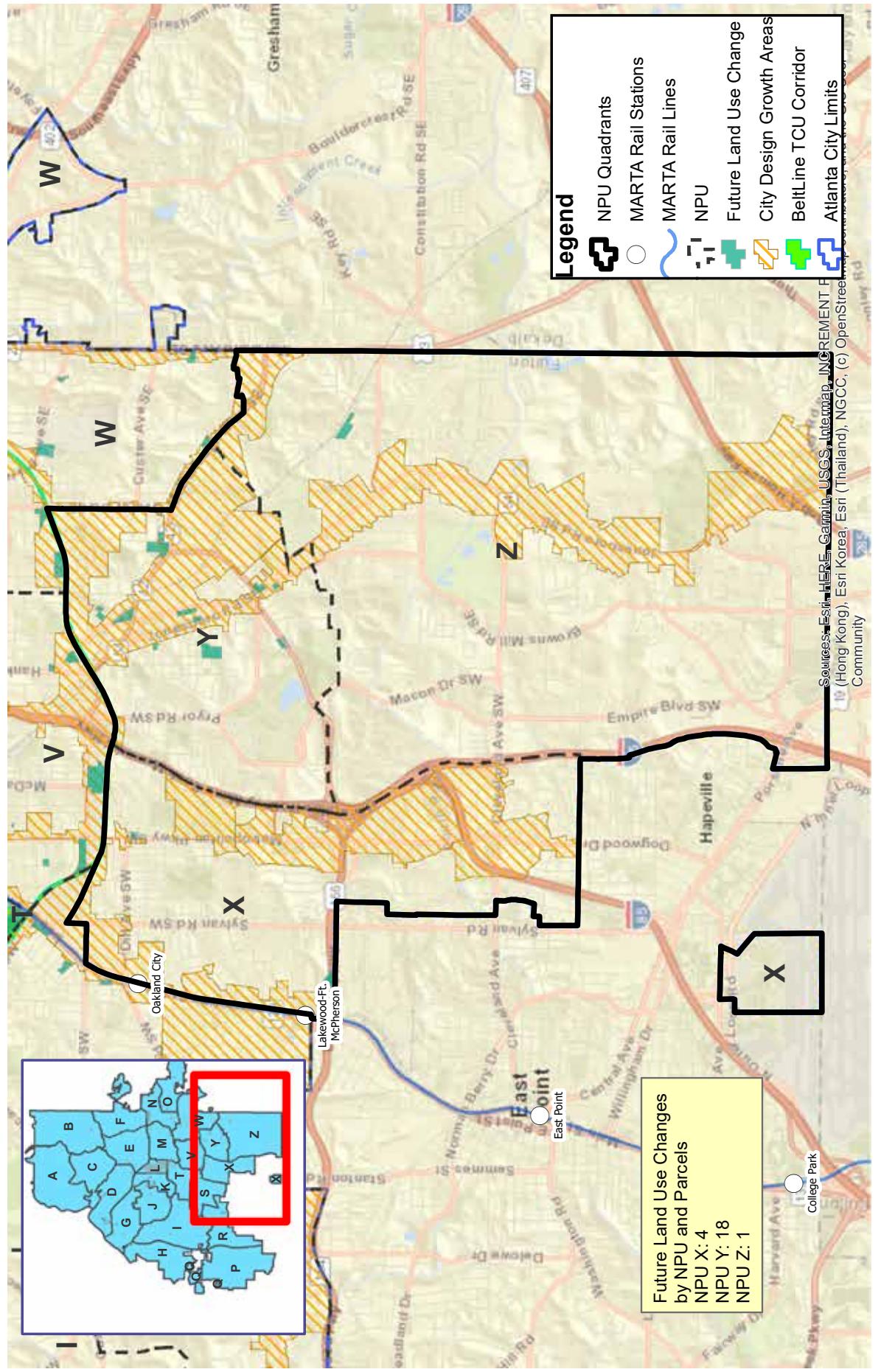


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Future Land Use Change since 2016 in NPU X, Y, & Z



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END OF APPENDIX III

PLAN A



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